

GOVERNANCE, TRANSPARENCY AND LABOR RELATIONS POLICY COMMITTEE HIGHLIGHTS

Friday, March 31, 2017
Doubletree Hotel, Ontario

ATTENDANCE

Members: Lamnin, Sara (Chair); Warren, Acquanetta (V.Chair); Arbuckle, Jan; Austin, Al; Birsan, Edi; Campbell, Cal; Clarke, Jim; Constantine, Richard; Cousino, JoAnne; Duffey, Harold; Endaya, David; Garcia, Leon; Grant, Peter; Hall, Ronn; Harris, George; Hunt, Curtis; Johl, Randi; Low, Polly; Luckino, Frank; Mizuno, Stephanie; Murray, Laurie; Nicol, Colleen; Norman, David; Ogorchock, Lori; Orogas, Alexandra; Panholzer, Gaudenz; Patterson, Pam; Quintana, Ana Maria; Real Sebastian; Teresa; Reynosa, Maribel; Ruffing, Linda; Schillinger, Stuart; Schmidt, Ernie; Scoles, Greg; Sianez, Corey; Simonsen, Arne; Stone, Randall; Talamantes, Jess; Walter, Jay; Wilson, Lori

League Partners: LoFranco, Laurie; Narayan, Brenda

Staff: Dane Hutchings

I. State Budget and Issues Briefing

The March 2017 Policy Committee meetings began with a general session briefing. Dan Carrigg, Deputy Executive Director, Legislative Director provided a much anticipated update on the looming transportation deal.

Dan Carrigg provided an overview of the comprehensive transportation-funding package, SB 1 (Beall), and constitutional transportation funding protection, ACA 5 (Frazier). He said that the League is a strong supporter of the measures that would generate and constitutionally protect \$5.2 billion dollars in new annual transportation revenues. The League, along with a broad coalition of local government, business, and labor has been strongly advocating for the passage of this package. Mr. Carrigg stressed the need for all cities to contact their legislators and send in letters of support in order to get the bill over the finish line. The League is working with the Administration and Legislature closely to pass a transportation-funding package by the imposed deadline of April 6, 2017.

Jason Rhine, Legislative Representative, briefed members on the large volume of housing bills introduced in the 2017 legislative session, sharing that many threaten removal of local land use authority in response to the housing crisis. In response to the housing crisis gripping many communities, the League is sponsoring multiple pieces of legislation. The sponsored and supported housing measures are presented as the [League's Blueprint for More Housing](#). The Blueprint is headlined by [SB 540](#), authored by Senator Richard Roth. SB 540 seeks to streamline housing construction by improving planning and environmental review processes that protect public engagement and environmental analyses. Mr. Rhine urged members to support the Blueprint and other measures, which provide support and financial assistance to cities and developers to lift California out of the housing crisis.

Tim Cromartie, Legislative Representative, briefed members on the issues surrounding the implementation of Propositions 57 and 64—both earned passage on the November 2016 ballot. Proposition 57, which expanded parole and good behavior credit opportunities for felons convicted of nonviolent crimes, has consequently triggered a litany of bills aimed at expanding the definition of a “violent” crime—which at present is narrowly defined. The League is supporting measures that expand this definition in order to ensure appropriate oversight of serious and violent offenders.

Mr. Cromartie also discussed the range of bills introduced that attempt to establish a regulatory framework for implementing the legalization of recreational marijuana under Proposition 64. The League is supporting bills that aim to safeguard public safety and health, including bills that aim to establish labeling and concentration standards. The Governor has indicated that there needs to be a unified regulatory framework for both recreational and medical marijuana. The League, along with the Police Chiefs Association, will be keeping a close eye on any such consolidated plan and the universe of Marijuana bills

Dan Carrigg provided a short briefing on the Trump Administration's "Skinny Budget" proposal. On March 16, 2017, President Trump released his "[Skinny Budget](#)" outlining his blueprint for federal spending. Among the proposed spending cuts, the budget eliminates the Community Development Block Grants (CDBG), and HOME Investment Partnerships Program. In 2016, California cities received over \$253 million dollars from CDBG and just over \$70 million from the HOME program. The proposal also eliminates the State Criminal Alien Assistance Grants, Clean Power Plan, and the Economic Development Administration (EDA), and Minority Business Development Agency. The Budget includes a proposed 10 percent increase to defense spending, significant increases for Overseas Contingency Operations spending and a 6.8 percent increase to Homeland Security and Immigration enforcement, roughly \$690 billion overall. The League will continue to monitor state and federal budget activity as we approach Governor Brown's May Revise and future action on the federal budget

II. Welcome and Introductions

Chair Sara Lamnin (Councilmember; Hayward) and Vice Chair Acquanetta Warren (Mayor; Fontana) welcomed the committee to the second committee meeting of the year and expressed gratitude to each member for their service to the cities of California and the League of California Cities. Each member was invited to introduce himself or herself. The committee was debriefed on the truncated meeting schedule due to travel limitations.

III. Public Comment

No Public Comment

IV. Legislative Update

Police Officers Employer Issues

[AB 887 \(Cooper\)](#) Public Safety Officers: Investigations and Interviews

The committee extensively deliberated the practical implementation of the added provision to existing law added by this measure. Members of the committee questioned the impact of the measure and its difference from existing practice and the Public Safety Officers Procedural Bill of Rights (POBAR). Members of the committee familiar with peace officer investigations provided clarity on the changes made by the measure. From the management perspective, the measure is interpreted as to mean that an officer shall be given near full details of the incidents and complaints prior to the investigation of the officer. This expansion of pre-interview discovery raised concerns as it may undermine investigations.

The Committee moved to **Oppose** the measure (34-5; 1 abstention).

[AB 1298 \(Santiago\)](#) Public Safety Officers: Procedural Rights

The short discussion on this measure detailed the committee's concern that this measure inappropriately increases the difficulty of conducting officer investigations and for witnesses to submit testimony.

The Committee moved to **Oppose** the measure (40-0).

Elections / Public Records

[SB 691/ SCA 11 \(Lara\)](#) Local Elections: Party Preference

The committee overwhelmingly supports local non-partisan elections. Numerous committee members recognized that although political parties serve an important purpose, and that many of the members were affiliated with a particular party, they should not be given a greater role in local elections. Members pointed to the various functions of local elected officials, such as city clerks and managers, which benefit from non-partisan influence. Looking to the nation's capital as an example, Washington D.C., members highlighted the divisive nature of political parties and fear its transmission into local government elections and governance. In disagreement, a member of the committee highlighted the benefits that political party cues provide to casual voters. The member argued that voters can attain a tremendous amount of information from party affiliations and increase and improve engagement in contradiction to claims that partisan elections will reduce attention to candidate qualifications.

After extensive discussion the Committee moved to **Oppose both SB 691 and SCA 11** (35-1).

[SB 657 \(Bates\)](#) California Public Records Act: Reverse Public Records

The committee deferred to the expertise of committee members who process public records act requests in a professional capacity. These members expressed numerous concerns and recommended that the committee oppose this measure. One such concern is that the measure would punish local governments for appropriately using discretion allowed under existing law by allowing the court to require public agencies to pay attorney's fees and court costs for "delaying" records requests. The committee felt that the measure does not offer sufficient safeguards and discretion to local governments to properly balance disclosure and privacy, as intended by this body of law.

The Committee moved to **Oppose** the measure (Unanimous).

Divestments

[AB 946 \(Ting\)](#) CalPERS Divestment: Border Wall [1597 \(Nazarian\)](#) CalPERS Divestment: Turkish Government

After extensive discussion on the matter of divestments, the Committee voted to **Oppose both measures** above and adopt *the following divestment policy*:

CalPERS Divestments Policy

Divestment in industries that may run contrary to environmental or other broad policy goals as an investment strategy can present challenging conflicts for CalPERS in balancing current affairs against its fiduciary duty to maximize retirement investments.

The League supports CalPERS' priority to its members as stated in the State Constitution Article 16, Section 17, "[a] retirement board's duty to its participants and their beneficiaries shall take precedence over any other duty."

The League supports responsible investment strategies that balance the short and long term ability of CalPERS to meet its financial commitments to its members.

Any divestment policy must be well vetted and must include the opportunity to identify alternative revenue sources consistent with the intended impact of the divestment and CalPERS' fiduciary responsibilities outlined above.

The League supports CalPERS proxy access efforts to affect change from within businesses CalPERS has invested in to ensure they are well managed for sustained, responsible, long-term success.

V. Staff Update: Pensions Where are We Now and Next Steps

Staff provided a brief update on the current status of the CalPERS pension fund which included a brief history, challenges within the system, political realities associated with reforms and next steps that will be taken by the Leagues Pension. Staff also solicited questions and comments from members of the committee regarding their pension obligations and shared best-practices as indicated by the GTLR policy committee work plan goals.

VI. Municipal Transparency: Past, Present, Future & Best Practices

Nicolas Heidorn of Common Cause was welcomed by the Committee to present on the latest trends and best practices in Municipal Government. The Presentation can be here: [Municipal Governments: Trends and Best Practices](#). Mr. Heidorn also discussed the recent enactment of legislation that authorizes general law cities to establish independent redistricting commissions. Material on this topic can be found here: [Local Redistricting Commissions](#).

Next Meeting: Friday, June 9, 2017 Sacramento Convention Center, 1400 J Street, Sacramento



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\$5.2 Billion Transportation Funding Deal Announced, including \$1.5 Billion for Local Streets and Roads

This afternoon, a transportation funding agreement was announced by Gov. Jerry Brown, Senate President pro Tem Kevin de León (D-Los Angeles) and Assembly Speaker Anthony Rendon (D-Lakewood) represents the hard work of Sen. Jim Beall (D-San Jose) and Assembly Member Jim Frazier (D-Oakley), chairs of their respective houses' transportation committees, who have championed the need to provide new investment in the transportation system. The \$5.2 billion transportation funding and accountability agreement announced today, officially called The Road Repair and Accountability Act of 2017, is a significant investment in California's transportation infrastructure. If approved, the agreement will provide \$15 billion for local streets and roads over the next ten years.

Details on the final deal are still emerging, but confirmed information on the package is below. Final language is expected to be amended into SB 1 (Beall) in the coming days. A constitutional amendment protecting the funds from being used for other purposes will also be introduced. A vote is expected the week of April 3.

Reforms

- **Gives the California Transportation Commission (CTC) additional oversight authority.** The agreement empowers the CTC to hold state and local government accountable for making the transportation improvements they commit to. It also authorizes the CTC to review and allocate Caltrans funding and staffing for highway maintenance to ensure those levels are reasonable and responsible.
- **Creates the Office of Transportation Inspector General as an independent entity and office within state government.** Its role will be to ensure that all other state agencies that receive state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The Inspector General would be appointed by the Governor to a six-year term and would have the authority to conduct audits and investigations involving state transportation funds with all affected state agencies.
- **Creates an Advanced Mitigation program for transportation projects.** The bills authorize the Natural Resources Agency to prepare, approve, and implement advance mitigation plans for one or more planned transportation projects. An advanced mitigation plan is defined as a regional or statewide plan that estimates the potential future mitigation requirements for one or more transportation projects and identifies mitigation projects, sites, or credits that would fulfill some or all of those requirements. The Agency would be authorized to administer the program, establish mitigation banks, secure areas for the purpose of providing mitigation, and allow transportation agencies to use mitigation credits to fulfill mitigation requirements. The program's intention is to supplant existing CEQA requirements, not substitute for them.

Additional Revenues (Approximate)

- **\$1.8 billion from a 12 cent increase to the gasoline excise tax, adjusted every 3 years for inflation.** The revenue generated from this particular increase would help restore the gas tax' lost purchasing power due to inflation. The funds attributable to the 12-cent increase would be transferred to the newly created Road Maintenance and Rehabilitation Account (RMRA) for distribution.
- **\$1.1 billion from ending the Board of Equalization (BOE) "true up" and resetting the rate to the historical average of 17.3 cents per gallon, adjusted every 3 years for inflation.** This provision would "reset" the priced based excise tax on gasoline to its original rate of 17.3 cents. Funds would be distributed using current formulas.
- **\$1.6 billion from a transportation improvement fee similar to the Vehicle Registration Fee.** After the California Department of Motor Vehicles deducts their administrative costs from imposing and collecting the fee, the funds from the increase would be deposited into the RMRA for distribution. The amount collected would be based on the value of the car:

Car Value	Amount Paid
<u>Under \$5,000</u>	<u>\$25</u>
<u>\$5,000-\$24,999</u>	<u>\$50</u>
<u>\$25,000-\$34,999</u>	<u>\$100</u>
<u>\$35,000-\$59,999</u>	<u>\$150</u>
<u>Over \$60,000</u>	<u>\$175</u>

- **\$600 million from a 20 cent per gallon increase to the diesel excise tax, adjusted every 3 years for inflation.** The funds attributable to the 20 cent increase to the diesel excise tax would be transferred to the Trade Corridors Improvement Fund (TCIF). Federal FAST Act funds for freight would also be deposited into the TCIF.
- **\$300 million from a 4 percent increase to the diesel sales tax.** The funds generated through the additional 4 percent increase to the diesel sales tax would deposit \$300 million into the State Transportation Account for transit and intercity rail purposes.
- **\$20 million from Vehicle Registration Fee on zero emission vehicles, starting in 2020.** Per the authors, this provision will help make up for the fact that owners of zero emission vehicles do not pay any gas tax to maintain the roads they drive on. Revenues would be deposited into the RMRA for distribution.

From Loan Repayments:

- \$706 million one-time funds for transportation loan repayment.

The revenues generated from these proposals, would provide the following annual allocations:

- State Highway System - \$1.5 billion annually for maintenance and rehabilitation of the state highway system.
- Local Streets and Roads – \$1.5 billion annually for maintenance and rehabilitation of local streets and roads.
- Self-help counties – \$200 million for the State-Local-Partnership Program for existing and aspiring self-help counties.

- Active Transportation Projects – \$100 million annually for active transportation projects.
- California State University and University of California – \$7 million for transportation research and workforce training.
- Freight, trade corridors, and goods movement – \$300 million annually for freight, trade corridors, and goods movement.
- Congested Communities - \$250 million annually to reduce congestion in major commute corridors.
- State Transportation Improvement Program: Restoration of \$1.1 billion annually for capital projects and improvement on the state's highway system.
- Transit and Intercity Rail – \$27.5 million annually for transit and intercity rail capital projects and operations
- Local Public Transportation – \$750 million to improve local public transportation
- Local Transportation Planning Grants – \$25 million for planning grants.
- \$TBD for the advanced mitigation program
- Bridges and Culverts – \$4 million for bridge and culvert repair

Updated 03/29/2017

Talking Points

- Local elected leaders are acutely aware of the severity of California's housing affordability crisis and our role in fashioning solutions. While numerous factors are contributing to the problem, it is agreed that more needs to be done to create a path for and incentivize new housing construction. Local governments do not build homes. But cities are responsible for planning and land use decisions that allow housing to be built.
- Aside from the economic boom along the coast, the recovery of the housing market has been slower to rebound in other regions due to many factors beyond the control of local government: job recovery less robust, lingering impacts of the previous foreclosure crisis, developers cautious with new housing starts, tighter lending standards, and lack of affordable housing funds.
- State funding for affordable housing has evaporated, which has compounded the challenges. While we are disappointed that the Governor's proposed 2017/18 State Budget contained no new funding, the Legislature must act to develop additional resources for affordable housing. The League supports legislation that would provide more resources, including:
 - ⇒ SB 2 (Atkins) Recordation fee on certain real estate transactions. Could generate hundreds of millions of dollars annually for affordable housing.
 - ⇒ SB 3 (Beall) \$3 billion housing bond. Much needed funding for affordable housing programs and infill infrastructure projects.
- Funding alone will not solve the housing supply and affordability crisis gripping many regions of the state. That is why the League is sponsoring SB 540 (Roth), which would streamline the housing approval process by having cities identify Workforce Housing Opportunity Zones, which would focus on workforce and affordable housing in areas close to jobs and transit and conform to California's greenhouse gas reduction laws.
- The League of Cities looks forward to working with stakeholders in an effort to help simulate housing production by establishing a permanent state source of funding for affordable housing, and appropriately expediting local project approval -- without circumventing environmental review or public engagement -- to create a "win-win" for local communities and their residents.

TAKE ACTION

Submit a **SUPPORT** letter and call your Legislator and voice your SUPPORT for the League's **Blue Print for More Housing**, which consists of the following funding and permit streamlining proposals:

- SB 2 (Atkins) The Building Homes and Jobs Act, which would generate hundreds of millions of dollars per year for affordable housing, supportive housing, emergency shelters, transitional housing and other housing needs via a \$75 recordation fee on specified real estate documents.
- SB 3 (Beall) The Affordable Housing Bond Act of 2018, which would authorize a \$3 billion general obligation bond to fund affordable housing programs and infill infrastructure projects.
- SB 540 (Roth) Workforce Housing Opportunity Zones, which would streamline the housing approval process by having cities identify Workforce Housing Opportunity Zones, which would focus on workforce and affordable housing in areas close to jobs and transit and conform to California's greenhouse gas reduction laws.

If you care about your local land use authority, take a look at the following bills and consider submitting an **OPPOSITION** letter.

- SB 35 (Wiener), which would pre-empt local discretionary land use authority by making approvals of multifamily developments and accessory dwelling units (ADUs) that meet inadequate criteria, "ministerial" actions. Like the flawed By-Right proposal from last year, this measure would rely on often outdated community plans and would compromise critical project level environmental review, public input, and community integrity.
- AB 663 (Bloom), which would broaden the Coastal Commission's authority to include housing policy within the coastal zone.
- AB 678 (Bocanegra)/SB 167 (Skinner) are two very similar measures, which would drastically alter the conditions under which a local government may deny a housing project under the Housing Accountability Act.
- AB 1397 (Low), which would revise the inventory of land suitable for residential development to include vacant sites and sites that have realistic and demonstrated potential for redevelopment to meet a portion of the locality's housing need for a designated income level.
- AB 1585 (Bloom), which would establish in each city, county, and city and county an affordable housing zoning board that would create a single application for a comprehensive conditional use or other discretionary permit for affordable housing. No city council oversight.



Common Cause New Legislation Briefing: Senate Bill 1108 (2016)

LOCAL REDISTRICTING COMMISSIONS

Summary:

Every ten years, cities and counties must redraw their council and supervisorial districts to ensure they remain substantially equal in population. This process, known as “redistricting,” is mandated by the U.S. Constitution. Without redistricting, population shifts over time could cause districts within a jurisdiction to have vastly different populations, causing the residents of more populous districts to be unfairly underrepresented.

In most jurisdictions, the city council or board of supervisors is responsible for redistricting. In the last redistricting cycle in 2011, to increase public participation and transparency, many jurisdictions created citizen commissions to recommend new district lines; under prior state law, such commissions could be advisory only. However, several charter cities, based in their home rule powers under the California Constitution, went a step further and created independent commissions with the power to adopt district boundaries to help depoliticize the redistricting process. In 2012, San Diego County sought and received a special legislative exemption to establish its own independent commission.

With the success and popularity of the state Citizens Redistricting Commission and similar commissions in charter cities, many local jurisdictions have become interested in creating local redistricting commissions of their own. In 2016, the Legislature by a strong bipartisan vote passed Senate Bill 1108 (Allen) to authorize general law cities and counties to establish independent commissions. Beginning January 1, 2017, any general law city or county may now, if it wants to, adopt an independent commission by enacting a resolution or ordinance that meets certain minimum criteria.

Why adopt an independent redistricting commission?

There are several reasons why jurisdictions opt to establish independent redistricting commissions:

★ **Increased Citizen Participation & Transparency:** Citizen commissions are a direct way to involve the community in redistricting. Commissions are required to have more public hearings and provide greater notice of proposed maps than a local legislative body. Proposed district boundaries must be considered, debated, and adopted in public, with opportunities for community input at every stage of the process.

★ **Depoliticize Redistricting:** Commissions can help depoliticize redistricting and increase public trust in the process. Under political control, redistricting can be a source of infighting on a governing board as members fight over neighborhoods or community assets. Political redistricting can also be used to accomplish political ends, for example where a majority of the board draws another member out of their district or places two members into the same district.

★ **More Representative Districts:** Compared with legislative bodies, studies find that independent commissions generally draw districts that are more compact, less gerrymandered, and more representative of communities of interest and minority populations.

Which jurisdictions have independent redistricting commissions?

To date, eight cities and two counties have established independent redistricting commissions:

- Berkeley
- Los Angeles County
- Sacramento
- San Francisco
- Chula Vista
- Modesto
- San Diego
- Escondido
- Oakland
- San Diego County

What are the requirements of Senate Bill 1108?

SB 1108, which added Sections 23000 to 23003 to the state Elections Code, authorizes any city or county to establish an independent redistricting commission by resolution or ordinance. A city or county that wishes to establish a commission must determine the number of commissioners and their method of selection from among the qualified residents who apply. The resolution or ordinance establishing a commission must comply with certain criteria, outlined below, to ensure the commission is transparent, engages the public, and is politically impartial.

Commission Transparency and Public Engagement

- Hold at least four public hearings
- Subject to the Public Records Act
- Publish a draft of the final map for public comment at least seven days before adoption
- Subject to the open meeting requirements of the Brown Act

Commission Impartiality

- Commissioners cannot all be members of the same political party
- Commission cannot discriminate against incumbents or challengers in drawing lines

Commissioner Qualifications & Post-Service Restrictions

- Must be a resident of the jurisdiction
- Cannot, for 4 years after serving, be appointed to local office, be staff to a local elected official, receive a non-competitively bid contract, or register as a local lobbyist
- Cannot, in 8 years prior to appointment, have been a local candidate, campaign staff, major campaign donor (\$500+), lobbyist, or political party officer
- Cannot, for 10 years after serving, run for local elected office
- Cannot, while serving, participate in local campaigns

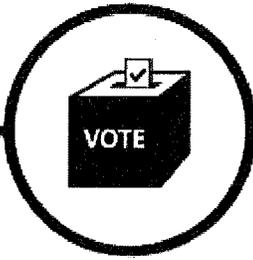
Interested in setting up a commission?

With the 2020 Census and subsequent redistricting approaching, the University of the Pacific's McGeorge School of Law and California Common Cause have set up a joint program to assist local governments interested in starting their own redistricting commissions. Please visit www.yourlines.org for more information regarding local redistricting law; sample redistricting ordinances from across the state; best practices recommendations; and model ordinance language.

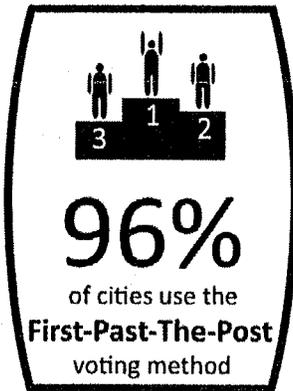
If you are interested in having a presentation on local redistricting, would like help with drafting a redistricting ordinance, or would like other technical assistance, please contact:

Nicolas Heidorn, Local Redistricting Project Director: (510) 798-3425, nheidorn@commoncause.org

Voting System

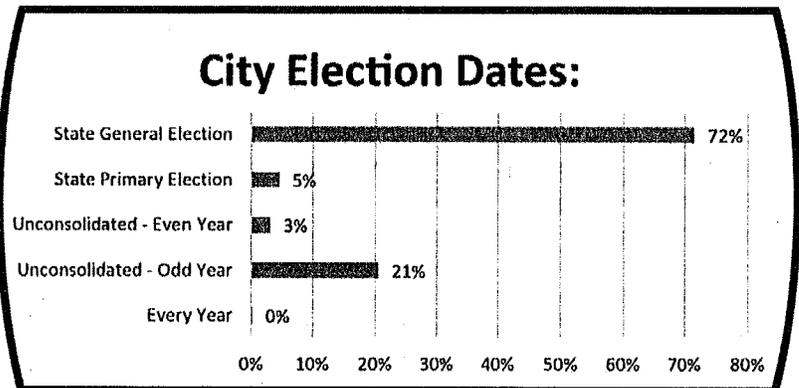


By-District vs. At-Large Voting. Most cities (415 cities, 86%) elect their city councils *at-large*. Under this system, city council candidates run for office citywide and are elected by a citywide electorate. Alternatively, 12 percent of cities (59 cities) elect their council *by district*: a candidate runs for office in a particular council district and is elected only by the voters from that districts. Cities that use by-district elections tend to be larger cities: 13.9 million people (42% of the population) live in these cities. That number is growing as civil rights litigation forces many cities to change from at-large to by-district elections. Eight cities use a hybrid system called *from-district* elections where candidates run to represent a district but are still elected citywide. Until recently, state law required city councils, in general law cities with by-district or from-district elections, to re-draw their own districts every ten years to ensure they remain substantially equal in population; eight charter cities have instead established *independent redistricting commissions* for this task.



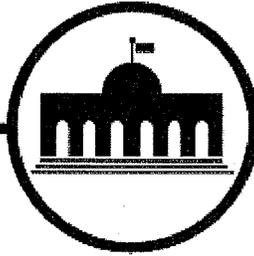
Voting Method. Almost all cities (462 cities, 96% of all cities) use *plurality* voting, where the candidate receiving the most votes is elected, even if less than a majority. State law requires general law cities to use plurality voting. However, many big charter cities have adopted *majority-winner* voting systems (20 cities, 4% of all cities but 34% of the population residing in cities). Sixteen cities use a form of *runoff* election, where, if no candidate receives a majority in the primary election, the two top vote-getters advance to a second runoff election. Additionally, four cities use *instant runoff voting*, where voters rank the candidates on their ballot and, if no candidate has a majority of first-choice votes, voters' second and third choices are used to determine who would win a runoff without the need for a second election. Majority-winner voting methods are mostly found in cities that use by-district elections (19 of 59 cities, or 32%).

Voting Dates. State law establishes seven possible dates for municipal elections: four in odd years and three in even years. Most cities synchronize their elections with state elections: 72 percent of cities (346 cities) hold their elections along with the state general election in November of even years, while 5 percent (22 cities) hold their elections with the state primary election in June of even years. These cities are said to be *on-cycle*. The remainder of cities hold their elections *off-cycle* from state elections (114 cities, 24% of all cities and 30% of the population residing in cities), mostly in odd-years. New state legislation will force many off-cycle cities to move on-cycle.

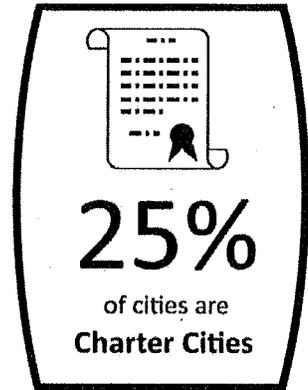


1. Key Findings

Government Structure



City Organization. Most cities (360 cities, 75% of all cities) in California are **General Law Cities**. These cities are bound by the general laws of the state, including how they structure their municipal government or conduct their elections. The remaining quarter of California cities (122 cities, 25% of all cities) are **Charter Cities**. Charter cities have adopted a city charter, akin to a city constitution, which grants them autonomy from state law with respect to certain municipal issues, including local government structure and election methods. While numerically there are more general law cities, most of the state's largest cities are charter cities; as a result, *more people* live in charter cities (18.9 million, 58% of the population residing in cities) than general law cities (13.8 million, 42%):



Form of Government. The overwhelming majority of cities (468 cities, 97%) employ the **Council-Manager** form of government, where the executive responsibilities of municipal government are placed under the day-to-day supervision and control of a council-appointed city manager. Only in the very largest and the very smallest cities does this form not predominate. Only five California cities use the **Mayor-Council** (or **Strong Mayor**) form of government, where an elected mayor serves as the City's chief executive. However, these five are among California's largest cities with a combined population of 7.2 million residents (22% of the population). Nine small cities have decentralized the administration of the city's executive branch, with department heads reporting either directly to the council as a whole or to individual councilmembers.

Elected Officials. Every city in California elects a city council. In 44 percent of cities (210 cities), the city council is the only elected municipal office. Most cities have **five-member city councils** (432 cities, 90%), which is the minimum required by law. Los Angeles has the largest city council at 15 members. In most cities, the mayor is selected by and from the council (311 cities, 65%) to preside over meetings. About one-third of cities (170 cities) instead have a directly **elected mayor**. In terms of other elected offices, a third of cities have an elected city **treasurer** (153) to manage city finances and a quarter have an elected city **clerk** (118) to manage city records and oversee elections. A few charter cities have other elected offices, for example city **attorney** (10) and city **auditor** (4).

