



**Housing, Land Use and Transportation Policy
Committee**
CSAC Legislative Conference
Thursday, May 18, 2017 — 8:45 a.m. – 10:15 a.m.
Hyatt Regency Sacramento
Sacramento County, California

Supervisor David Rabbitt, Sonoma County, Chair
Supervisor Lisa Bartlett, Orange County, Vice Chair
Supervisor Bob Williams, Tehama County, Vice Chair

- 8:45 a.m. I. **Welcome and Introductions**
Supervisor David Rabbitt, Sonoma County, Chair
- 8:50 a.m. II. **New Transportation Funding: What Does the Passage of SB 1
Mean for Your County?**
Chris Lee, CSAC Legislative Analyst
Attachment One: Transportation Funding Deal Explained
Attachment Two: FY 2017-18 Funding Estimates
- 9:10 a.m. III. **Road User Charge Pilot Program Update and Next Steps**
*Supervisor Lisa Bartlett, Orange County, Vice-Chair and Road
Charge Technical Advisory Committee Member*
*Curtis Vandermolen, Deputy Director, California Transportation
Commission (invited)*
Attachment Three: Road Charge Brochure
- 9:55 a.m. IV. **Housing and Land Use Legislative Update**
Chris Lee, CSAC Legislative Analyst
Attachment Four: High-Priority Housing and Land Use Bills
- 10:15 a.m. V. **Closing Comments and Adjournment**
Supervisor David Rabbitt, Sonoma County, Chair
Supervisor Lisa Bartlett, Orange County, Vice Chair
Supervisor Bob Williams, Tehama County, Vice Chair

LIST OF ATTACHMENTS

Attachment OneTransportation Funding Deal Explained

Attachment TwoFY 2017-18 Funding Estimates

Attachment Three.....Road Charge Brochure

Attachment Four.....High-Priority Housing and Land Use
Bills (as of 5/4/17)

Attachment One
Transportation Funding Deal Explained

Transportation Funding Deal Explained

Chris Lee

CSAC Legislative Analyst

April 28, 2017

SB 1 (Beall)

- Approximately \$5.2 billion/year in new revenue – no sunset
- Approved by Legislature on April 6
- Governor Brown will sign today
- Accompanied by ACA 5 (Frazier), which provides constitutional protections for revenues

What taxes were part of the deal?

- 12-cent gas excise tax increase
- Reset price-based excise tax at 17.3 cents
- 20-cent diesel excise tax increase
- 4% diesel sales tax increase
- \$25-\$175 annual “transportation improvement fee” based on vehicle value
- \$100 annual zero emissions vehicle fee
- CPI adjustments on excise taxes/fees

How will revenues be phased-in?

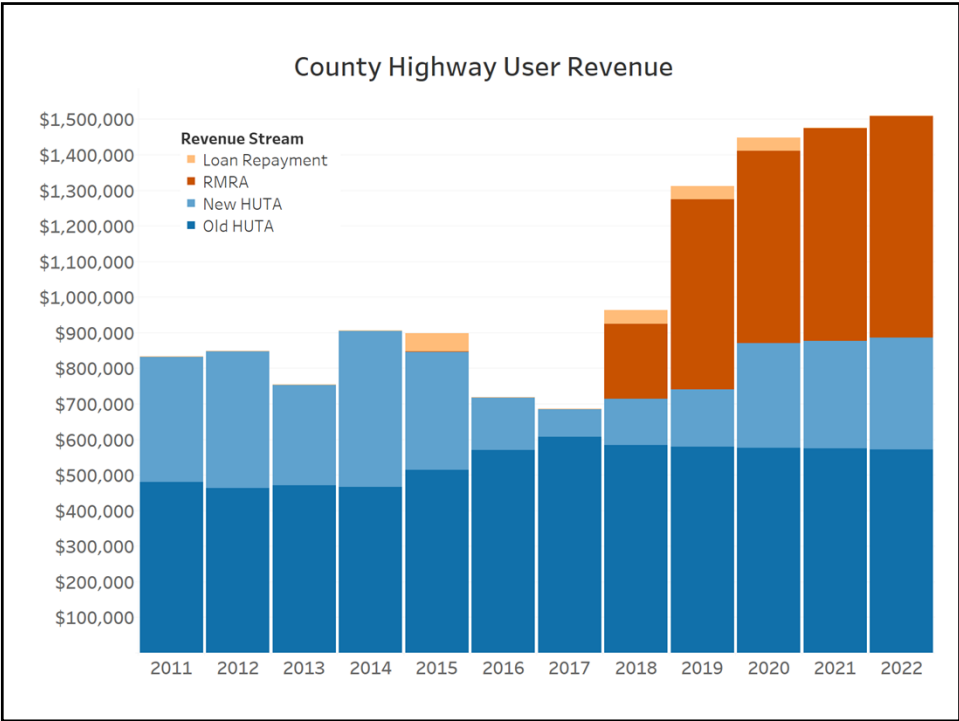
- New fuel taxes begin in November 2017
- The value-based transportation improvement fee begins in Spring 2018
- The price-based excise tax will be reset July 1, 2019
- New Zero Emissions Vehicles will begin to pay an additional registration fee for road maintenance in 2020

Where does the funding go?

- \$1.5 billion for state highways
- \$1.5 billion for local roads
- \$750 million for transit operations and capital
- \$685 million in loan repayments
- \$400 million for state bridges
- \$300 million for goods movement/freight projects
- \$250 million for the new “Solutions for Congested Corridors” program
- \$200 million for state-local partnership
- \$100 million for the Active Transportation grants
- \$25 million for Freeway Service Patrol
- \$25 million for local planning grants
- \$7 million for UC and CSU Transportation Research

Which revenues flow to counties?

- Road Maintenance and Rehabilitation Account
 - New gas tax, transportation improvement fee, and part of diesel excise tax
- 50% state, 50% local
- Local share split evenly between cities and counties
- County revenues by SHC Section 2103 formula
 - 75% on registered vehicles; 25% on road mileage



Competitive Funding Opportunities

- Active Transportation Program – existing program
- State-Local Partnership – new guidelines
- Congested Corridors Program – new program
- Goods Movement Program – new guidelines
- Local Planning – guidelines to be developed
- May CA Transportation Commission meeting will include guideline discussions

What county projects are eligible?

- Road Maintenance and Rehabilitation Funding
“shall be prioritized for expenditure on basic road maintenance and road rehabilitation projects, and on critical safety projects.”
Streets and Highways Code Section 2030(a)

Eligible projects cont.

- Eligible projects include, *but are not limited to*:
 - road maintenance and rehabilitation;
 - safety projects;
 - railroad grade separations;
 - complete street components, including active transportation, bike/ped, transit facilities, drainage, and stormwater capture projects;
 - traffic control devices;
 - match for state/federal funds for eligible projects.
- *Streets and Highways Code Section 2030(b)*

What if my roads are in good shape?

- May spend RMRA funds on other transportation priorities if average PCI meets or exceeds 80 (*Streets and Highways Code Section 2037*)
- Constitutional limitations apply: “Research, planning, construction, improvement, maintenance, and operation of public streets and highways” and related nonmotorized facilities for nonmotorized traffic (*Art. XIX, Sec. 2(a)*)

What are the reporting requirements?

- List of projects proposed to be funded each year to California Transportation Commission
- List must be pursuant to an adopted budget approved at a public meeting
- List shall not limit flexible use of funds, provided that projects are eligible
- Must include description and the location of each proposed project, schedule for completion, and estimated useful life of improvement

Reporting requirements cont.

- Upon expending RMRA funds, must submit documentation to the CTC
 - Description and location of each completed project,
 - Amount of funds expended on the project
 - Completion date and the estimated useful life of the improvement
- *Streets and Highways Code Section 2034(a)(2)*

Questions?

Chris Lee
CSAC Legislative Analyst
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Attachment Two
FY 2017-18 Funding Estimates

Estimated County Highway User Tax Account Revenues - FY 2017-18					New Revenues - SB 1		
COUNTY	HUTA 2103	HUTA 2104	HUTA 2105	HUTA 2106	Loan Repayment	RMRA	TOTAL
ALAMEDA	\$4,070,514	\$13,678,745	\$6,326,644	\$329,479	\$1,163,261	\$5,862,836	\$31,431,477
ALPINE	\$78,317	\$229,860	\$113,847	\$22,216	\$22,381	\$112,801	\$579,422
AMADOR	\$373,460	\$661,419	\$499,104	\$157,798	\$106,726	\$537,901	\$2,336,409
BUTTE	\$1,332,051	\$2,516,405	\$1,780,195	\$348,568	\$380,670	\$1,918,578	\$8,276,467
CALAVERAS	\$570,086	\$946,434	\$761,881	\$256,141	\$162,918	\$821,106	\$3,518,566
COLUSA	\$447,283	\$608,668	\$597,762	\$94,250	\$127,823	\$644,229	\$2,520,015
CONTRA COSTA	\$3,399,208	\$10,980,268	\$5,296,466	\$746,973	\$971,417	\$4,895,942	\$26,290,275
DEL NORTE	\$232,690	\$319,754	\$310,975	\$91,064	\$66,498	\$335,148	\$1,356,128
EL DORADO	\$1,200,852	\$3,247,052	\$1,760,464	\$650,904	\$343,176	\$1,729,609	\$8,932,057
FRESNO	\$4,080,730	\$8,447,557	\$5,453,616	\$862,327	\$1,166,181	\$5,877,551	\$25,887,961
GLENN	\$542,869	\$738,269	\$725,507	\$109,226	\$155,140	\$781,904	\$3,052,914
HUMBOLDT	\$1,059,389	\$1,714,560	\$1,415,801	\$329,515	\$302,749	\$1,525,857	\$6,347,872
IMPERIAL	\$1,844,092	\$2,307,982	\$2,464,502	\$316,245	\$527,000	\$2,656,079	\$10,115,899
INYO	\$654,259	\$963,611	\$874,372	\$97,684	\$186,972	\$942,341	\$3,719,241
KERN	\$3,840,448	\$7,898,473	\$5,132,494	\$1,728,421	\$1,097,513	\$5,531,467	\$25,228,816
KINGS	\$804,444	\$1,199,250	\$1,075,084	\$167,885	\$229,892	\$1,158,655	\$4,635,211
LAKE	\$569,126	\$950,770	\$760,597	\$263,456	\$162,643	\$819,722	\$3,526,314
LASSEN	\$553,345	\$931,133	\$739,507	\$104,896	\$158,133	\$796,993	\$3,284,007
LOS ANGELES	\$24,594,585	\$82,269,792	\$38,080,812	\$2,047,354	\$7,028,577	\$35,424,029	\$189,445,150
MADERA	\$1,166,217	\$1,493,603	\$1,558,568	\$359,663	\$333,278	\$1,679,723	\$6,591,052
MARIN	\$924,205	\$2,578,978	\$1,275,654	\$245,529	\$264,117	\$1,331,149	\$6,619,631
MARIPOSA	\$364,993	\$549,052	\$487,789	\$109,322	\$104,307	\$525,707	\$2,141,170
MENDOCINO	\$852,578	\$1,301,069	\$1,139,412	\$325,074	\$243,648	\$1,227,984	\$5,089,765
MERCED	\$1,541,713	\$2,373,931	\$2,060,394	\$431,508	\$440,587	\$2,220,558	\$9,068,690
MODOC	\$534,496	\$846,905	\$714,317	\$51,684	\$152,747	\$769,844	\$3,069,993
MONO	\$395,834	\$754,188	\$529,005	\$26,477	\$113,120	\$570,127	\$2,388,751
MONTEREY	\$1,681,718	\$3,818,587	\$2,247,500	\$644,628	\$480,597	\$2,422,209	\$11,295,238
NAPA	\$650,906	\$1,549,121	\$869,890	\$262,708	\$186,014	\$937,511	\$4,456,150
NEVADA	\$666,594	\$1,654,149	\$890,857	\$257,856	\$190,498	\$960,107	\$4,620,061
ORANGE	\$8,398,147	\$29,335,719	\$13,479,052	\$509,106	\$2,400,001	\$12,096,005	\$66,218,029
PLACER	\$1,730,979	\$5,258,593	\$2,658,248	\$627,202	\$494,675	\$2,493,161	\$13,262,858
PLUMAS	\$439,711	\$1,147,294	\$587,643	\$123,262	\$125,659	\$633,324	\$3,056,894
RIVERSIDE	\$6,750,822	\$20,164,152	\$9,567,513	\$1,019,887	\$1,929,232	\$9,723,332	\$49,154,937

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COUNTY	HUTA 2103	HUTA 2104	HUTA 2105	HUTA 2106	Loan Repayment	RMRA	TOTAL
SACRAMENTO	\$5,020,475	\$13,957,953	\$7,086,322	\$1,732,324	\$1,434,738	\$7,231,081	\$36,462,893
SAN BENITO	\$377,374	\$683,384	\$504,335	\$124,917	\$107,845	\$543,539	\$2,341,395
SAN BERNARDINO	\$6,535,738	\$19,801,451	\$9,401,028	\$1,013,961	\$1,867,766	\$9,413,542	\$48,033,487
SAN DIEGO	\$9,407,835	\$30,141,692	\$14,272,588	\$1,460,153	\$2,688,547	\$13,550,277	\$71,521,093
SAN FRANCISCO	\$1,913,589	\$5,172,978	\$2,557,380	\$9,600	\$546,861	\$2,756,177	\$12,956,585
SF (City Portion)*	\$3,428,805	\$0	\$4,977,556	\$1,682,340	\$979,875	\$4,938,570	\$16,007,146
SAN JOAQUIN	\$2,715,601	\$6,737,278	\$3,629,214	\$643,366	\$776,057	\$3,911,330	\$18,412,846
SAN LUIS OBISPO	\$1,563,585	\$3,222,861	\$2,089,624	\$515,050	\$446,837	\$2,252,060	\$10,090,019
SAN MATEO	\$2,285,792	\$7,590,134	\$3,548,928	\$267,772	\$653,228	\$3,292,268	\$17,638,121
SANTA BARBARA	\$1,594,862	\$4,174,538	\$2,202,196	\$701,483	\$455,776	\$2,297,109	\$11,425,964
SANTA CLARA	\$5,113,806	\$17,101,142	\$7,830,577	\$237,036	\$1,461,410	\$7,365,507	\$39,109,480
SANTA CRUZ	\$1,054,437	\$2,765,782	\$1,488,304	\$529,566	\$301,334	\$1,518,726	\$7,658,149
SHASTA	\$1,231,014	\$2,504,775	\$1,645,165	\$325,199	\$351,796	\$1,773,052	\$7,831,002
SIERRA	\$213,574	\$428,053	\$285,428	\$29,038	\$61,035	\$307,615	\$1,324,743
SISKIYOU	\$881,988	\$1,636,044	\$1,178,717	\$165,676	\$252,052	\$1,270,344	\$5,384,822
SOLANO	\$1,478,380	\$4,251,512	\$1,992,297	\$159,759	\$422,488	\$2,129,337	\$10,433,772
SONOMA	\$2,219,485	\$5,505,715	\$2,966,190	\$760,143	\$634,279	\$3,196,765	\$15,282,577
STANISLAUS	\$2,181,844	\$5,087,178	\$2,915,884	\$532,023	\$623,522	\$3,142,549	\$14,482,999
SUTTER	\$671,734	\$1,075,446	\$897,726	\$152,968	\$191,966	\$967,510	\$3,957,350
TEHAMA	\$764,730	\$1,002,726	\$1,022,009	\$204,025	\$218,543	\$1,101,454	\$4,313,486
TRINITY	\$409,514	\$767,518	\$547,287	\$83,577	\$117,030	\$589,831	\$2,514,758
TULARE	\$2,647,627	\$4,085,378	\$3,538,372	\$534,596	\$756,632	\$3,813,426	\$15,376,031
TUOLUMNE	\$534,987	\$1,053,050	\$714,973	\$259,187	\$152,887	\$770,551	\$3,485,635
VENTURA	\$2,579,195	\$8,274,607	\$3,967,845	\$510,852	\$737,076	\$3,714,862	\$19,784,437
YOLO	\$941,570	\$2,020,410	\$1,258,343	\$133,958	\$269,079	\$1,356,160	\$5,979,520
YUBA	\$535,603	\$795,053	\$715,797	\$216,542	\$153,063	\$771,439	\$3,187,497
TOTALS	\$134,649,805	\$363,272,000	\$195,469,556	\$26,703,422	\$38,479,875	\$193,938,570	\$952,513,227

* Add'l City Revenue	HUTA 2107	HUTA 2107.5
San Francisco City	\$6,506,811	\$20,000

Attachment Three
Road Charge Brochure



California Road Charge Pilot

HELP FIX CALIFORNIA'S ROADWAYS, ONE MILE AT A TIME.

CaliforniaRoadChargePilot.com

January 2016

OUR ROADWAYS ARE DETERIORATING

As Californians, our transportation system is facing a serious problem. Historically, annual investment in roadway maintenance and preservation hasn't kept pace with needs.

Making the problem worse, the money collected to pay for roadway maintenance and repair has declined each year since 2007. Having less money to repair our roadways means that our transportation system will continue to get worse each year without funds to maintain them.

WHY IS THIS HAPPENING?

Aging Roadways - The majority of our major roadways are more than 40 years old and have reached or exceeded their design life. The older our aging roadway system gets, the more repairs it needs.

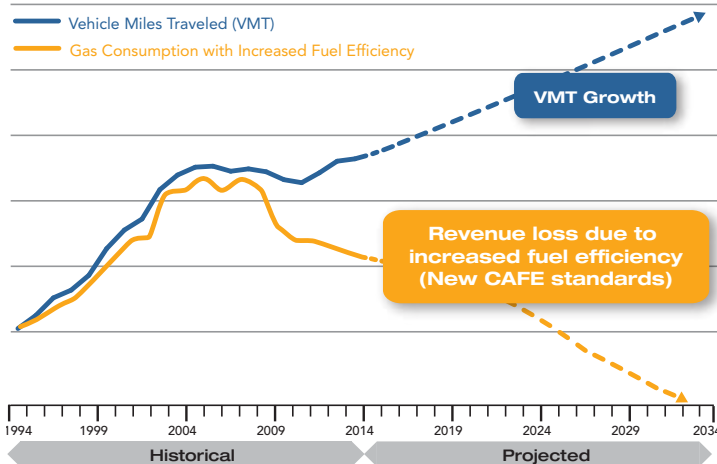
Shrinking Funding - The base excise gas tax (currently a fixed 18 cents per gallon of gas sold) is the primary source of funding used to pay for road repairs. The base excise gas tax has not been raised in more than 20 years. Inflation has decreased the buying power of the gas tax by approximately 50 percent. In other words, 18 cents in 1994 is worth about 9 cents today.

Increased Costs - Despite major efforts to reduce costs and increase efficiencies, the cost of maintaining and replacing our roadways continues to rise significantly.

More Fuel-Efficient Vehicles - High fuel-efficiency cars, like hybrids and electric vehicles, are currently paying little or no base excise gas tax. They are contributing only a fraction to the overall cost of road repairs.

Today, nine out of the top 15 hybrid markets in the U.S. are located in California. As a result, less gas is sold, which means less money is available to pay for road repairs and maintenance.

California Revenue Loss Due to Increases in Fuel Economy



The chart above shows that roadway use will continue to increase, and that our current funding mechanism is declining significantly. We must correct the falling funding trend as soon as possible. The shortfall between actual roadway needs and funding availability is already in the billions of dollars annually.

HOW SERIOUS IS THE PROBLEM?

A 2012 RAND Corporation publication states, "Transportation funding shortfalls will grow even more acute in the coming years as improved vehicle fuel economy and the adoption of alternative-fuel vehicles will reduce federal and state fuel tax revenues by billions of dollars per year." Because these trends will continue, now is the best time to begin studying alternative funding mechanisms before it is too late.

According to the 2015 Ten-Year State Highway Operation and Protection Program Plan, Caltrans will need approximately \$80 billion over the next ten years to address current and future needs of the state highway system—a projected funding shortfall of nearly \$57 billion in available revenue.



2 Increase the Vehicle License Fee (VLF) or the Vehicle Registration Fee (VRF): By law, the VLF and VRF are dedicated to specific activities. The VLF pays for local government services. The VRF pays for motorist services such as the CHP and the DMV. Currently, no VLF or VRF funds are available for maintenance or preservation of our roadways.

Could it be done? Yes, but it would likely be very publicly and politically unpopular. California voters have repeatedly turned this option down at the polls. Also, a VLF or VRF increase doesn't account for actual road usage. A motorist who drives 2,000 miles per year pays the same amount as someone who drives 20,000 miles per year.

Could it raise enough money? Yes, but the increase would need to be set quite high (perhaps double its current fee level), and new legislation would need to be created to redirect a portion of the funding to road repairs and maintenance.

3 Tolling: Tolls are user fees charged to drivers who choose to drive in special express lanes or on dedicated toll roads.

Could it be done? Not on a broad scale. Federal law restricts tolling on existing roads and would certainly be unpopular. Land for new toll facilities is scarce. California has several dedicated toll roads and tolled express lanes in metropolitan areas. Senate Bill (SB) 194 signed into law in October 2015 expands the potential for toll facilities in California, however tolling is predominately viewed as a method for increasing efficiency of the system and not as a revenue generating option. The revenues generated by these facilities support maintenance, operations and in some cases, debt payments of those facilities.

Could it raise enough money? No. Tolls can help build, finance and maintain new and existing toll roads, but they won't generate enough money to pay for the rest of the transportation system.

4 Road Charge (RC): A Road Charge is a "user pays" funding concept where drivers pay for maintenance and upkeep of the State roadway network based on how much they drive. This is much like water, electricity and other utilities. The more you use, the more you pay. In the case of RC, drivers pay for their roadway usage based on distance they drive on public roads. This method appears to be equitable as it charges based on road usage, regardless of the type and fuel efficiency of the vehicle driven.

Could it be done? Yes. After 12 years of study and two pilot programs, the state of Oregon passed legislation in 2013 to begin transitioning from the gas tax to a RC model. Although a California RC model would likely have some differences from what Oregon has done, it is feasible.

Could it raise enough money? Yes, provided the rates are set adequately and that there is an automatic indexing mechanism to adjust the rates as needed to keep pace with inflation and increasing road repairs and maintenance costs.

WHAT IS THE GOAL OF AN IDEAL FUNDING SOURCE

An ideal funding source for roadway maintenance would be equitable (fair to everyone), sustainable (reliable and stable over time), and support future innovation. California's reliance on the gas tax is clearly unsustainable.

WHAT ARE SOME FUNDING OPTIONS?

1 Increase the Gas Tax: Increasing the state gas tax is simple, and the option is certainly available.

Could it be done? Yes, it could be done in the short term, but attempts to raise the gas tax have been unsuccessful for more than 20 years.

Could it raise enough money? Yes, a significant increase could generate the needed short-term funding, but as more fuel-efficient and electric vehicles use the roads, this option would not raise the necessary funding without frequent increases. Due to the widening differences in contributions by vehicles of varying fuel economies, this option would also place more burden of funding our road maintenance and repair on those driving less fuel-efficient cars.

WHAT'S HAPPENING AT THE FEDERAL LEVEL?

In December, Congress passed and the President signed into law the Fixing America's Surface Transportation (FAST) Act. It is the first long-term authorization since 2005's SAFETEA-LU, which expired in 2009.

In the FAST Act, Congress recognized the need to explore a user fee model (road charge) as an option to maintain the long-term solvency of the Federal Highway Trust Fund. The enactment of the FAST Act created a five-year, \$95 million grant program which is eligible to a state or group of states to test the design, acceptance, and implementation of a future road charge alternative revenue mechanism.

WHAT ARE OTHER STATES DOING?

California is not alone. At least 22 other states are struggling with shortfalls in their transportation funding, which is due primarily to an over-reliance on the gas tax.

Other states that have studied an RC model, such as Oregon, Washington and Nevada are finding that RC has the potential to deliver reliable, long-term funding that is also fair.

IS CALIFORNIA GOING TO IMPLEMENT RC?

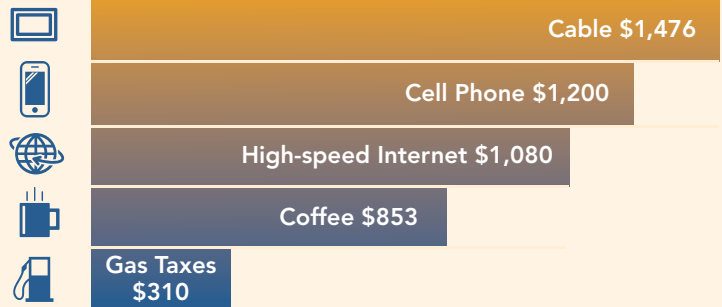
At this point, no decisions have been made, other than to conduct a Demonstration Program to study the feasibility of RC as a potential source of equitable and sustainable funding for maintaining and preserving our roadway system.

On September 29, 2014, Governor Brown signed SB 1077 into law. Under the requirements of SB 1077, the California Transportation Commission (CTC) formed a RC Technical Advisory Committee (TAC). The TAC reviewed alternatives and developed recommendations on the design and evaluation criteria for a RC Demonstration Program, presenting them to the Secretary of the State Transportation Agency (CalSTA) in December 2015. Based on the recommendations of the TAC, by July 1, 2016, CalSTA will implement a Demonstration Program to identify and evaluate issues related to the potential implementation of a RC program in California. CalSTA will report on the results of the Demonstration Program to the CTC and Legislature prior to June 30, 2017.

HOW MUCH DOES THE AVERAGE DRIVER PAY FOR ROADS ANNUALLY?

The average California driver pays \$310 per year in gas taxes (which includes federal, state and local gas and sales taxes). The total gas tax is about 60 cents per gallon. Only the base excise gas tax (18 cents per gallon) goes to road repairs and maintenance. The remaining 42 cents per gallon is split among major roadway expansion and rehabilitation, local needs and mass-transit projects.

Average Annual Cost of Select Items



The amount the average California driver pays to support maintenance and repair of our roadways is significantly less than what they spend for other necessities.

TAC PILOT RECOMMENDATIONS:

- 5,000 participants statewide – include a broad cross-section of individuals, households, businesses, and at least one government agency.
- Diversity in vehicle types – vehicles reflective of the fleet currently using California's road network.
- Commercial and State account managers – offer drivers a choice in account managers.
- Multiple mileage reporting methods – offer drivers a choice in either manual or automated mileage recording methods including one which does not require any mileage reporting.
- Protect privacy – pilot should feature specific governance, accountability, and legal protection approaches for protecting privacy.
- Ensure data security – the pilot will test ten data security features.



Road Charge Activity Timeline

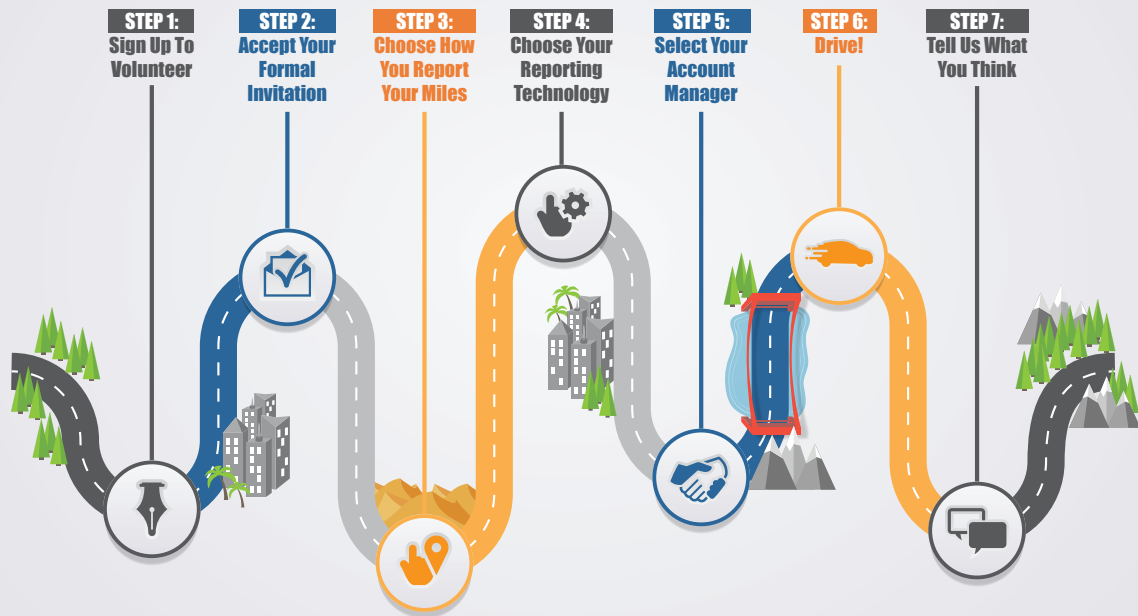
Pilot Development
January 2016

Live Pilot
July 2016

Final Report
to Legislature
June 2017

Recommendations
to Legislature
December 2017

A STEP BY STEP PROCESS FOR VOLUNTEERS



KEY QUESTIONS ABOUT RC

How does the California RC pilot work?

The California RC pilot is a field trial of road charging concepts. Volunteers throughout California will test various road charging methods to identify and evaluate issues related to the potential implementation of a RC program and to assess the potential for mileage-based revenue collection for California's roads and highways as an alternative to the gas tax system. At a minimum, the pilot will:

1. Analyze alternative means of collecting road usage data, including manual alternatives that do not rely on electronic vehicle location data.
2. Collect a minimum amount of personal information including location tracking information, necessary to implement the road charge program.
3. Ensure that processes for collecting, managing, storing, transmitting, and destroying data are in place to protect the integrity of the data and safeguard the privacy of drivers.

Will the pilot cost volunteers money?

No, there will be no out of pocket costs required for pilot participants. In fact, the pilot will not actually collect fees from participants, but will give participants the choice of submitting a simulated payment via mail or a secure website for testing purposes.

Does RC require a location-based device in every car?

No, a location-based device is not required for RC. California is studying a number of ways to measure distance travelled without location-based technology, ranging from flat annual fees to manual odometer reading to automated reporting of distance only (without vehicle location information).

What about privacy?

SB 1077 specifically requires that privacy implications are taken into account, especially with regard to location data. Privacy issues were addressed through the TAC process and privacy protections will be incorporated in the pilot.

How will the RC be tested during the pilot?

The pilot will give participants several options for reporting mileage, including several which do not require technology in the vehicle and one which does not require any mileage reporting. These options include:

- Time permit: Similar to a vehicle registration fee, the participant purchases unlimited road use for a specific period of time.
- Mileage permit: The participant pre-pays to drive a certain number of miles.
- Odometer charge: The participant pays a fee per mile based on periodic odometer readings.
- Automated mileage reporting: In-vehicle equipment reports mileage traveled to a third party account manager which invoices the participant. The equipment also provides an option of allowing for reporting of general location data so the participant is credited for travel out-of-state or on private roads. Technology options recommended by the TAC for this option include in-vehicle telematics, smartphone apps, and plug-in devices for the vehicle's OBD-II data port

How can I volunteer for the pilot program?

Signing up for pilot is easy. Our website will step you through the volunteer sign-up process at www.CaliforniaRoadChargePilot.com.



Attachment Four
High-Priority Housing and Land Use Bills (as of 5/4/17)

High-Priority Housing and Land Use Bills Thursday, May 04, 2017

[AB 72](#)

(Santiago D) Housing.

Last Amend: 4/17/2017

Status: 4/27/2017-From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 1.) (April 26). Re-referred to Com. on APPR.

Location: 4/26/2017-A. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law prescribes requirements for the preparation of the housing element, including a requirement that a planning agency submit a draft of the element or draft amendment to the element to the Department of Housing and Community Development prior to the adoption of the element or amendment to the element. Current law requires the department to review the draft and report its written findings, as specified. Current law also requires the department, in its written findings, to determine whether the draft substantially complies with the housing element. This bill would require the department to also review any action or failure to act by the city, county, or city and county that it determines is inconsistent with an adopted housing element or a specified provision and to issue written findings, as specified, whether the action or failure to act substantially complies with the housing element. If the department finds that the action or failure to act by the city, county, or city and county does not substantially comply with the housing element, and if it has issued findings as described above that an amendment to the housing element substantially complies with the housing element, the bill would authorize the department to revoke its findings until it determines that the city, county, or city and county has come into compliance with the housing element.

CSAC Position

Pending

[AB 73](#)

(Chiu D) Planning and zoning: housing sustainability districts.

Last Amend: 5/2/2017

Status: 5/3/2017-Re-referred to Com. on APPR.

Location: 5/2/2017-A. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would authorize a city, county, or city and county, including a charter city, charter county, or charter city and county, to establish by ordinance a housing sustainability district that meets specified requirements, including authorizing residential use within the district through the ministerial issuance of a permit. The bill would authorize the city, county, or city and county to apply to the Office of Planning and Research for approval for a zoning incentive payment and require the city, county, or city and county to provide specified information about the proposed housing sustainability district ordinance. The bill would require the office to approve a zoning incentive payment if the ordinance meets the above-described requirements and the city's housing element is in compliance with specified law.

CSAC Position

Pending

[AB 190](#)

(Steinorth R) Local government: development permits: design review.

Last Amend: 3/27/2017

Status: 5/1/2017-In committee: Set, first hearing. Hearing canceled at the request of author.

Location: 1/30/2017-A. L. GOV.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would require a lead agency, where an ordinance requiring design review applies to a development project, to approve or disapprove the design of the development project within 30 days of the application being determined to be complete, as specified. The bill would provide, that if the lead agency has not approved or disapproved the design of the development project within that 30-day period, the project is deemed to be approved on the 31st day.

CSAC Position

Pending

[AB 239](#)

(Ridley-Thomas D) California Environmental Quality Act: urbanized areas.

Status: 4/24/2017-In committee: Set, first hearing. Failed passage. Reconsideration granted.

Location: 2/6/2017-A. NAT. RES.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: CEQA defines the terms “urban area” and “urbanized area” to mean, among other things, an unincorporated area that is completely surrounded by one or more incorporated cities and the population density of the unincorporated area at least equals the population density of the surrounding city or cities. This bill would instead specify that the population density of the unincorporated area be at least 1,000 persons per square mile.

CSAC Position
Support

[AB 556](#) (Limón D) County ordinances: violations: fines.

Last Amend: 4/24/2017

Status: 4/25/2017-Re-referred to Com. on L. GOV.

Location: 2/27/2017-A. L. GOV.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law establishes fines for violations of an ordinance determined to be an infraction and limits the amount of fine to \$100 for a first violation, \$200 for a 2nd violation within 5 years, and \$500 for each additional violation within 5 years or, in the case of violations of a local building and safety code, \$500 for a 2nd violation within 5 years and \$1,000 for each additional violation within 5 years. This bill would increase the maximum amount of fine for violations of event permit requirements, as defined, to \$1,000 for a first violation, \$2,500 for a 2nd occurrence of the same violation by the same owner or operator within 5 years, and \$5,000 for each additional occurrence of the same violation by the same owner or operator within 5 years.

CSAC Position
Pending

[AB 663](#) (Bloom D) Coastal resources: low- and moderate-income housing.

Last Amend: 5/1/2017

Status: 5/2/2017-Re-referred to Com. on APPR.

Location: 5/1/2017-A. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The California Coastal Act of 1976 requires any person wishing to perform or undertake any development in the coastal zone, as defined, to obtain a coastal development permit, except as provided. The act requires that lower cost visitor and recreational facilities be protected, encouraged, and, where feasible, provided. This bill would, until January 1, 2023, also require housing opportunities for persons of low and moderate income in the coastal zone to be protected, encouraged, and, where feasible, provided. This bill contains other related provisions and other existing laws.

CSAC Position
Pending

[AB 678](#) (Bocanegra D) Housing Accountability Act.

Last Amend: 5/1/2017

Status: 5/2/2017-Re-referred to Com. on L. GOV.

Location: 4/26/2017-A. L. GOV.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The Housing Accountability Act, among other things, prohibits a local agency from disapproving, or conditioning approval in a manner than renders infeasible, a housing development project for very low, low-, or moderate-income households or an emergency shelter unless the local agency makes specified written findings based upon substantial evidence in the record. This bill would require the findings of the local agency to instead be based on clear and convincing evidence in the record.

CSAC Position
Oppose

[AB 686](#) (Santiago D) Housing discrimination: affirmatively further fair housing.

Last Amend: 4/27/2017

Status: 5/1/2017-Re-referred to Com. on APPR. Measure version as amended on April 27 corrected.

Location: 4/27/2017-A. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would require a public agency to administer its programs and activities relating to housing and community development in a manner to affirmatively further fair housing, and to not take any action that is inconsistent with this obligation. The bill would make it unlawful under the California Fair

Employment and Housing Act for a public agency to fail to meet its obligation to affirmatively further fair housing, and would provide that failure would constitute housing discrimination under the act. The bill would authorize the Director of Fair Employment and Housing to exercise discretion to investigate, or to bring a civil action, based on a verified complaint that alleges a violation of these provisions.

CSAC Position

Pending

AB 943 (Santiago D) Land use regulations: local initiatives: voter approval.

Status: 5/3/2017-VOTE: Do pass and be re-referred to the Committee on [Elections and Redistricting]

Location: 5/3/2017-A. E. & R.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Current law establishes procedures by which city ordinances may be enacted by initiative, including requiring that an ordinance proposed by the voters or submitted by the legislative body of the city be approved by a majority of the votes cast on the ordinance. This bill, in the case of an ordinance that would curb, delay, or deter growth or development within a city, require that an ordinance proposed by the voters or submitted by the legislative body of the city receive 2/3 of the votes cast on the ordinance in order to become effective. The bill would declare that it addresses a matter of statewide concern.

CSAC Position

Pending

AB 1145 (Quirk D) Conversion of existing overhead electric and communication facilities to underground locations: cable operators.

Last Amend: 5/1/2017

Status: 5/2/2017-Re-referred to Com. on APPR.

Location: 5/1/2017-A. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The Improvement Act of 1911 authorizes the initiation of special assessment proceedings for the conversion of overhead electric and communication facilities to underground locations upon either the filing of a petition or a determination by the local legislative body that the city or a public utility has voluntarily agreed to pay over 50% of all costs of conversion, excluding costs of users' connections to underground electric or communications facilities. Current law authorizes an agreement entered into as part of those proceedings to allocate duties between a city and an electricity or communication provider regarding the planning and specifications of, and contributions of labor, materials, and money to, the conversion of those electric and communication facilities to underground locations. This bill would additionally make these provisions applicable to cable television facilities and a cable operator and, where overhead electric or communications facilities that are to be converted to underground are owned by a city or municipal government, would require the legislative body initiating the conversion proceeding to reimburse the costs incurred by a cable operator for relocation

CSAC Position

Oppose

AB 1350 (Friedman D) Land use: housing element: regional housing need: noncompliant cities and counties: penalty.

Last Amend: 3/27/2017

Status: 4/18/2017-In committee: Set, first hearing. Hearing canceled at the request of author.

Location: 3/16/2017-A. L. GOV.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The Planning and Zoning Law requires that assessment to include the city's or county's share of the regional housing need, as determined by the Department of Housing and Community Development in consultation with each council of governments, and requires a council of governments to develop a proposed methodology for distributing the existing and projected regional housing need, as specified. This bill would require a noncompliant city or county, as defined, to pay a penalty, as provided, to the Department of Housing and Community Development.

CSAC Position

Oppose

AB 1397 (Low D) Local planning: housing element: inventory of land for residential development.

Last Amend: 4/20/2017

Status: 4/27/2017-From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (April 26). Re-referred to Com. on APPR.

Location: 4/26/2017-A. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: 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. By imposing new duties upon local agencies with respect to the housing element of the general plan, this bill would impose a state-mandated local program.

CSAC Position
Concerns

AB 1404 (Berman D) California Environmental Quality Act: categorical exemption: infill development.

Last Amend: 4/17/2017

Status: 5/3/2017-In committee: Set, first hearing. Referred to APPR. suspense file.

Location: 5/3/2017-A. APPR. SUSPENSE FILE

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: CEQA requires the Office of Planning and Research to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines for the implementation of CEQA. CEQA requires the guidelines to include a list of classes of projects that have been determined not to have a significant effect on the environment and that shall be exempt from CEQA (categorical exemption). Current guidelines for the implementation of CEQA exempts from the requirements of CEQA infill development meeting certain requirements, including the requirement that the proposed development occurs within city limits. This bill would expand the above-categorical exemption to include proposed developments occurring within the unincorporated areas of a county.

CSAC Position
Support

AB 1505 (Bloom D) Land use: zoning regulations.

Last Amend: 5/1/2017

Status: 5/4/2017-Action From THIRD READING: Read third time.Passed Assembly to SENATE.

Location: 5/4/2017-S. SENATE

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would authorize the legislative body of any city, county, or city and county to adopt ordinances to require, as a condition of development of residential rental units, that the development include a certain percentage of residential rental units affordable to, and occupied by, moderate-income, lower income, very low income, or extremely low income households, as specified, and would declare the intent of the Legislature in adding this provision. The bill would also make nonsubstantive changes.

CSAC Position
Support

AB 1515 (Daly D) Planning and zoning: housing.

Last Amend: 5/1/2017

Status: 5/2/2017-Re-referred to Com. on L. GOV.

Location: 4/26/2017-A. L. GOV.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Under the the Housing Accountability Act, the local agency may disapprove or condition approval of a housing development project or emergency shelter if, among other reasons, the housing development project or emergency shelter is inconsistent with both the jurisdiction's zoning ordinance and general plan land use designation, as provided. This bill would specify that a housing development project or emergency shelter is deemed consistent, compliant, and in conformity with an applicable plan, program, policy, ordinance, standard, requirement, or other similar provision if there is substantial evidence that would allow a reasonable person to conclude that the housing development project or emergency shelter is consistent, compliant, or in conformity. The bill would make additional findings related to the Housing Accountability Act in this regard.

CSAC Position
Pending

AB 1521 (Bloom D) Land use: notice of proposed change: assisted housing developments.

Status: 4/27/2017-From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 2.) (April 26). Re-referred to Com. on APPR.

Location: 4/26/2017-A. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The Planning and Zoning Law prohibits an owner of an assisted housing development, as defined, from terminating a subsidy contract or prepaying the mortgage, as specified, unless the owner or its agent has first provided specified entities an offer to purchase the development. Current law requires an opportunity to purchase the development to be provided to entities that include, among others, regional or national nonprofit organizations, regional or national public agencies, and profit-motivated organizations. This bill would limit the opportunity to purchase the development to those agencies and organizations described above with their headquarters in California.

CSAC Position
Support

[AB 1585](#) (Bloom D) Planning and zoning: affordable housing: single application.

Last Amend: 4/20/2017

Status: 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. GOV. on 4/17/2017) (May be acted upon Jan 2018)

Location: 4/28/2017-A. 2 YEAR

Desk	2 year	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would establish in each city, county, and city and county in the state an affordable housing zoning board and procedures by which a public agency or nonprofit organization proposing to build affordable housing units, as defined, or a developer proposing to build a housing project that meets specified affordability criteria, could submit to that board a single application for a comprehensive conditional use or other discretionary permit.

CSAC Position
Oppose

[ACA 4](#) (Aguir-Curry D) Local government financing: affordable housing and public infrastructure: voter approval.

Status: 4/24/2017-Referred to Coms. on L. GOV. and APPR.

Location: 4/24/2017-A. L. GOV.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Local government financing: affordable housing and public infrastructure: voter approval.

CSAC Position
Support

[SB 2](#) (Atkins D) Building Homes and Jobs Act.

Last Amend: 3/23/2017

Status: 4/3/2017-April 3 hearing: Placed on APPR. suspense file.

Location: 4/3/2017-S. APPR. SUSPENSE FILE

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would enact the Building Homes and Jobs Act. The bill would make legislative findings and declarations relating to the need for establishing permanent, ongoing sources of funding dedicated to affordable housing development. The bill would impose a fee, except as provided, of \$75 to be paid at the time of the recording of every real estate instrument, paper, or notice required or permitted by law to be recorded, per each single transaction per single parcel of real property, not to exceed \$225.

CSAC Position
Support

[SB 3](#) (Beall D) Affordable Housing Bond Act of 2018.

Last Amend: 3/28/2017

Status: 4/3/2017-April 3 hearing: Placed on APPR. suspense file.

Location: 4/3/2017-S. APPR. SUSPENSE FILE

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would enact the Affordable Housing Bond Act of 2018, which, if adopted, would authorize the issuance of bonds in the amount of \$3,000,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds would be used to finance various existing housing programs, as well as infill infrastructure financing and affordable housing matching grant programs, as provided.

CSAC Position

SB 166 (Skinner D) Residential density and affordability.

Last Amend: 5/2/2017

Status: 5/2/2017-Read second time and amended. Re-referred to Com. on APPR.

Location: 5/2/2017-S. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would prohibit a city, county, or city and county from permitting or causing its inventory of sites identified in a housing element to be insufficient to meet its remaining unmet share of the regional housing need for lower and moderate-income households. The bill also would expand the definition of "lower residential density" if the local jurisdiction has not adopted a housing element for the current planning period or the adopted housing element is not in substantial compliance, as specified.

CSAC Position

Concerns

SB 167 (Skinner D) Housing Accountability Act.

Last Amend: 4/17/2017

Status: 5/2/2017-Action From JUD.: Do pass as amended.

Location: 5/2/2017-S. JUD.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: The Housing Accountability Act, among other things, prohibits a local agency from disapproving, or conditioning approval in a manner than renders infeasible, a housing development project for very low, low-, or moderate-income households or an emergency shelter unless the local agency makes specified written findings based upon substantial evidence in the record. This bill would require the findings of the local agency to instead be based on clear and convincing evidence in the record. This bill contains other related provisions and other current laws.

CSAC Position

Oppose

SB 540 (Roth D) Workforce Housing Opportunity Zone.

Last Amend: 4/18/2017

Status: 4/20/2017-From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (April 19). Re-referred to Com. on APPR.

Location: 4/19/2017-S. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Would authorize a local government, as defined, to establish a Workforce Housing Opportunity Zone by preparing an EIR pursuant to CEQA and adopting a specific plan that is required to include text and a diagram or diagrams containing specified information. The bill would require a local government that proposes to adopt a Workforce Housing Opportunity Zone to hold public hearings on the specific plan. The bill would authorize a local government, after a specific plan is adopted and the zone is formed, to impose a specific plan fee upon all persons seeking governmental approvals within the zone.

CSAC Position

Pending

SB 649 (Hueso D) Wireless telecommunications facilities.

Last Amend: 5/2/2017

Status: 5/2/2017-Read second time and amended. Re-referred to Com. on APPR.

Location: 5/2/2017-S. APPR.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

Summary: Under current law, a wireless telecommunications collocation facility, as specified, is subject to a city or county discretionary permit and is required to comply with specified criteria, but a collocation facility, which is the placement or installation of wireless facilities, including antennas and related equipment, on or immediately adjacent to that wireless telecommunications collocation facility, is a permitted use not subject to a city or county discretionary permit. This bill would provide that a small cell is a permitted use, subject only to a specified permitting process adopted by a city or county, if the small cell meets specified requirements.

CSAC Position

Oppose

SB 697

(Stone R) Land use: development fees.

Status: 5/1/2017-May 3 set for first hearing canceled at the request of author.

Location: 3/9/2017-S. GOV. & F.

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
1st House				2nd House				Conc.			

Summary: The Mitigation Fee Act requires a local agency, in establishing, increasing, or imposing a fee as a condition of approval of a development project, to identify the purpose of the fee and the use to which it is to be put. If the use is financing a public improvement, the improvement is required to be publicly identified, as well as the amount of the expenditures on each improvement, within 180 days after the last day of each fiscal year. This bill, if a local agency fails to comply with the requirements described above for a 2nd consecutive year, would prohibit a local agency from collecting established fees, and from imposing new fees, until compliance with the requirements described above have been met.

CSAC Position

Pending

Total Measures: 25

Total Tracking Forms: 25