TRANSPORTATION, COMMUNICATION & PUBLIC WORKS POLICY COMMITTEE
Friday, January 18, 2019 | 10:00 a.m. – 3:00 p.m.
Sacramento Convention Center, 1400 J Street, Rm. 202, Sacramento

AGENDA

SPECIAL ORDER: State Budget and Issues Briefing for all policy committee members
10:00 – 10:45 a.m., Room TBD, Sacramento Convention Center
Upon adjournment, individual policy committee meetings will begin

I. Welcome and Introductions

II. Public Comment

III. Overview of Parliamentary Procedures and Roberts Rules (Attachment A) Informational

IV. Committee Orientation (Attachment B) Informational

V. League Mission and Strategic Goals for 2019 (Attachment C) Informational

VI. Review of Existing Policy & Guiding Principles (Attachment D) Informational

VII. SB 1 Implementation Update – Transportation in CA
- Speaker: Secretary Annis, California State Transportation Agency Informational

VIII. Electric Vehicle Charging Infrastructure
- Speaker: Cory Bullis, Senior Associate, Electric Vehicle Charging Association Informational

IX. 2018 Local Streets and Roads Needs Assessment Update (Attachment E) Informational
- Speaker: Rony Berdugo, Legislative Representative, League

X. Drone Policy Task Force Update (Attachment F) Informational
- Speaker: Derek Dolfie, Policy Analyst, League

XI. State Legislative Update Informational

XII. Adoption of 2019 Work Program (Attach G) Action

Next Meeting: Friday, March 29, Hilton Orange County/Costa Mesa, 3050 Bristol Street, Costa Mesa, California

NOTE: For all meeting materials and additional resources, please visit: www.cacities.org/TCPW

NOTE: Policy committee members should be aware that lunch is usually served at these meetings. The state’s Fair Political Practices Commission takes the position that the value of the lunch should be reported on city officials’ statement of economic interests form. Because of the service you provide at these meetings, the League takes the position that the value of the lunch should be reported as income (in return for your service to the committee) as opposed to a gift (note that this is not income for state or federal income tax purposes—just Political Reform Act reporting purposes). If you would prefer not to have to report the value of the lunches as income, we will let you know the amount so you may reimburse the League.

Brown Act Reminder: The League of California Cities’ Board of Directors has a policy of complying with the spirit of open meeting laws. Generally, off-agenda items may be taken up only if:
1. Two-thirds of the policy committee members find a need for immediate action exists and the need to take action came to the attention of the policy committee after the agenda was prepared (Note: If fewer than two-thirds of policy committee members are present, taking up an off-agenda item requires a unanimous vote); or
2. A majority of the policy committee finds an emergency (for example: work stoppage or disaster) exists.
A majority of a city council may not, consistent with the Brown Act, discuss specific substantive issues among themselves at League meetings. Any such discussion is subject to the Brown Act and must occur in a meeting that complies with its requirements.

Informational Items: Any agenda item listed for information purposes may be acted upon by the Policy Committee if the Chair determines such action is warranted and conforms with current League policy. If the committee wishes to revise League policy or adopt new policy for an item listed as informational, committees are encouraged to delay action until the next meeting to allow for preparation of a full analysis of the item.
Parliamentary Procedure Basics Relating to League Policy Committees
(adapted from Robert’s Rules of Order Newly Revised\(1\))

Note: This document is designed to provide practical examples of common procedural matters encountered by League policy committees. It strives to provide guidance to foster productive and efficient meetings; it is not meant to be an exhaustive or comprehensive discussion of Robert's Rules. As always, it is the role and discretion of the chair to provide helpful guidance to individuals that may digress from the appropriate form and substance related to the conduct of meetings and the presentation of motions and other procedural matters set forth below.

I. COMMON MOTIONS

1. Main Motions
   Purpose: To introduce items to the committee for their consideration.
   Example: "I move the staff recommendation to support AB 123."

2. Motion to Amend
   Purpose: Retains the main motion under discussion, but changes it in some way.
   Example: "I move to amend the (presented main) motion to support AB 123 if amended."

"Friendly" Amendments
Purpose: To offer an amendment to the main motion that is still supportive of the main motion.
Example: If there is currently a motion to support AB 123 on the floor and a committee member makes a "friendly" amendment to support AB 123 and also request that staff report back after contacting the sponsor for clarification on specific language.

Note: This is commonly mishandled procedurally. Often the individual that seeks to offer the "friendly" amendment will inquire if the maker of the original motion will "accept" the amendment, and if so the chair will treat the motion as amended. This is not the proper way to handle such an amendment. It is not the discretion of the mover of the original motion (or the chair) to accept or decline the amendment, rather it must be adopted by the committee.

However, if it appears to the chair that an amendment (or any other motion) is uncontroversial, it is proper for the chair to ask if there is "any objection" to adopting the amendment. If no objection is made, the chair may declare the amendment adopted. If even one member objects, however, the amendment is subject to debate and vote like

---

\(1\) Additional information relating to Robert's Rules of Order is available at: www.robertsrules.com.
any other, regardless of whether its proposer calls it "friendly" and regardless of whether the maker of the original motion endorses its adoption.

3. **Substitute Motion**  
   *Purpose:* Removes the motion under discussion and replaces it with a new motion.

   *Example:* When there is a main motion on the floor to support a bill, a substitute motion would be, "I move a substitute motion that the committee oppose AB 123."

**Addressing Multiple Motions**  
The following examples provide guidance relating to how multiple motions are handled, and the impact failed substitute motions have on original (main motions) and any proposed amendments. The last motion presented should be considered first.

*Note:* Substitute motions commonly occur during policy committee meetings, yet Robert's Rules does not make a distinction between motions to amend and substitute motions. However, motions to amend must be considered prior to a main motion. Because the use of "substitute" motions is fairly widespread, the label as it is reflected in practice is used in the examples below. Rosenberg's Rules of Order do reference substitute motions and their impact is also reflected below.

**Example 1**  
Committee Member 1: "I move that we support AB 123.
Committee Member 2: "I move that we support AB 123, if amended."  
Committee Member 3: "I move a substitute motion that we oppose AB 123."

**Characterizing the Motions:**  
In the above example:  
Committee Member 1 has made a (main) motion.  
Committee Member 2 has made an amendment to Committee Member 1's motion.  
Committee Member 3 has made a substitute motion to Committee Member 1's motion.

**Order for Consideration and the Possible Outcomes**  
Committee Member 3's motion is considered first. If Committee Member 3's motion fails, Committee Member 2's motion will be considered next. If Committee Member 2's motion fails, Committee Member 1's motion will be considered. If Committee Member 2's motion passes, there is no need to consider Committee Member 1's motion.

If Committee Member 3’s motion passes, there is no need to consider Committee Member 1’s motions because Committee Member 3's motion replaces Committee Member 1’s original motion. There is also no need to consider Committee Member 2's motion since it is an amendment to Committee Member 1’s motion that has been replaced by Committee Member 3's substitute motion.

---

2 Additional information relating to Rosenberg's Rules of Order is available at:  
Example 2
Committee Member 1: "I move that we support AB 123."
Committee Member 2: "I move a substitute motion that we oppose AB 123."
Committee Member 3: "I move that we oppose AB 123 unless amended."

Characterizing the Motions
In the above example:
Committee Member 1 has made a (main) motion.
Committee Member 2 has made a substitute motion to Committee Member 1’s motion
Committee Member 3 has made an amendment to Committee Member 2's substitute motion (sometimes referred to as a substitute to a substitute motion).

Reviewing the Possible Outcomes
Committee Member 3’s motion should be considered first. If the motion fails, Committee Member 2’s motion is considered.
If Committee Member 2’s motion passes, it is not necessary to consider Committee Member 1’s motion because Committee Member 2's motion substitutes for it.

If Committee Member 3’s motion fails, Committee Member 2’s motion is considered. If Committee Member 2’s motion fails, the substitute motion for Committee Member 1’s motion fails, and Committee Member 1’s motion is considered.

If Committee Member 3’s motion passes, it is not necessary to consider Committee Member 1’s motion because Committee Member 3’s motion substitutes for it.

Example 3
Committee Member 1: "I move that we support AB 123."
Committee Member 2: "I move a substitute motion that we oppose AB 123."
Committee Member 3: "I move a substitute to the substitute motion that we take no position on AB 123."

Characterizing the Motions
In the above example:
Committee Member 1 has made a (main) motion.
Committee Member 2 has made a substitute motion to Committee Member 1’s motion
Committee Member 3 has attempted to make a substitute to Committee Member 2's substitute motion (sometimes referred to as a substitute to a substitute motion).

Reviewing the Possible Outcomes
While procedurally permissible, in an effort to avoid confusion Committee Member 3’s motion should not be entertained by the chair until Committee Member 1 and Committee Member 2's motions have been discussed and voted upon.

Committee Member 2's motion should be considered first. If the motion fails
Committee Member 1’s motion is considered. If Committee Member 1's motion fails, then Committee Member 3’s may make the motion to "take no position on AB 123."

If Committee Member 2's motion passes, it is not necessary to consider Committee Member 1’s motion because Committee Member 2's motion substitutes for it.
4. **Motion to Withdraw**  
*Purpose:* To withdraw an item from discussion.

*Making the Motion to Reconsider:* Only the individual that made the initial motion can make a motion to withdraw an item from discussion. The individual may interrupt a speaker (after being recognized by the chair) to withdraw the motion under discussion at any time.

*Note:* This type of motion typically occurs following some debate by the committee that may provide additional information that influences the mover to reconsider continued debate on the original motion presented. Another member may subsequently make the same motion after it has been properly withdrawn.

*Example:* “Madame Chair, I move to withdraw my motion to support AB 123.”

5. **Motion to Reconsider**  
*Purpose:* To revisit discussion of an issue.

*Making the Motion to Reconsider:* A motion to reconsider must be made by an individual that previously voted in the majority of the original motion. A motion to reconsider made by an individual that previously voted in the minority must be characterized as out of order.

*Timing:* A motion to reconsider must be made at the same meeting where the original motion was discussed, or the next meeting of the body. Motions for reconsideration following the next meeting are out of order.

*Example:* “I move to reconsider the committee’s position to support AB 123.”

6. **Motion to Table**  
*Purpose:* This motion is often used in the attempt to "kill" a motion by setting it aside. The option is always present, however, to "take from the table," for reconsideration by the committee.

*Note:* This type of motion should be reserved to temporarily set an item aside if agreed upon by a majority of the committee to take up an item of immediate urgency. However, in practice it is sometimes used as an option to end debate and prevent a vote, and not typically to take up an item of immediate urgency. This is technically improper procedure (or out of order) under Robert's Rules.

*Example:* “I move that the committee table the motion to support AB 123.”

7. **Call for the Question**  
*Purpose:* To refocus the committee on the agenda in the event there is sentiment that the discussion has drifted. The individual seeking to end debate must first be recognized by the Chair, make the motion and the motion must receive a second. The motion must be adopted by a 2/3 vote or unanimous consent.

*Example:* “I move the previous question.”
5

Note: The above procedure is consistent with Roberts Rules, however, in practice when an individual calls for the question a vote is not usually taken. The motion simply serves as an indicator to the chair that the debate may have drifted from the agenda, and the chair should remind the committee to return to the agenda. If there is a sense that the current discussion is productive the chair may elect to ask for a vote relating to the motion to call for the question, or the chair may propose continued discussion for some short period to allow individuals that wish to speak the opportunity.

8. **Motion to Appeal**

   **Purpose:** To appeal a ruling made by the chair. A committee member may move to appeal a ruling by the Chair, but it must be seconded and receive a majority vote to be reversed.

   *Example:* "I move to appeal the Chair’s ruling that the committee approved support of AB 123."

9. **Adding an Item to the Agenda for Consideration**

   **Purpose:** To have the committee discuss an item that is not on the prepared agenda before them. Because the League is committed to complying with the legal requirements and spirit of the Brown Act additional agenda items may be considered only if they fall within any of the below exceptions:

   - An item may be added to the agenda by circulation to the committee members and posting on the League website at least 72 hours prior to the meeting.

   - An item may be placed on the agenda at the meeting if the majority decides that it is an “emergency situation.” An emergency situation includes work stoppage, crippling disaster, or any other activity that impairs public health safety or both.

   - Two-thirds of the committee members present (or all of the members if less than two-thirds are present) must determine that there is a need for immediate action, and the need to take action arose subsequent to the circulation of the agenda.

   If an item does not fall within one of these exceptions it may not be discussed and acted upon, but may be added to a subsequent agenda.

   *Note:* This procedure is typically used when there is a supplemental agenda that is distributed at the meeting that was not mailed to the committee prior to the meeting.

**II. OTHER ITEMS**

1. **Point of Privilege**

   **Purpose:** To draw attention to an item that interferes with the comfort of the meeting.

   *Example:*
   
   Committee Member: “Point of privilege.”
   Chair: “State your point.”
   Committee Member: “Madame Chair, may we inform the hotel staff that the room is uncomfortably hot and request that the air conditioning be adjusted.”
2. **Point of Order**  
*Purpose:* To draw attention to inappropriate conduct at the meeting.

*Example:*  
Committee Member: “Point of order.”  
Chair: “State your point.”  
Committee Member: “Madame Chair, the motion was approved without opportunity for debate.”

3. **Public Comment**  
In the spirit of the Brown Act an opportunity for public comment is included on all agendas. The chair should exercise discretion in determining the appropriateness and extent of public comment during committee meetings setting reasonable limits as needed.

III. **HOW TO PRESENT A MOTION**

1. Obtain the floor by raising your hand and wait to be recognized by the chair.
2. Make your motion.  
   a. Speak clearly and concisely.  
   b. Always state a motion affirmatively. For example, "I move the staff recommendation that we support AB 123..." rather than, "I move that we do not take a position ...".  
   c. Avoid comments unrelated to the subject of the motion.  
   d. Avoid making any arguments supporting your motion at this time, simply state the motion.
3. Wait for someone to second your motion.  
4. Another member will second your motion or the chair will call for a second.  
5. If there is no second to your motion it is lost and no vote will be taken by the committee.  
6. If there is a second to your motion the chair should re-state the motion, or ask League staff to re-state the motion.  
   a. The chair will say, "it has been moved and seconded that we ..." This places the motion before the committee for consideration and action.  
   b. The committee then either debates the motion or may move directly to a vote.  
   c. Once a motion is presented to the committee by the chair it becomes "committee property," and cannot be changed by the maker of the motion without the consent of the committee.  
7. At this point the individual making the initial motion (the mover) may elect to expand on the motion. For example, this would be the appropriate time for the mover to present an argument in support of the motion.  
8. The chair should always recognize the mover first.  
   a. All comments and debate must be directed to the chair.  
   b. Keep to the time limit (if any) for speaking that has been established.  
   c. The mover may speak again only after other speakers are finished, unless called upon by the chair.  
9. Putting the Question to the Committee  
   a. The chair asks, "Are you ready to vote on the question?"  
   b. If there is no more discussion, a vote is taken on the motion.  
   c. If the motion passes, the committee moves on to the next item on the agenda.
d. If the motion fails, and no other motion is on the floor, then a new motion is in order.

*Note: If a motion to support AB 123 fails, this does not mean that there is opposition to AB 123 by default. A separate motion to oppose AB 123 or some other formal motion must be made and voted on by the committee.*

### IV. VOTING ON A MOTION

1. **Voting is Conducted by Voice**
   The chair asks those in favor to say, "aye," those opposed to say "no." If the outcome is unclear by voice, a hand vote may be taken. Any member may move for an exact count. Following the vote, the chair should announce the outcome.

   **Example:**
   Chair: There is a motion and a second to support AB 123. All those in favor say, "aye." All those opposed say, "no." If the outcome by voice is clearly in support the chair would announce that, "The motion to support AB 123 passes." If the outcome results in opposition to the motion, the chair would announce that, "The motion to support AB 123 fails." If the outcome is unclear the chair, or another member may ask for a hand count.

### V. QUORUM

1. **Presumption of a Quorum**
   The presence of a quorum is *presumed* unless the issue is raised.

   *Note: It is not necessary, and is disfavored for the chair to routinely begin a meeting inquiring about the presence of a quorum.*

2. **Calculating the Presence of a Quorum**
   If the issue of whether a quorum is present is raised, a quorum consists of a majority of all appointed, voting members of a policy committee. A majority simply means more than half, not fifty percent plus one.

3. **Votes Taken Prior to the Question of Whether a Quorum is Present Are Valid**
   If a vote(s) is taken prior to the question of whether a quorum was present is asked, and it is later determined that a quorum was not present when the vote(s) was taken, the action taken is still valid.

4. **Votes Taken in the Absence of a Quorum are Advisory**
   A vote may be taken on matters *even if a quorum is not present*, but all votes taken by that body will be *advisory* to the League Board or the General Resolutions Committee, and the Board or the General Resolutions Committee must be advised that a quorum of the body was not present. The vote count should also be noted and communicated.
COMMITTEE ORIENTATION

Policy Committee Subject Matter
The League has seven (7) policy committees, each with its own subject matter jurisdiction. You may refer to the “Summary of Existing Policy and Guiding Principles” booklet (Summary) to find the subject matter for each committee. This document is updated every two years. Policy in the Summary is used to determine League legislative and regulatory positions. The Summary, in its entirety, is located on the League’s Web site at www.cacities.org/summaryofexistingpolicies Individual sections are located on each policy committee’s Web page, which are available at www.cacities.org/polcomm.

Policy Committee Legislative Agenda Items
League policy committees review bills or regulatory proposals on issues for which the League does not have existing policy, or for which staff members feel a policy discussion needs to occur for greater clarity or background on an issue. Staff will lobby legislation, funding proposals, or regulatory changes where existing policy provides clear direction.

Role and Responsibility of Committee Members
The strength of the League’s policy process and ability to effectively engage in the legislative process is based on the active involvement of and the expertise of city officials. We rely on your technical and policy knowledge, thoughtfulness, strategic thinking, and political savvy. Your role is to engage in thoughtful discussions at the meeting. Members should review the agenda and background material prior to the meetings, attend each meeting, and stay for the entire duration of the meeting.

Committee Recommendations on Positions on Bills
The committee’s actions or positions are a recommendation to the League Board of Directors for a formal League position. Possible committee recommendations can be:

- Support
- Oppose
- Support-if-amended (as appropriate, specific amendments may be requested)
- Oppose-unless-amended (as appropriate, specific amendments may be requested)
- No position
- Neutral

There are nuanced differences between some of these positions. For example, “support-if-amended” sends a very different message than “oppose-unless-amended.” Both positions might seek the same change but the support-if-amended position means that the League would be listed with the “supporters” of the bill in most legislative analysis. In addition, “no position” and “neutral” have different meanings...
and require different actions from staff. Selection of one or the other depends in part upon what type of
message or political posture the League needs to take. Staff will advise the committee about the
implications of each on a case-by-case basis.

Approval by League Board Needed for All Committee Recommendations

All committee actions are recommendations to the League Board, which has the final say on all positions.
Under no circumstances are individual committee members nor the committee itself authorized to speak
on behalf of the League. When a committee action is supported by a large majority (e.g., 32 to 3), the
recommendation is placed on the Board’s consent calendar. When the committee vote is split (e.g., 15-
13), the item will be presented as an action item for the Board’s discussion. Staff will also provide
information about the reasons behind the committee’s recommendation to the Board.

Most of the time, the Board adopts the recommendation of the policy committee. When the Board adopts
a different position, staff will notify the committee members of the reason for the different position. This
likely will be done in the next regular communication with the committee.

Some issues cut across more than one committee. When this occurs, staff will coordinate and bring a bill
to more than one committee for review and recommendation. The recommendations are then forwarded
to the League Board and if there is a different recommendation, the League Board resolves the difference.

Role of the Committee Chair

The chair’s role is to balance the often competing needs of the membership to have a full and thoughtful
discussion on the issues within the very real time constraint. The chair will often limit debate – either in
the number of speakers or the amount of time each speaker has – in order to ensure that we can move
ahead on our agenda and cover the items included. We ask that when you make comments on issues
before the committee that you be brief and concise and that you not repeat what has already been stated.
Also, if you have already spoken on an issue, the chair may ask you to hold your comments until after
new speakers are able to share their comments.

Committee Schedule and Process

Committees generally meet three times a year (January and June in Sacramento, April in Southern
California), plus an abbreviated meeting at the Annual Conference (September or October) to review
resolutions if any are assigned to it. Meetings begin at 10:00 a.m. and conclude by 3:00 p.m., although
some subcommittees may meet at 9:00 a.m. Please plan to be present for the full duration of the
committee meetings.

Agendas/Disseminating Information

Agenda packets will only be sent via email and posted online. If you prefer a hard copy of the agendas
and highlights, please contact Meg Desmond by email: mdesmond@cacities.org or phone: 916-658-
8224) Highlights that summarize committee actions are prepared by staff and provided to committee members
about two to three weeks after the meetings. All materials are also available on the League’s Website:
www.cacities.org/polcomm.

We encourage you to visit the League’s Web site: www.cacities.org. In addition to containing committee
materials, the Website contains information on the League’s priorities and a link to track individual bills
and the League’s position on them. You should also subscribe to the League’s electronic newsletter CA
Cities Advocate.
For meetings that are heavy in legislative review (generally in April and June), staff will try to find a balance between getting the agenda packet out early and the need to delay finalizing the agenda packet in order to include as many legislative items as possible and in their most current version. At some meetings, staff may use a supplemental agenda for last minute legislative issues. We will use e-mail as appropriate to send out late-breaking information or to gather committee input throughout the year. It is important that we have your preferred e-mail.

**How to Get an Item on the Agenda**

Because staff prepares background material in advance of the meeting, and prepares the agenda in consultation with the Chair and Vice Chair, it is difficult to add items at the last minute. In addition, the League tries to comply with the spirit of the Brown Act in its meetings. If you wish to have the committee discuss an item, you should contact staff well in advance of the meeting in order to determine the feasibility of including it on the agenda, and if so, allow staff time to prepare the appropriate background material. Because of time constraints and a full work program before the committee, it may not always be possible to respond to such requests.

**Issues Should Have Statewide Impact**

Although some of you may represent your division, your department, your affiliate organization, or simply yourself, we should all keep in mind that the League must address issues of statewide impact and interest. Thus, while an issue or bill may be of interest to your city or region, if it does not have broader, statewide implications, the League likely will not engage in that policy discussion or take a position. You should keep this in mind if you wish to suggest an item for discussion.

**Brown Act and Roberts Rules of Order**

The League tries to comply with the spirit of the Brown Act. Thus, when the committee discusses items not already on the agenda (e.g., supplemental legislative agenda), the Chair will ask for a vote of approval to add that item to the agenda. The League also follows Roberts Rules of Order and provides a brief overview of key procedural steps in Roberts Rules as they apply to committees.

**Staffing for Committee**

Each committee has a staff lobbyist assigned to it. This individual is your main point of contact for logistics or questions about the agenda. Generally, each lobbyist has a “main” committee and will remain with the committee throughout the meeting. Occasionally he/she may leave the meeting to make guest appearances in other committees to discuss issues or bills. Additional staff may also be present to support the committee’s work.

**League Partners and Other Guests**

The League Partners have a non-voting representative assigned to each policy committee and are seated at the table with other committee members. In addition, city officials, other members of the League Partners Program, and interested members of the public are welcome to attend the meetings. We provide an opportunity for our League Partners and other members of the public to offer comment on items before the committee during the designated public comment period on the agenda.
1. **Provide Cities Additional Funding and Tools and Preserve Local Authority to Address Housing Production, Affordability and Homelessness Challenges.**
   - Provide additional funding and preserve local mitigation fee authority to ensure cities have sufficient resources to update local plans that reflect community input, improve and expand local infrastructure, address environmental impacts and deliver services to support new housing development.
   - Restore a robust form of tax increment financing to advance transit-oriented development, build affordable and workforce housing, improve jobs/housing balances, and revitalize local neighborhoods and communities.
   - Increase resources to provide emergency shelter, alcohol and drug treatment, housing, mental health and other wrap-around services and facilities to assist people of all ages, including seniors, experiencing homelessness.
   - Provide CEQA streamlining to expedite housing construction.
   - Ensure the availability of adequate water supplies to support new growth.
   - Preserve local authority to ensure housing development is consistent with local housing elements, design requirements and other applicable criteria adopted with community input.
   - Given California’s massive identified deficit in affordable housing, the Legislature and Governor should set aside a substantial amount of the state’s budget surplus to support additional affordable and workforce housing construction and expand skilled workforce training.

2. **Improve Disaster Preparedness, Recovery and Climate Resiliency.**
   - Provide resources to cities and expand partnerships to better prepare for and recover from wildfires, seismic events, erosion, mudslides and other disasters.
   - Improve community preparedness and resiliency to respond to climate-related, natural and man-made disasters.

3. **Promote Sustainability of Public Pension and Retirement Health Benefits.**
   - Continue to work with employee organizations, CalPERS, the Administration and the Legislature to drive public awareness of the fiscal challenges cities face as a direct result of growing unfunded pension liabilities and retirement health benefits.
   - Work collaboratively to achieve meaningful options and flexibility for cities to address these challenges in order to stabilize local budgets and ensure sufficient funding remains available to provide services to communities.

4. **Address Public Safety Concerns of California Cities.**
   - Reform recently enacted criminal justice laws — enacted by both statute and initiative — that have eroded public safety protections of California residents through the passage of the Police Chiefs/Grocer’s-sponsored criminal justice reform measure eligible for the November 2020 state ballot, or by equivalent reforms achieved through legislative action.
   - Protect public safety by reducing access to firearms for the mentally ill.
   - Protect existing city authority to deliver local emergency services.
   - Support additional tools and resources to address critical community challenges such as homelessness, mental health, domestic violence, drug rehabilitation, human trafficking and workforce development for ex-offender reentry.
Transportation, Communication and Public Works

Scope of Responsibility

The Committee on Transportation, Communication and Public Works reviews both state and federal legislation as it relates to issues of transportation funding, construction, public works, telecommunications, and other related areas.

Summary of Existing Policy and Guiding Principles

Transportation

The League supports constitutional protections for transportation funding to be dedicated for transportation purposes only and opposes any efforts to reduce or eliminate transportation funding for local government.

The League supports protecting the additional funding for local transportation and other critical unmet infrastructure needs. One of the League’s priorities is to protect the consistent and continuous appropriation of new monies from various sources directly to cities and counties for the preservation, maintenance and rehabilitation of the local street and road system. New and additional revenues should continue to meet the following policies:

- **System Preservation and Maintenance.** Given the substantial needs for all modes of transportation, a significant portion of new revenues should continue to focus on system preservation. Once the system has been brought to a state of good repair, revenues for maintenance of the system would be reduced to a level that enables sufficient recurring maintenance.

- **Commitment to Efficiency.** Priority should continue to be used to improve current systems. Recipients of revenues should incorporate operational improvements and new technology in projects.

- **All Users Based System.** New revenues should continue to be borne by all users of the system from the traditional personal vehicle that relies solely on gasoline, hybrid or electric technology, to commercial vehicles moving goods in the state, and even transit, bicyclists, and pedestrians who also benefit from the use of an integrated transportation network.

- **Alternative Funding Mechanisms.** Given that new technologies continue to improve the efficiency of many types of transportation methods, transportation stakeholders must be open to new alternative funding mechanisms. Further, the goal of reducing greenhouse gases is also expected to affect vehicle miles traveled, thus further reduce gasoline consumption and revenue from the existing gas tax. The existing user based fee, such as the base $0.30 cent gas tax is a declining revenue source. Collectively, we must have the political will to push for sustainable transportation revenues.

- **Unified Statewide Solution.** For statewide revenues, all transportation stakeholders must stand united in the protection of new revenues. Any new statewide revenues should address the needs of the entire statewide transportation network, focused in areas where there is defensible and documented need.

- **Equity.** New revenues should continue to be distributed in an equitable manner, benefiting both the north and south and urban, suburban, and rural areas as well as being equally split between state and local projects.

- **Flexibility.** Needs vary from region to region and city to city. New revenues and revenue authority should continue to provide the flexibility for the appropriate level of government to meet the goals of the constituents.
• **Accountability.** All tax dollars must be spent properly, and recipients of new revenues must be held accountable to the taxpayers, whether at the state or local level.

The League supports a permanent shift of the sales tax on gasoline for transportation purposes and an allocation formula equivalent to 40/40/20 split of 40 percent to cities and counties, 40 percent to STIP and 20 percent to transit.

The League supports enhanced autonomy for local transportation decision-making and pursues transportation policy changes that move more dollars and decisions to local policy leaders. The League supports spending transportation moneys for transportation purposes. The League will seek the maximum share of available funding for local transportation programs. The League supports implementation of federal transportation funding re-authorization legislation in a manner that supports these principles.

The League supports bicycle and pedestrian access with maximum local flexibility to prioritize this transportation need, as long as funding is available directly for it and other transportation priorities are not affected. Furthermore, this funding should not compete with preservation of the road system in light of the identified $73 billion in unmet needs on the city and county street and road system, as identified in the California Statewide Local Streets and Roads Needs Assessment Report completed in 2016.

The League opposes requiring a city or parking processing agency to automatically cancel notices of parking violations, prior to a request from a vehicle owner, if the violation does not substantially match the corresponding information on the vehicle registration.

The League supports the visionary effort of the High-Speed Rail project, and supports the involvement of local officials in the project planning and implementation. However, the League opposes efforts to exempt the High-Speed Rail project from the California Environmental Quality Act (CEQA) and other processes that provide an opportunity for local input. The League also supports efforts to reaffirm voter support of the project, including voter reconsideration for the bond.

The League supports the development of best practices and funding to support all modes of goods movement including ports, roadways, storage/distribution centers, rail and air. A focus should be kept on job creation and retention, economic development, and safety. The League encourages cities to actively engage their region and the state in making goods movement decisions.

The League supports efforts to improve the California Public Utilities Commission’s ability to respond to and investigate significant transportation accidents in a public and timely manner to improve rail shipment, railroad, aviation, marine, highway, and pipeline safety.

The League supports efforts to expand the Caltrans Business Logo Program.

The League supports having a balanced regulatory framework over both the taxi and TNC industries and encourages the PUC to include biometric identification data from TNC drivers and to have TNC companies conduct vehicle safety inspections and a policy where both industries where they are regulated by the state’s PUC, while giving cities the ability to regulate both industries when any given city finds that state regulation is insufficient for their community.

The League supports the Full Funding Grant Agreement (FFGA) process for the Federal Transit Administration’s (FTA) Capitol Investment Grant (CIG) program.
Public Works

The League supports retaining maximum flexibility for timely and cost-effective completion of public works projects. The League supports innovative strategies including public private partnerships at the state and local levels to enhance public works funding.

The League supports efforts to divert products that contribute to decreased capacity and increased maintenance costs at wastewater treatment facilities.

The League encourages the state to adopt maximum response time for all necessary state reports, including Project Study Reports, to allow for a timely and cost-effective completion of public works projects. The League supports the certification of private firms to complete reports when state staff is unavailable.

The League supports expedited permitting when the work is necessary to ensure the integrity of gas pipelines, provided that local permitting and plan review requirements are met.

Vehicles

The League opposes all efforts that allow vehicles and vehicle operators on the road that will jeopardize the integrity of the public infrastructure or the health and safety of the motoring public. The League supports all efforts to retain maximum control of the local street and road system. The League supports traffic safety enhancements such as motorcycle helmets, child restraints, seat belt and speed limit laws.

The League opposes any efforts to increase truck size or weight. The size and weight of trucks is important because it affects the stability and control of the truck, the way it interacts with other traffic, and the impact it has when colliding with other vehicles. Truck safety is particularly important because these vehicles share city streets and county roads with users — such as, motorists, pedestrians, cyclists, motorcyclists, and bus riders.

The League encourages cities to promote safe driving across California and the education of the general public about the dangers of texting while driving.

The League supports a requirement that all state rulemaking bodies consider the following factors for any proposed rule impacting vehicles: the weight added to any vehicle; the effect any added weight would have on pavement wear; and the resulting costs to state and local governments.

The League supports efforts to protect consumers from unscrupulous tow trucker companies and operators.

The League holds that increasing vehicle fines do not improve safety around school zones and encourages other efforts, such as increased police presence and additional crossing guards as better solutions to safety issues in school zones.

The League supports legislation that authorizes the testing or conducting of pilot projects for autonomous vehicles.

Contracts
The League supports maintaining maximum local flexibility in the area of contracting and contract negotiations. The League supports changes to law that allow cities options to use design-build contracting and other innovations designed to bring efficiency to public contracting. The League also supports contracting out with private entities to increase project delivery efficiency and affordability.

The League opposes efforts to shift additional legal costs and liability away from design professionals and contractors to local governments.

Telecommunications

The League supports a state tax levied on direct broadcast satellite television service providers if the proceeds are distributed to support local public safety programs consistent with a geographic distribution methodology that reflects households using this service, and provided that the tax is repealed should the revenues be diverted by the state for another purpose.

Traditional franchising at the local level has served the valuable purpose of tailoring service to unique local conditions and needs and assuring responsiveness of providers to consumers. The continued involvement of local government in any new state or federal regulatory scheme by way of locally negotiated agreements is an essential component of telecommunications regulations; best serves the needs of consumers, and is consistent with the goal of providing consumers greater choice in telecommunications options.

Any new state or federal standards must conform to the following principles:

Revenue Protection
• Protect the authority of local governments to collect revenues from telecommunications providers and ensure that any future changes are revenue neutral for local governments.
• Regulatory fees and/or taxes should apply equitably to all telecommunications service providers.
• A guarantee that all existing and any new fees/taxes remain with local governments to support local public services and mitigate impacts on local rights-of-way.
• Oppose any state or federal legislation that would pre-empt or threaten local taxation authority

Rights-of-Way
• To protect the public’s investment, the control of public rights-of-way must remain local.
• Local government must retain full control over the time, place and manner for the use of the public right-of-way in providing telecommunications services, including the appearance and aesthetics of equipment placed within it.

Access
• All local community residents should be provided access to all available telecommunications services.
• Telecommunications providers should be required to specify a reasonable timeframe for deployment of telecommunications services that includes a clear plan for the sequencing of the build-out of these facilities within the entire franchise area.

Public Education and Government (PEG) Support
• The resources required of new entrants should be used to meet PEG support requirements in a balanced manner in partnership with incumbent providers.
For cities currently without PEG support revenues, a minimum percentage of required support needs to be determined.

Institutional or Fiber Network (INET)
- The authority for interested communities to establish INET services and support for educational and local government facilities should remain at the local level.

Public Safety Services
- The authority for E-911 and 911 services should remain with local government, including any compensation for the use of the right-of-way. All E-911 and 911 calls made by voice over internet protocol shall be routed to local public safety answering points (PSAPs); i.e., local dispatch centers.
- All video providers must provide local emergency notification service.

Customer Service Protection
- State consumer protection laws should continue to apply as a minimum standard and should be enforced at the local level. Local governments should retain the authority to assess penalties to improve customer service.

Other Issues
- Existing telecommunications providers and new entrants shall adhere to local city policies on public utility undergrounding.
- The League supports the authority of cities to zone and plan for the deployment of telecommunications infrastructure. The League supports the ability of cities to maintain and manage the public right-of-way and receive compensation for its use. The League supports the innovation and economic development potential of the “information superhighway” and the many possible benefits in the areas of telecommuting and productivity it promises. The League will work with the California Public Utilities Commission, the various telephone companies and federal regulatory agencies to improve telephone area code planning in California.

Plain Old Telephone System (POTS):

The League believes the following principles in order to ensure minimum standards are met before service withdrawals of plain old telephone systems are made:
- Require that reliable communications systems are in place prior to any technology transition to ensure vital government services and public safety operations are available to communicate with citizens during emergencies.
- Telecommunications service should be technology neutral to include similar regulatory protections and obligations, such as maintenance of infrastructure, access to facilities, and provision of basic voice and broadband service.
- Ensure a transparent process for the phase out of POTS, avoiding self-certification and arbitrary timelines for CPUC review of withdrawal requests.
- Require carriers to assist local governments in a proposed service withdrawal area to determine which public services are dependent on them.
- Require the CPUC to consult with State and local agencies to verify alternative communications services that meet or exceed POTS quality, accessibility, reliability, and affordability and determine adequate transition times, especially to ensure functionality of the 911 system.
- For wireless technology alternatives, local governments must have guaranteed priority access to the 911 system.
- Ensure State enforcement and accountability over any proposed service withdrawals.
• Require that the transition to an alternative service is cost neutral for consumers, with additional costs borne by the carriers, including ancillary costs such as software and equipment, for instance.
• Require the CPUC to notify and work with cities and other local governments of proposed service withdrawals to ensure appropriate transitions.
• Carrier cost savings from any such transition should be shared with customers, including local governments through a state developed and administered financial assistance program.
• Require that “Lifeline” rates for customers with special needs are cost and technology neutral, in the short and long term.
• Require that telecommunications companies that withdraw plain old telephone service within any given area continue to maintain the infrastructure and if no longer in use, be responsible and pay for the removal of the infrastructure.

Air Pollution

The League will monitor developments and the ramifications of efforts to regulate air quality and related congestion strategies as it is related to transportation.

Note: The League will review new legislation to determine how it relates to existing League policies and guiding principles. In addition, because this document is updated every two years to include policies and guiding principles adopted by the League during the previous two years, there may be new, evolving policies under consideration or adopted by the League that are not reflected in the current version of this document. However, all policies adopted by the League Board of Directors or the League’s General Assembly become League policy and are binding on the League, regardless of when they are adopted and whether they appear in the current version of “Summary of Existing Policies and Guiding Principles.”
California Statewide Local Streets & Roads Needs Assessment 2018 Update

Presented by Rony Berdugo
Legislative Representative
League of California Cities
rberdugo@cacities.org
916.658.8283
Project Objectives

• What are pavement conditions statewide?
• How much will it cost to maintain local roads? Bridges? Essential components?
• What is the funding shortfall?
• How has SB1 helped?
• Communicate results to elected officials, the public and the media!
Local Roads Are A Huge Part of California’s Network

More than 85% of California’s roads are owned by cities & counties!
Pavements
Average Statewide PCI

- Excellent
- Good
- At Risk
- Poor to Failed

2018 PCI = 64.7

68 (2008)
66 (2012/2014)
65.4 (2016)
PCI of 65 looks like this ...
Average PCIs Don’t Tell the Whole Story
Complete Streets
Complete Streets and Essential Components
Complete Streets - Case Studies

City of Glendale
Population: 191,719
Street network: 336 miles
Complete street elements:
- Bulb outs and traffic circles
- Traffic signals
- Street trees
- Interpretive signing
Incremental cost: $45/sy

City of Pleasant Hill
Population: 33,152
Street network: 109 miles
Complete street elements:
- ADA upgraded and sidewalks
- Bike lanes
- Landscaping
- LED lighting and signal
Incremental cost: $88/sy

City of Concord
Population: 122,067
Street network: 310 miles
Complete street elements:
- Bicycle lanes
- Curb & gutters
- Sidewalks
Incremental cost: $230/sy
Total Pavement Needs = $61.7 billion over 10 years
How Does SB1 Help?
Funding Sources

SB1 is significant source

Pavement Funding ($M)

- SB1/RMRA
- State
- Local
- Federal


$1,453 $1,571 $1,557 $1,530 $1,691 $1,836 $1,938 $1,967 $1,999 $2,378 $2,808
Existing Funding ($3.08 B/year)

SB1 stabilizes the local road system!
Funding Without SB1 ($2.09 B/year)
Best Mgmt Practice ($6.824 B/year)

Scenario 3: Best Management Practices

2019 - 2028: $6.824 B/Year
2029 - 2038: $2.505 B/Year
Percent Good/Fair/Poor

Current Breakdown
- Good: 24.9%
- Fair: 54.7%
- Poor: 20.4%

Existing Funding
- Good: 12.8%
- Fair: 66.2%
- Poor: 21.0%

If SB1 is repealed
- Good: 28.4%
- Fair: 49.6%
- Poor: 22.0%
### Total Needs & Shortfalls

#### Technological Efficiencies

<table>
<thead>
<tr>
<th>Transportation Asset</th>
<th>2016</th>
<th>2018 ($B)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Needs</td>
<td>Funding</td>
</tr>
<tr>
<td>Pavement</td>
<td>$ 70.0</td>
<td>$ 61.7</td>
</tr>
<tr>
<td>Essential Components</td>
<td>$ 32.1</td>
<td>$ 34.1</td>
</tr>
<tr>
<td>Bridges</td>
<td>$ 4.6</td>
<td>$ 5.5</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>$ 106.7</strong></td>
<td><strong>$ 101.3</strong></td>
</tr>
</tbody>
</table>

Shortfall decreased by $18.4 billion!
What City Projects Does SB 1 Fund?

When a city’s PCI score is below 80:

- Road Maintenance & Rehabilitation
- Safety Projects
- Railroad Grade Separations
- Complete Street Components (when done in conjunction w/any other allowable project)
  - Active Transportation
  - Pedestrian & Bicycle Safety Projects
  - Transit Facilities
  - Drainage & Stormwater Capture
- Traffic Control Devices

When a city’s PCI score meets or exceeds 80:

- Any other transportation priorities.
Findings

• Local road network is stabilized with SB1 funding

• If SB1 had been repealed:
  • Average PCI would have deteriorated from 65 to 57
  • Unfunded backlog would have grown to $46.9 billion in just 10-years
  • More than a quarter of roads would have been in poor/failed condition
  • Similar conclusions for bridges, safety and other essential transportation components
Questions?
PREPARING FOR THE DRONE AGE IN YOUR CITY:

POTENTIAL BENEFITS AND ISSUES

BY DEREK DOLFIE
The skies over the City of Folsom filled with drones on May 3, 2018, to create a new version of *Time* magazine’s masthead and cover graphics. This marked the first time in the magazine’s 95-year history that both the cover’s subject and its photographer — drones — were identical.

Industry sales of drones, formally known as unmanned aircraft systems (UASs), illustrate the enormous market and demand for these devices in the United States. Sales grew from $443 million in 2015, when the products were first introduced in the U.S. market, to $1.3 billion in 2017, a 193 percent increase in revenue — and drones’ popularity continues to grow at a dizzying pace.

This technology offers opportunities for businesses, local governments and recreational hobbyists. Realtors, wedding photographers and insurance companies are using drones to present properties, capture overhead views and check roof conditions, respectively. Amazon is exploring the use of drones for package delivery. Drones can help fire departments survey burning buildings, police departments search for suspects and public works departments check utility lines. Hobbyists and others use drones to obtain bird’s eye views of city streets, beaches and parks.

But the emergence of this new technology also brings new challenges for cities: managing the conflicts and disputes that will arise over the use of municipal airspace. As drone use increases, so do the challenges associated with reconciling competing uses, protecting individual privacy, reducing noise, responding to public complaints and determining hours of drone operation.

The League recently convened a task force to help develop policy on this emerging issue. This article provides city officials with background on the issue, an overview of recent efforts and federal and state pre-emption, a summary of League policies and suggested steps for city officials to consider as they prepare for the drone age.

**The Age of Drones Brings Changes and Opportunities**

Drone technology is somewhat disruptive but has almost limitless potential. Yet with multiple businesses, governments and individual hobbyists seeking to operate within the local, state and federal regulatory structures, conflicts can readily arise. In May 2018, for example, residents in a Sacramento neighborhood reported hearing and seeing a drone flying above their homes at night. Residents discovered that the Sacramento Housing and

---

Derek Dolfie is a legislative policy analyst for the League and can be reached at ddolfie@cacities.org.
Redevelopment Agency (SHRA) owned and operated the drone. SHRA was flying the drone from 6 p.m. to 6 a.m. over the neighborhood to observe and report crime, but many residents were unaware of the program and alarmed by the drone’s presence. According to SHRA, it initiated the drone program to enhance the safety and security of its residents. This example illustrates the constantly evolving situation with problems caused by drone use and underscores the need for increased public transparency associated with drone technology and regulations that address privacy, safety and enforcement concerns.

In 2015, the online retail giant Amazon announced that it was developing the Amazon Prime Air program in Ireland. The program’s goal was to eventually use drones to deliver packages directly to customers’ front doors, but the service is not yet operating. Although this technology has yet to be broadly implemented, Amazon and other companies are likely to push hard for widespread commercial drone delivery in the near future. On Oct. 5, 2018, President Trump signed the Federal Aviation Administration (FAA) Reauthorization Act of 2018. This legislation does a variety of different things regarding aviation and drones, but most notably it authorizes companies designated as “air carriers” to use drones to deliver goods as early as October 2019. One can easily imagine that when drones begin delivering packages in city neighborhoods and business districts in the near future, questions will arise regarding appropriate routes, noise, privacy and other issues. Over the next year, the FAA will use its rulemaking process to craft the regulations that will guide drone deliveries. Cities should both continue to monitor the development of the FAA regulations and begin to anticipate the potential benefits and issues associated with the widespread use of this technology.

These examples underscore the need for additional thought to be given to how drone use will be integrated into urban environments. Since the use of this technology began, the media, residents and a variety of government officials have reported incidents of drones causing public safety, privacy or nuisance issues. Hobbyists who fly drones over parks and beaches can create noise, privacy and other conflicts with residents using the same areas. When equipped with cameras that can peer into windows and backyards, disputes can be expected with drone use in residential neighborhoods. In cases of commercial entities using drones to assess real estate, survey agricultural fields and take professional photos, it’s likely that appropriate time, place and manner parameters need to be established. And when local governments use drones to inspect infrastructure, aid in police operations and improve emergency response times, they must also use this technology in a transparent and responsible manner.

An ongoing struggle exists between the federal government, states and local governments regarding which entity is allowed to regulate drones and to what extent. In a fact sheet issued Dec. 17, 2015, the FAA states that it has “field pre-emption” over local governments when it comes to regulating airspace. Essentially, the FAA argues it has sole congressional
authority to regulate all airspace and local governments that try to regulate airspace will be pre-empted. However, the same FAA fact sheet also states, “Laws traditionally related to state and local police power — including land use, zoning, privacy and law enforcement operations — generally are not subject to federal regulation.” This identifies a window for measured and appropriate local regulation.

The FAA is attempting to address this problem in two ways: first, by establishing the Drone Advisory Committee, which comprises 27 members, two from local governments and the rest from drone manufacturing and technology companies. This advisory committee’s purpose is to help the FAA, drone industry and local governments identify problems and facilitate dialogue among various stakeholders. Although this task force includes local government representatives, their voices are often drowned out by the many industry and other stakeholders seeking to establish a unified federal regulatory structure for drones.

Second, the FAA is addressing local versus federal issues through the UAS Integration Pilot Program (IPP). This program aims to help the U.S. Department of Transportation and FAA create new rules that allow more complex low-altitude operations — by identifying ways to balance local and national interests related to drone integration and by improving communications with local, state and tribal jurisdictions. The UAS IPP involves 10 entities, including the cities of San Diego and Reno. Challenges to local regulation, however, are not exclusive to the federal government.

RECENT LEGISLATIVE ACTIVITY IN CALIFORNIA

In recent years, battles have occurred between local governments and the drone industry over proposed legislation and have resulted in a stalemate. The League opposed and helped stop several industry attempts to pre-empt local governments through state legislation.

Some League-supported legislation that would have established a statewide drone regulatory framework has also failed.

In 2016, the League supported SB 868 by Senator Hannah-Beth Jackson (D-Santa Barbara), which sought to establish a state regulatory framework. The bill died in the Assembly due to drone industry opposition. AB 2724, authored by former Assembly Member Mike Gatto (D-Glendale) in 2016 and supported by the League, also attempted to establish such a framework. The bill, which Gov. Jerry Brown ultimately vetoed due to questions about federal pre-emption, would have required drones to have “geo-fencing” (a technology that defines a virtual boundary) capabilities that would stop them from flying into sensitive areas; it also would have required drone operators to have adequate liability insurance for personal injuries or death.

In 2018, however, Assembly Member Jacqui Irwin (D- Thousand Oaks) sought to bring various stakeholders together to explore whether progress could be made. She convened the League, California Police Chiefs Association and DJI, a major drone industry company, to work on AB 3173, a bill containing intent language that expressed the desire to develop a balanced approach to a consistent state regulatory framework for drones. The introduction of this legislation triggered the League to work with city officials to develop additional policies that clarify what local officials would want in such a framework. Although that bill did not advance in 2018, the League appreciates Assembly Member Irwin’s efforts to begin a discussion with stakeholders. Because the use of this technology is expanding, making progress in better defining a framework that works for local governments and industry will benefit all concerned. Discussions among the stakeholders are expected to continue in 2019.

THE LEAGUE ADDRESSES DRONE POLICY

In response to the lack of a statewide drone regulatory framework, the League’s Drone Task Force, composed of members of the League’s Transportation, Communication and Public Works and Public Safety policy committees, wrote an organizational policy document that created a statewide drone regulatory framework with the interests of cities in mind. The policy, which the League board of directors formally adopted in June 2018, addresses three main areas: minimum statewide standards, enforcement and the role of local regulation.

The policy outlines the roles of the state, law enforcement and local governments in effectively establishing and enforcing a statewide drone regulatory system. Some aspects of the policy focus on protecting privacy rights, ensuring that local law enforcement has authority to enforce the laws governing drones and designating

continued on page 15
The League’s drone policy sets forth a regulatory framework with roles for the federal, state and local governments. The role of the federal government is already established in federal law through the Federal Aviation Administration (FAA); however, the roles of state and local governments are unclear. The League believes the state, local law enforcement and local governments should play complementary interconnected roles in a statewide drone regulatory structure.

The policy sets out suggested minimum rules for the state, including but not limited to, the following activities:

- Ensuring that drones are properly registered with the FAA;
- Upholding public safety standards for privacy and safety; and
- Granting immunity from liability for jurisdictions that establish drone areas or parks.

Local law enforcement should have the authority to enforce state and local drone laws to ensure that problems associated with drones can be addressed at the local level. Currently, local police departments lack the ability to enforce federal law because the FAA claims jurisdiction over the airspace; so, for example, a resident who is being disturbed by a drone circling over their home would need to call the FAA. The League policy articulates the need for local law enforcement to have the authority to enforce drone laws, so that a resident with a drone issue could call 911 and have the local Police Department respond rather than needing to contact the FAA.

Finally, the role cities play should include but not be limited to:

- Retaining the ability to impose time, place and manner restrictions on drone operations under 400 feet in city airspace;
- Retaining the ability to enact and enforce rules of general applicability to address unsafe drone operations, such as trespassing, nuisance or noise issues;
- Ensuring that city drone ordinance information is readily available to drone operators;
- Establishing clear rules for hobbyists by adopting community-based safety guidelines;
- Adopting guidelines for how drones would be used within the city’s airspace; and
- Planning appropriately for the use of drones in public spaces and designating “no fly” zones around critical infrastructure.

To read the full League drone policy, visit www.cacities.org/drones.

More Information Online

For additional information and links to related resources, read the online version of this article at www.westerncity.com.
TRANSPORTATION, COMMUNICATIONS, AND PUBLIC WORKS POLICY COMMITTEE

2019 Strategic Goals and Draft Work Program

1. Provide Cities Additional Funding and Tools and Preserve Local Authority to Address Housing Production, Affordability and Homelessness Challenges.
   - Provide additional funding and preserve local mitigation fee authority to ensure cities have sufficient resources to update local plans that reflect community input, improve and expand local infrastructure, address environmental impacts and deliver services to support new housing development.
   - Restore a robust form of tax increment financing to advance transit-oriented development, build affordable and workforce housing, improve jobs/housing balances, and revitalize local neighborhoods and communities.
   - Increase resources to provide emergency shelter, alcohol and drug treatment, housing, mental health and other wrap-around services and facilities to assist people of all ages, including seniors, experiencing homelessness.
   - Provide CEQA streamlining to expedite housing construction.
   - Ensure the availability of adequate water supplies to support new growth.
   - Preserve local authority to ensure housing development is consistent with local housing elements, design requirements and other applicable criteria adopted with community input.
   - Given California’s massive identified deficit in affordable housing, the Legislature and Governor should set aside a substantial amount of the state’s budget surplus to support additional affordable and workforce housing construction and expand skilled workforce training.

2. Improve Disaster Preparedness, Recovery and Climate Resiliency.
   - Provide resources to cities and expand partnerships to better prepare for and recover from wildfires, seismic events, erosion, mudslides and other disasters.
   - Improve community preparedness and resiliency to respond to climate-related, natural and man-made disasters.

3. Promote Sustainability of Public Pension and Retirement Health Benefits.
   - Continue to work with employee organizations, CalPERS, the Administration and the Legislature to drive public awareness of the fiscal challenges cities face as a direct result of growing unfunded pension liabilities and retirement health benefits.
   - Work collaboratively to achieve meaningful options and flexibility for cities to address these challenges in order to stabilize local budgets and ensure sufficient funding remains available to provide services to communities.

4. Address Public Safety Concerns of California Cities.
   - Reform recently enacted criminal justice laws — enacted by both statute and initiative — that have eroded public safety protections of California residents through the passage of the Police Chiefs/Grocer’s-sponsored criminal justice reform measure eligible for the November 2020 state ballot, or by equivalent reforms achieved through legislative action.
   - Protect public safety by reducing access to firearms for the mentally ill.
   - Protect existing city authority to deliver local emergency services.
   - Support additional tools and resources to address critical community challenges such as homelessness, mental health, domestic violence, drug rehabilitation, human trafficking and workforce development for ex-offender reentry.

In addition, the TCPW Policy Committee will focus on the following issues in 2019:
   -