



**Housing, Land Use, and Transportation Policy Committee Meeting**  
**CSAC Legislative Conference**  
**Wednesday, April 17, 2024 — 10:00am – 11:30am**  
**In-person: SAFE Credit Union Convention Center**  
**Meeting Room: Ballroom B3**  
**Sacramento County, California**

**Supervisor Jennifer Kreitz, Mono County, Chair**

**Supervisor Jesse Armendarez, San Bernardino County, Vice Chair**

**Supervisor Lucas Frerichs, Yolo County, Vice Chair**

- 10:00 am**      **I.      Welcome and Introductions**  
*Supervisor Jennifer Kreitz, Mono County, Chair*  
*Supervisor Jesse Armendarez, San Bernardino County, Vice Chair*  
*Supervisor Lucas Frerichs, Yolo County, Vice Chair*
- 10:05 am**      **II.     How Should Counties be Engaged on Autonomous Vehicle Issues?**  
*Moderator: Supervisor Jennifer Kreitz, Mono County*  
*Attachment One: Bio - Tricia Suzuki Blinstrub, Political Director, Teamsters Joint Council 7*  
*Attachment Two: Bio - Christopher Childs, Consultant for the Autonomous Vehicle Industry*
- 10:45 am**      **III.    Supervisor Roundtable: Barriers to Building More Housing in Counties – Part 1**  
*Moderator: Supervisor Jennifer Kreitz, Mono County*  
*Attachment Three: General Plan/Housing Element/RHNA Issue Brief*  
*Attachment Four: Housing Element-RHNA Legislation 2017-2023*  
*Attachment Five: Turner Center - The Cost of Building Housing*  
*Attachment Six: 2024 Housing, Land Use and Transportation Committee Legislation*  
*Attachment Seven: Ballot Initiative Process and Active Housing Initiatives*
- 11:30 am**      **VI.    Closing Comments and Adjournment**

## LIST OF ATTACHMENTS

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### **How Should Counties be Engaged on Autonomous Vehicle Issues?**

- Attachment One..... Bio: Tricia Suzuki Blinstrub, Political Director, Teamsters  
Joint Council 7
- Attachment Two..... Bio: Christopher Childs, Consultant for the Autonomous  
Vehicle Industry

### **Supervisor Roundtable: Barriers to Building More Housing in Counties – Part 1**

- Attachment Three..... General Plan/Housing Element/RHNA Issue Brief
- Attachment Four..... Housing Element – RHNA Legislation 2017-2023
- Attachment Five..... Turner Center – The Cost of Building Housing
- Attachment Six..... 2024 Housing, Land Use, and Transportation Committee  
Legislation
- Attachment Seven..... Ballot Initiative Process and Active Housing Initiatives

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**Attachment One**

Bio: Tricia Suzuki Blinstrub, Political Director, Teamsters  
Joint Council 7

Tricia Suzuki Blinstrub is a graduate of the University of California, Irvine with a BA in Political Science and Minor in Conflict Resolution. She has worked in the labor movement since graduating from college. She is the Political Director for Teamsters Joint Council 7, which is the umbrella organization for 18 different Teamster Locals, which in California spans from the Oregon boarder down to Bakersfield, and out into Northern Nevada. Collectively, there are 100,000 Teamster members in Joint Council 7. She has worked within the Teamsters organization for 13 years, working with local, state, and federal elected officials on issues impacting Teamster members in the public and private sectors, including public safety.

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**Attachment Two**

Bio: Christopher Childs, Consultant for the Autonomous Vehicle Industry

Chris Childs is a retired Assistant Commissioner for the California Highway Patrol. He worked across California during his nearly 28-year career, including assignments as the commander of the Napa and Santa Rosa Area Offices. As an Assistant Chief, he provided statewide oversight of the CHP's role in autonomous vehicles on California's roadways. As a member of the American Association of Motor Vehicle Administrators' Autonomous Vehicle Working Group, he helped author the AAMVA's Autonomous Vehicle 2.0 document, which guided government entities as they embraced this new transportation technology. He was promoted to Chief of the CHP's Information Management Division, where he served as the Department's Chief Information Officer. His final assignment was as Assistant Commissioner, Staff, where he fulfilled the role of Chief Financial Officer and had operational oversight of statewide training, policy development, the fleet, and all Information Technology systems. He currently consults for the Autonomous Vehicle Industry Association, representing 18 leading AV companies.

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**Attachment Three**  
General Plan/Housing Element/RHNA Issue Brief



## What is a General Plan?

**General plans** serve as the local government’s “blueprint” for how the city, town, or county will grow and develop and are required to include seven elements: land use, transportation, conservation, noise, open space, safety, and housing.

## What is the Housing Element Law?

The Housing Element law mandates that housing be included as an element of each jurisdiction’s **general plan**. Every city and county must adopt a **Housing Element** to help plan how to address its share of the regional need for housing.

Each city and county must revise its Housing Element generally every eight years or every five years for counties without Council of Governments (COGs), which are predominantly rural counties.

## What is the Regional Housing Needs Allocation (RHNA)?

RHNA is the state-mandated process to identify the total number of housing units (by affordability level described as a percentage of median income) that each jurisdiction must accommodate in its **Housing Element**.

As the first step in this process, the California Department of Housing and Community Development (HCD) develops a regional housing needs estimate for each region, which is then allocated to the regional COGs throughout the state. HCD determines the housing needs estimate after consulting with the Department of Finance and the COGs.

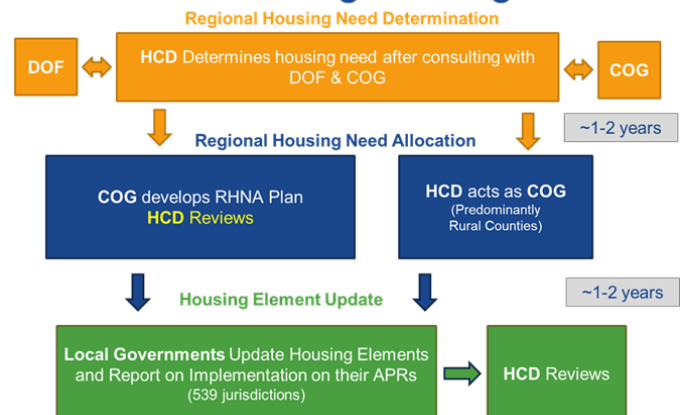
The COG must then develop a methodology for allocating the regional housing need and submit the methodology back to HCD for review.

Each COG then develops a RHNA Plan which allocates housing within its region based on these estimates (HCD is charged with developing the RHNA Plan for the counties across the state that do not have a COG). The RHNA Plan must be adopted by the COG at least one year before the next Housing Element due date.

Each city and county will then incorporate its allocation into its **Housing Element** and report on implementation on their **Annual Progress Reports (APRs)**. HCD then reviews each local jurisdiction’s **Housing Element** to ensure that it complies with the Housing Element law.

*NOTE: COGs are voluntary associations that represent member local governments, mainly cities and counties, that seek to provide cooperative planning, coordination, and technical assistance on issues of mutual concern that cross jurisdictional lines. COGs are normally controlled by their member local governments.*

## The Current Housing Planning Process





## What is an Annual Progress Report (APR)?

Each local jurisdiction (city council or board of supervisors) must prepare a Housing Elements APR on the jurisdiction's status and progress in implementing its housing element. This report includes data on jurisdictions' progress towards their housing goals, including data on all housing development applications, entitlements, building permits, and completions. Each jurisdiction's APR must be submitted to HCD and the Governor's Office of Planning and Research (OPR) by April 1 of each year - covering the previous calendar year (CY).

### Resources:

- "Housing Elements" California Department of Housing and Community Development  
<https://www.hcd.ca.gov/planning-and-community-development/housing-elements>
- "Building Blocks" California Department of Housing and Community Development  
<https://www.hcd.ca.gov/planning-and-community-development/housing-elements/building-blocks>
- "General Plan Information" Governor's Office of Planning and Research  
<https://opr.ca.gov/planning/general-plan/>
- "Regional Housing Needs Allocation (RHNA)" California Department of Housing and Community Development  
<https://www.hcd.ca.gov/planning-and-community-development/regional-housing-needs-allocation>
- "RHNA – Regional Housing Needs Allocation" Association of Bay Area Governments  
<https://abag.ca.gov/our-work/housing/rhna-regional-housing-needs-allocation>
- "Annual Progress Reports" California Department of Housing and Community Development  
<https://www.hcd.ca.gov/planning-and-community-development/annual-progress-reports>

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**Attachment Four**  
Housing Element-RHNA Legislation 2017-2023



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April 17, 2024

**TO:** CSAC Housing, Land Use and Transportation (HLT) Policy Committee  
**FROM:** Mark Neuburger, Legislative Advocate, CSAC  
Kristina Gallagher, Legislative Analyst, CSAC  
**RE: Housing Element Law/RHNA – Legislation (2017-2023)**

Since 1969, California has required that cities and counties adequately plan to meet the housing needs of everyone in the community. Until recently, few changes were made to ensure communities comply with state housing law. After 50 years, the California Department of Housing and Community Development (HCD) now has enforcement capabilities on local governments’ planning requirement due to Assembly Bill 72 (2017).

In addition, legislation was signed related to funding for housing, streamlining development approvals and increasing accountability for meeting the requirements of Housing Element Law. These bills significantly changed how RHNA is conducted, requiring additional outreach and reporting, increasing the number of factors included, and the ability of HCD to sue individual cities for not meeting requirements.

*Below lists some of the major bills that have been passed from 2017-2023 on the Housing Element and RHNA.*

**2017**

SB 35 (Wiener) creates a streamlined, ministerial approval process for infill developments in localities that have failed to meet their regional housing needs assessment (RHNA) numbers.

SB 167 (Skinner), AB 678 (Bocanegra), and AB 1515 (Daly) are three measures that were amended late in the 2017 legislative session to incorporate changes to the Housing Accountability Act (HAA). The HAA significantly limits the ability of a jurisdiction to deny an affordable or market-rate housing project that is consistent with existing planning and zoning requirements.

AB 72 (Santiago) provides HCD broad new authority to find a jurisdiction’s housing element out of substantial compliance if it determines that the jurisdiction fails to act in compliance with its housing element and allows HCD to refer violations of law to the attorney general.

AB 73 (Chiu) streamlines the housing approval process by allowing jurisdictions to create a housing sustainability district to complete upfront zoning and environmental review in order to receive incentive payments for development projects that are consistent with the ordinance.

AB 1397 (Low) makes a number of changes to the housing element law, including changes to the requirement that counties include in their housing elements an inventory of land available for residential development for very low, low, moderate, and above moderate-income levels.

AB 1505 (Bloom) allows a jurisdiction to adopt an ordinance that requires a housing development to include a certain percentage of rental units affordable to and occupied by households with extremely low, very low, low or moderate income.

## **2018**

SB 828 (Wiener) changed the way HCD determines each region's RHND, adding a number of new factors for consideration and accounting for "unmet need" in the existing housing stock by applying "adjustment factors" to a region's total projected households, not just the incremental housing growth.

AB 686 (Santiago) required a city's or county's housing element to affirmatively further fair housing in accordance with the provisions of this bill.

AB 1771 (Bloom) added to RHNA an enhanced focus on racial equity with an explicit mandate that COGs' housing distribution plans affirmatively further fair housing and required COGs to survey jurisdictions on their fair housing activities, to identify regional barriers to furthering fair housing, and to recommend strategies or actions to overcome those barriers.

## **2021**

AB 215 (Chiu) Increased the enforcement authority of HCD in relation to violations of state housing law. AB 215 also requires cities and counties to make any draft revisions to their housing elements available for public comment for at least 30 days and requires HCD to review the draft and report its written findings to the planning agency within 90 days of receiving the first draft submittal for each housing element revision or within 60 days of its receipt for a subsequent draft amendment or adoption. The bill creates a new, three-year statute of limitations for any action brought pursuant to the enforcement process created under AB 72. Finally, the bill allows HCD to seek outside counsel should the Attorney General choose not to enforce a potential violation of state housing law.

AB 838 (Friedman) Made several changes to local building code enforcement processes and procedures. Specifically, the bill required local agencies to promptly complete an inspection when a violation of the State Housing Law or lead paint requirements is alleged and to provide free copies of the inspection report and any citations to the tenant. The bill included exceptions when previous unfounded complaints were made and precludes local agencies from making the inspection or the report subject to any unreasonable conditions (e.g. requirements that the

tenant be current on rent). AB 838 also limited fee recovery from individual property owners for inspections completed pursuant to this bill unless specified code violations are discovered.

AB 1304 (Santiago) strengthened and clarified the manner in which local governments must demonstrate that their housing elements affirmatively further fair housing.

AB 1398 (Santiago) Required expedited rezoning for local jurisdictions that fail to adopt a legally compliant housing element within 120 days of the statutory deadline.

## **2022**

AB 2339 (Bloom) Added additional specificity to where emergency shelters must be zoned in a city's housing element and amends the "no net loss" policy in housing element law to factor in the portion of the regional housing need that the local government failed to accommodate through rezoning in the prior planning period.

SB 1425 (Stern) required cities and counties to update their open space element of their general plan by January 1, 2026.

AB 1743, AB 2094, AB 2653 and AB 2011 all made changes to the reporting requirements for housing element annual progress reports (APRs). AB 1743 also clarified HCD's and the Attorney General's authority to take enforcement action against jurisdictions that do not comply with annual progress report requirements.

## **2023**

SB 423 (Wiener) extended and expanded the applicability of SB 35, which was passed in 2017 and was scheduled to sunset in 2026.

AB 434 (Grayson) Reduced HCD's review period for locally approved housing elements or amendments from 90 days to 60 days.

AB 821 (Grayson) creates a notification process and time limit of 180 days for jurisdictions to align their zoning code with the land use element of the general plan when there is a live project application. The bill would also build on existing law that applies to projects that are at least two thirds residential, to allow mixed-use and other projects to proceed if the city's zoning code is inconsistent with its housing element.

AB 1485 (Haney) Grants HCD and the Office of the Attorney General (OAG) the unconditional right to intervene in any suit brought to enforce specified housing laws.

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**Attachment Five**

Terner Center – The Cost of Building Housing

## Terner Center: The Cost of Building Housing

### **The Components of Cost<sup>1</sup>:**

One critical pathway to addressing the housing crisis in California and in high-demand markets across the country is through increasing the supply of available housing options. But building that supply is becoming an increasingly expensive proposition. Whether building single-family homes or multifamily rental and condominium buildings, costs layer on top of one another throughout the development process—from planning to construction and inspection—to push up the bottom line on any given project. The more projects that fail “to pencil” from a cost perspective, the harder it is to build to the scale necessary to ease the shortfall in both supply and affordability.

There are multiple dimensions to the costs of development, many of which have been rising in recent years:

**Land Values:** From 2000 to 2016, land pricing in the United States climbed by 76 percent—almost twice the rate of inflation. Increases were even steeper in coastal California metro areas, with prices more than doubling in San Francisco and almost tripling in Los Angeles over that same period.

**Construction Costs:** Over the course of 2017 alone, the national single-family and multifamily construction price indexes increased by 5.6 percent and 6.3 percent, respectively, compared to an average annual increase of 2.7 percent between 1990 and 2000. In that year, New York, San Francisco, San Jose/Silicon Valley, and Oakland ranked among the most expensive construction markets. Construction costs are typically characterized as a ‘hard cost’ in broader categorizations.

**Materials and Labor:** Core elements driving construction costs include the price of materials and the cost of labor, both of which have also risen in recent years. In 2017, construction materials saw a 4.4 percent price increase, due in large part to escalating cement, steel, and lumber costs. At the same time, wages among construction workers increased 2.6 percent. Relatively low unemployment among construction workers (5.3 percent), may have also contributed to a national construction backlog that reached nine months total in 2017, up four percent since 2016. The western region of the United States saw the largest increase in the construction backlog (13 percent) over the past year. Materials and Labor expenses are typically characterized as a ‘hard cost’ in broader categorizations.

**Development Fees:** Development fees refer to the wide range of costs that local governments have the authority to charge new housing construction projects throughout the planning and building process. Cities and counties often rely on development fees to fund the provision of city and county services specific to the building of new housing, like the staff time spent on permitting, inspections, and utility connections. A local government may also choose to charge “impact” fees to offset the costs of new development borne by the broader community (e.g., the need for infrastructure expansions to support additional traffic or increased use

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<sup>1</sup> Terner Center for Housing Innovation, The Cost of Building Housing Series, <https://ternercenter.berkeley.edu/research-and-policy/the-cost-of-building-housing-series/>

of water and sewer lines) or to pay for other public benefits (e.g., park access or set asides for new affordable housing development).

These fees, especially impact fees, can be substantial, and they are particularly high in California. In 2015, average impact fees in the state were \$23,455 for a single-family home and \$19,558 for a multifamily unit—almost three times the national average. Because of how significantly they affect the overall cost of a project, these fees are often passed along to buyers in the form of higher home prices, especially in high demand markets, or can increase the amount of subsidy needed to build affordable housing units. Jurisdictions may also extract additional project-specific fees or requirements on top of codified development fees, which can also add significant additional costs.

**Permitting and Development Timelines:** The permitting and entitlement process, which is particularly complex in California, can extend development timelines, often unpredictably. Delays in processing or approval timelines can greatly increase the cost of development. The role of processing delays in driving up housing costs has garnered attention at the national level. The Obama Administration identified the negative impact of lengthy bureaucratic procedures on housing costs, recommending streamlining processes and allowing by-right development on priority projects to limit costs.

**Regulatory Requirements:** Local land use regulations—such as environmental regulations or minimum parking requirements—can also drive up the costs of development and lead to higher house prices. Green building standards in Los Angeles, for example, have increased construction costs by 10.8 percent. While many of these regulations promote public benefits—such as decreased energy use or water consumption—they are often layered on top of one another without a detailed analysis of their impact on the affordability of housing.

#### **Terner Center Multifamily Housing Construction Cost Study:**

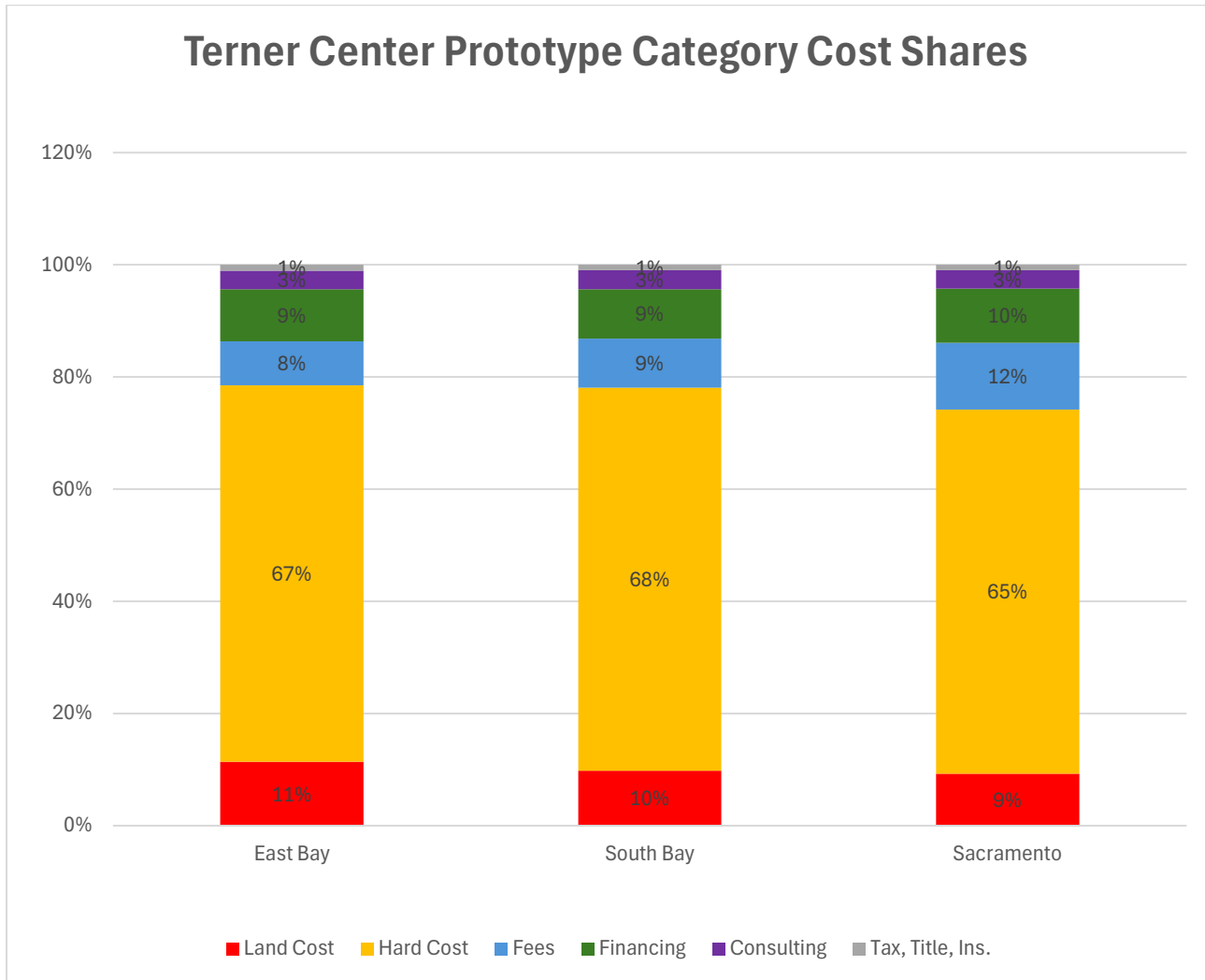
The Terner Center has also conducted a series of studies to explore the cost components of housing construction in the state. The following graph is taken from figures presented in their “Making Pencil: The Math Behind Housing Development” report released in August 2019<sup>2</sup>. The estimated costs in Chart 1 are for a prototype market-rate, mid-rise, rental apartment building with 120 units. Additional information on the components of these categories are provided below the chart.

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<sup>2</sup> Terner Center for Housing Innovation, Making It Pencil: The Math Behind Housing Development (August 2019), [https://turnercenter.berkeley.edu/wp-content/uploads/2020/08/Making\\_It\\_Pencil\\_The\\_Math\\_Behind\\_Housing\\_Development.pdf](https://turnercenter.berkeley.edu/wp-content/uploads/2020/08/Making_It_Pencil_The_Math_Behind_Housing_Development.pdf)



**Chart 1:**



**Table 1 Cost Categories**

**Land Cost:** The land cost for a parcel that would accommodate the prototype construction determined by the Turner Center by using comparable sales of land in each of the three study markets.

**Hard Costs:** Includes labor and materials, including the cost of concrete, timber, and mechanical systems. Hard costs are also reflective of various building code requirements that impact the way a structure is built.

**Fees:** Any fees required as a condition of approval for the project, such as school fees, utility connection fees, park fees, art fees, or transportation fees. NOTE: The Turner Center's prototypes standardized total fees at \$40k per unit, however, total fees vary widely by jurisdiction, and are levied by different entities.

**Financing:** Costs associated with obtaining debt and equity, including loan closing costs, soft cost contingencies, and operating reserves.

**Consulting:** Costs associated with professional services to design the project. This includes, but is not limited to: architects, structural engineers, civil engineers, landscape architects, mechanical, electrical, and plumbing design, geotechnical engineers, joint trench consultants, waterproofing consultant, accounting, and legal.

**Tax, Title, and Insurance:** Includes costs of general liability and builder's risk insurance, as well as property taxes during construction.

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**Attachment Six**  
2024 Housing, Land Use, and Transportation Committee Legislation

**2024 Housing, Land Use and Transportation  
Committee Legislation  
April 17, 2024**



The second year of the two-year legislative session is well underway. The Legislature is now in the middle of committee hearings. April 26th will be the last day for policy committees to hear and report to the fiscal committees the fiscal bills that are introduced in the house of origin. For a calendared list of legislative deadlines, please see the [2024 Legislative Calendar](#).

For more information, please contact Mark Neuburger, Legislative Advocate, at 916-591-2764, or [mneuburger@counties.org](mailto:mneuburger@counties.org) or Kristina Gallagher, Legislative Analyst, at 916-879-1603 or [kgallagher@counties.org](mailto:kgallagher@counties.org). For the latest bill status and complete list of legislation that HLT is tracking, please visit [www.counties.org/legislative-tracking](http://www.counties.org/legislative-tracking).

Bill Summary	CSAC Position	Location
<b><i>Housing and Land Use</i></b>		
<p><a href="#">AB 1820 (Schiavo)</a> Housing development projects: applications: fees and exactions. The bill, as currently drafted, would require all local agencies to provide within 20 days of a request by a developer, an itemized list and the total sum of all fees and exactions for a proposed development project during the preliminary application process.</p>	<p>CSAC has an “opposed unless amended” position on this bill along with UCC, RCRC, and CalCities.</p>	<p>The bill is set to be heard in the Assembly Housing and Community Development Committee on April 10<sup>th</sup>.</p>
<p><a href="#">AB 1886 (Alvarez)</a> Housing Element Law: substantial compliance: Housing Accountability Act. The bill seeks to clarify that until the California Department Housing and Community Development's (HCD) or the court determines that the housing element substantially complies with the law, the builder’s remedy may be utilized and that if a project is submitted during this period of non-compliance, the project is eligible for the builder’s remedy regardless of if the city or county reaches compliance before it is approved.</p>	<p>CSAC currently has a “pending” position on this bill.</p>	<p>The bill is set to be heard in the Assembly Housing and Community Development Committee on April 10<sup>th</sup>.</p>

<p><a href="#">AB 2023 (Quirk-Silva)</a> Housing element: inventory of land: rebuttable presumptions. The bill would create a rebuttable presumption of invalidity in any legal action challenging an action or failure to act by a city, county, or city and county if the department finds that the city, county, or city and county’s action or failure to act does not substantially comply with its adopted housing element or specified obligations under the Housing Element Law. The bill would also specify that the duty to submit a copy of the adopted element or amendment to HCD does not excuse a legislative body from taking required actions in response to the department finding that the draft element or amendment does not substantially comply with the Housing Element Law.</p>	<p>CSAC currently has a “pending” position on this bill.</p>	<p>The bill is set to be heard in the Assembly Housing and Community Development Committee on April 10<sup>th</sup>.</p>
<p><a href="#">AB 2149 (Connolly)</a> Gates: standards: inspection. This bill requires any automatic or manual vehicular gate, or any gate larger than 48 inches wide and 84 inches tall, to meet specified industry standards, and requires the owner of the gate to have it inspected on or before July 1, 2025, and reinspected at least once every five years. The gate must not fall more than 45 degrees when detached, must not move under its own weight, must have covered rolling wheels, and must have a positive stop, which is an immovable component that impedes motion of the gate. If a gate is determined to be an immediate threat to safety, any use of the gate must stop until repairs are made by a licensed contractor. The bill would require the owner of a regulated gate to engage a contractor to repair a regulated gate that is in need of corrective work within a prescribed period, subject to imposition of a civil penalty by the building official, as specified. Because the bill would require local officials to perform additional duties, it would impose a state-mandated local program.</p>	<p>CSAC and RCRC are working on amendments and currently have a “concerns” position on this bill.</p>	<p>The bill is set to be heard in the Assembly Judiciary Committee on April 16<sup>th</sup>.</p>

<p><a href="#">AB 2433 (Quirk-Silva)</a> California Private Permitting Review and Inspection Act: fees: building permits. The bill allows applicants for building permits to independently pay a third party for plan and field inspection of a project, without county or city building official oversight.</p>	<p>CSAC has an “opposed unless amended” position on this bill along with UCC, RCRC, and CalCities.</p>	<p>This bill is set to be heard in the Assembly Local Government Committee on April 10<sup>th</sup>.</p>
<p><a href="#">AB 2729 (Patterson)</a> Residential fees and charges. This bill would repeal the current authorization for a local agency to require payment of development impact fees or charges prior to the date of final inspection or issuance of the certificate of occupancy, whichever occurs first, under certain conditions.</p>	<p>CSAC has an “oppose” position on this bill along with the California Special Districts Association (CSDA).</p>	<p>This bill is set to be heard in the Assembly Local Government Committee on April 10<sup>th</sup>.</p>
<p><a href="#">SB 937 (Wiener)</a> Development projects: permits and other entitlements: fees and charges. The bill would prohibit local agencies from collecting the payment of fees for the construction of public improvements or facilities until the development receives its certificate of occupancy.</p>	<p>CSAC has an “opposed unless amended” position on this bill along with UCC and CalCities.</p>	<p>The bill passed the Senate Local Government Committee and was referred to the Senate Housing Committee.</p>

<p><a href="#">SB 951 (Wiener)</a> California Coastal Act of 1976: coastal zone: coastal development. The bill substantially modifies existing rezoning standards to meet housing element requirements to add the requirement for jurisdictions within the coastal zone to identify any necessary Local Coastal Plan (LCP) updates rezoning in the housing element. The bill aligns City/County of San Francisco with coastal commission appeals process rather than county appeals process.</p>	<p>CSAC currently has a “pending” position on this bill.</p>	<p>This bill passed the Senate Natural Resources and Water Committee and has been referred to the Seante Committee on Housing.</p>
<p><a href="#">SB 1032 (Padilla)</a> Housing finance: portfolio restructuring: loan forgiveness. SB 1032 would authorize HCD to approve the forgiveness of loans funded or monitored by the department under specified affordable housing programs, if a borrower demonstrates that the loan is impeding the ability to maintain and operate the project for affordable housing.</p>	<p>CSAC is sponsoring this bill.</p>	<p>This bill is on the Senate Appropriations Committee Suspense File.</p>
<p><a href="#">SB 1037 (Wiener)</a> Planning and zoning: housing element: enforcement. This bill, in any action brought by the Attorney General, on behalf of HCD or in an independent capacity, to enforce the adoption of housing element revisions, as specified, or to enforce any state law that requires a city, county, or local agency to ministerially approve any land use decision or permitting application for a housing development project, as specified, would subject the city, county, or local agency to specified remedies, including a civil penalty of, at minimum, \$10,000 per month, and not exceeding \$50,000 per month, for each violation, as specified.</p>	<p>CSAC has “watch” position on this bill.</p>	<p>The bill is set to be heard in the Senate Housing Committee on April 16<sup>th</sup>.</p>

<p><a href="#">SB 1077 (Blakespear)</a> Coastal resources: coastal development permits: accessory and junior accessory dwelling units. The bill would provide that a coastal development permit is not required for the addition of an accessory dwelling unit or junior accessory dwelling unit to an existing residential structure in the coastal zone, and the conversion of an existing structure in the coastal zone into an accessory dwelling unit or junior accessory dwelling unit.</p>	<p>CSAC currently has a “pending” position on this bill.</p>	<p>This bill passed the Senate Natural Resources and Water Committee and has been referred to the Seante Committee on Housing.</p>
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<p><b><i>Transportation and Public Works</i></b></p>		
<p><a href="#">AB 637 (Jackson)</a> Zero-emission vehicles: fleet owners: rental vehicles. The bill would provide public and private fleets with additional options to meet the zero emission vehicle (ZEV) procurement requirements under the Advanced Clean Fleet (ACF) regulation, adopted by the CA Air Resources Board on April 28, 2023. Specifically, the bill authorizes regulated fleets, including local governments, to comply with ACF by renting a ZEV truck.</p>	<p>CSAC is in support of this bill along with CalCities, CALSTART and Enterprise Holdings, Inc.</p>	<p>This bill is in the Senate Rules Committee, awaiting committee assignment.</p>
<p><a href="#">AB 1957 (Wilson)</a> Public contracts: best value construction contracting for counties. This bill will extend best value contracting to allow all counties to attract a more qualified and stronger contractor bidding pool, reduce bad actors during the contractor selection process, and increase the percentage of skilled craftworkers on county construction projects while reducing the otherwise contentious relationships fostered under the traditional low-bid process; this gives counties the ability to select the contractor with skill sets directly applicable to the requirements of the project.</p>	<p>CSAC has a “support” position on this bill.</p>	<p>This bill is set to be heard in the Assembly Local Government Committee on April 17<sup>th</sup>.</p>



<p><a href="#">AB 2535 (Bonta)</a> Trade Corridor Enhancement Program. This bill proposes significant constraints on the use of Trade Corridor Enhancement Program (TCEP) funding created as part of Senate Bill 1 (Beall – 2017), (TCEP) funding. The TCEP is California’s only dedicated account whose objective is to provide funding for projects that make infrastructure improvements along corridors that have a high volume of freight movement. The bill would prohibit the California Transportation Commission (CTC) from approving TCEP funding if a project either: (A) Adds a general-purpose lane to a highway, or (B) Expands highway capacity in a community that ranks in the highest quintile in CalEnviroScreen.</p>	<p>CSAC is a part of a large coalition in opposition to this bill.</p>	<p>This bill is set for hearing in the Assembly Transportation Committee on April 15<sup>th</sup>.</p>
<p><a href="#">SB 1393 (Niello)</a> Advanced Clean Fleets Regulation Appeals Advisory Committee. This bill would establish an advisory committee of 20-28 specified members who must meet monthly to hear appeals from individuals who sought exemption from the Advanced Clean Fleets regulations; the committee must then consider and report to the California Air Resources Board its recommendations on those appeals.</p>	<p>CSAC is a part of a large coalition in support of this bill.</p>	<p>The bill failed passage in the Senate Environmental Quality Committee but was granted reconsideration.</p>

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**Attachment Seven**

Ballot Initiative Process and Active Housing Initiatives



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April 17, 2024

**TO:** CSAC Housing, Land Use and Transportation (HLT) Policy Committee

**FROM:** Mark Neuburger, Legislative Advocate, CSAC  
Kristina Gallagher, Legislative Analyst, CSAC

**RE: Ballot Initiative Process and Active Housing Initiatives**

In 1911, California created the ability for its voters to adopt laws & constitutional amendments, overturn legislatively created laws and recall elected officials without the support of the Governor or the Legislature by creating the ballot initiative, referendum and recall process. Currently, California is one of 24 states that have some type of ballot initiative process. The process and timelines are established by the constitution, statutes and regulations but primarily require proponents to:

Step	Notes
1. Draft the initiative text.	There are no requirements or restrictions on the language that can be drafted.
2. Submit the initiative draft to the Attorney General for an official "Title & Summary."	Certifications and a \$2,000 filing fee are required. The filing fee is refunded if the initiative qualifies for the ballot.
3. Gather required signatures from registered voters.	Statutory initiatives are required to gather signatures equivalent to 5% of the total votes cast for the governor's race at the last election, approx. 623,000 signatures currently. Constitutional initiatives are required to gather signatures equivalent to 8% of the total votes in the last gubernatorial election, approx. 997,000 signatures.
4. Turn in the collected signatures to county elections officials for verification.	Signatures are verified using either the random sample or full check method based on determinations by election officials (See Elections Code section 9030).
5. Complete all signature gathering & verification requirements before deadlines to be placed on the ballot by the Secretary of State.	An initiative can be placed on the ballot if it completes all of these steps 131 days before the general election, which is June 21, 2024 for the next election. As a result of Senate Bill 202 (Chapter 558, Statutes of 2011), initiatives can only appear on general election ballots, held in November.

**These are the current active ballot initiatives that would have an impact on the effort to address the state’s shortage of affordable housing:**

<b>Initiative Name</b>	<b>Description</b>	<b>Status</b>
Affordable Housing & Public Infrastructure	Lowers the voter threshold for taxes devoted to housing and public infrastructure to 55%. Placed on ballot by ACA 1 (2023).	On Nov. 2024 Ballot
Public Housing Projects	Repeals Article 34 of the State Const. Currently, Article 34 requires majority voter approval for a "low rent housing project" as defined. Placed on Ballot by SCA 2 (2022).	On Nov. 2024 Ballot
Local Govt. Rent Control Authority	Repeals Costa-Hawkins Act, allowing cities & counties to enact or expand residential rent-control ordinances.	Eligible for Nov 2024 Ballot
Limits CEQA Lawsuits & Caps Development Fees on New Housing	Caps fees on local permits, prohibits imposition of Vehicle Miles Traveled (VMT) charges.	Gathering Signatures, 5/13/24 Deadline
Limit State Ability in Land Use Policy	Specifies that local laws automatically override conflicting state land-use and zoning laws (including affordable housing laws) unless such state laws address specified statewide concerns. Likely requires most post 2016 state housing laws to be re-enacted. Repeals Article 34.	Failed to gather signatures: 3/29/24

**Note: The CSAC Executive Committee has recommended that CSAC adopt a “Support” position on ACA 1. The CSAC Board of Directors will consider this recommendation at its next meeting.**

**Resources:**

“Statewide Initiative Guide; 2024” California Secretary of State:

<https://elections.cdn.sos.ca.gov/ballot-measures/pdf/statewide-initiative-guide.pdf>