



**Housing, Land Use and Transportation Policy  
Committee**  
**CSAC Legislative Conference**  
**Thursday, May 19, 2016 — 8:30 a.m. – 9:30 a.m.**  
**Hyatt Regency, Room EF**  
**Sacramento County, California**

**Supervisor David Rabbitt, Sonoma County, Chair**  
**Supervisor Bob Williams, Tehama County, Vice Chair**

- 8:30 a.m.      I.    **Welcome and Introductions**  
*Supervisor David Rabbitt, Chair*  
*Supervisor Bob Williams, Vice Chair*
- 8:35 a.m.      II.   **California Department of Housing and Community  
Development Presentation**  
*Ben Metcalf, Director, Department of Housing and Community  
Development*
- 8:55 a.m.      III.   **Housing Funding and Land Use Planning Legislative Update**  
*Kiana Valentine, Legislative Representative, CSAC*  
*Chris Lee, Legislative Analyst, CSAC*  
Attachment One: Land Use and Housing Legislation Memo  
Attachment Two: Summary of Assembly Democratic Caucus  
Housing Plan  
Attachment Three: Summary of Senate “No Place Like Home”  
Proposal
- 9:20 a.m.      IV.   **Transportation Funding Press Conference & Rally Briefing**  
*Kiana Valentine, Legislative Representative, CSAC*  
*Chris Lee, Legislative Analyst, CSAC*  
Attachment Four: State Transportation Funding Update Memo  
Attachment Five: Comparison of Transportation Funding Plans  
Attachment Six: Revenue Estimates for Funding Plans
- 9:30 a.m.      V.    **Closing Comments and Adjournment**  
*Supervisor David Rabbitt, Chair*  
*Supervisor Bob Williams, Vice Chair*

## **ATTACHMENTS**

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### **Housing Funding and Land Use Planning Legislative Update**

Attachment One ..... Land Use and Housing Legislation Memo

Attachment Two ..... Summary of Assembly Democratic Caucus  
Housing Plan

Attachment Three ..... Summary of Senate “No Place Like Home”  
Proposal

### **Transportation Funding Press Conference & Rally Briefing**

Attachment Four ..... State Transportation Funding Update Memo

Attachment Five ..... Comparison of Transportation Funding Plans

Attachment Six..... Revenue Estimates for Funding Plans

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Housing Funding and Land Use Planning Legislative Update

**Attachment One**

Land Use and Housing Legislation Memo



May 5, 2016

1100 K Street  
Suite 101  
Sacramento  
California  
95814Telephone  
916.327.7500Facsimile  
916.441.5507

TO: CSAC Housing, Land Use and Transportation Policy Committee

FROM: Kiana Valentine, Legislative Representative  
Chris Lee, Legislative AnalystRE: **Housing and Land Use Planning Legislative Update**

**Background.** Housing, and specifically affordable housing, has been a major focus of the Legislature in 2016. California's long-term challenges in providing for the development of housing affordable for constituents at all income levels is undisputed and are increasingly regarded as reaching a crisis level. Legislative proposals attempt to remedy the problem from nearly all imaginable angles, including bills that provide additional revenue and financing options for affordable housing, allow local governments additional regulatory tools to promote affordable housing, or impose mandates on cities and counties related to their planning and permitting of housing development.

The Assembly Democrats recently released a one-time, \$1.3 billion housing funding plan, which they describe as focusing on five key priorities: rental housing for lower income working families; homeownership opportunities and rental housing for working families; affordable housing for rural California, including for farmworkers and their families; seismic retrofitting of "soft-story" homes that are at risk of collapsing in an earthquake; and housing assistance and housing development for homeless individuals and their families. The specifics of the plan include \$300 million in low income housing tax credits, which CSAC is supporting again this year, as well as \$200 million each for the multi-family housing program, workforce housing grants to local governments, the Calhome grant and loan program, and multifamily supportive housing.

A bipartisan group of Senators previously released their "No Place Like Home" initiative, which takes a different approach by using Mental Health Services Act funding to back \$2 billion in bonds for permanent supportive housing for chronically homeless individuals experiencing mental illness. Among other provisions, the Senate plan would also allocate \$200 million of interim funding over four years for supportive housing and rent assistance.

CSAC has supported legislation that would increase low income housing tax credits, as included in the Assembly plan, as well as proposals that would make available a permanent source of funding for the development and maintenance of affordable housing. Separately from the funding proposals, we have supported bills that seek to increase tools and flexibility for local governments. Several bills moving forward this year, however, would impose new unfunded mandates on counties or unnecessarily interfere with local control over planning and land use. A discussion of active bills with CSAC positions under each of these key categories is included below:

*New Local Tools to Build and Finance Housing*

**AB 2406 (Thurmond) – Junior Second Unit Ordinances  
As Amended on April 28, 2016 – SUPPORT**

AB 2406 would provide an optional statutory framework that local governments could use to promote the development of junior accessory dwelling units in single-family residential zones. The units could be up to a maximum of 500 square feet in size and would have to be built within the existing walls of a structure. Because sewer and water connection fees would be prohibited, the unit would have to incorporate an existing bedroom, ensuring that any capital costs to the sewer and water infrastructure from the dwelling unit were provided for in the original permitting and construction of the structure.

**AB 2475 (Gordon) – Infrastructure Bank Affordable Housing Funding  
As Amended on March 18, 2016 – Support**

AB 2475 would create a forgivable loan program within the California Infrastructure and Economic Development Bank (IBank) for affordable housing projects that benefit very low and extremely low income households. This would allow local agencies to leverage their own investments, whether in the form of funding or through infrastructure installation, with forgivable loan funds from the IBank for affordable housing projects that are consistent with regional plans that reduce greenhouse gas emissions from the transportation sector.

**AB 2502 (Mullin) – Inclusionary Zoning  
As amended on April 18, 2016 – SUPPORT**

AB 2502 would restore a city or county's ability to establish an inclusionary zoning program and clarify that the Costa-Hawkins rent control law does not apply to inclusionary housing policies.

**AB 2817 (Chiu) - Low Income Housing Tax Credits Increase  
As Amended on March 17, 2016 – SUPPORT**

AB 2817 would increase the amount of state Low-Income Housing Tax Credit (LIHTC) allocations by an additional \$300 million annually. AB 2817 would also increase the amount the LIHTC Committee could allocate to farmworker housing projects from \$500,000 to \$25 million per year. This would allow California to maximize all federal tax credits. In total, the investment of state funds will allow us to access \$200 million in federal 4% credits and at least another \$400 million in federal tax-exempt bond authority.

*Preemptions of Local Land Use Authority*

**AB 2501 (Bloom) – Density Bonus Applications  
As Amended on April 14, 2016 – OPPOSE**

AB 2501 would recast the complex density bonus law to be heavily favorable to developers of projects that include affordable housing by limiting the ability of local jurisdictions to request information to support the need for requested zoning concessions. Of even greater concern, the bill would impose arbitrary and unworkable timelines for review of density bonus with a “deemed approved” provision if a local agency fails to meet the shot clock. CSAC has opposed the imposition of such planning and permitting timeframes included in variety of bills in recent years.

**AB 2299 (Bloom) – Second Units  
As Amended on April 5, 2016 – OPPOSE**

AB 2299 would mandate, rather than authorize, that local agencies provide by ordinance for the creation of second units in single family and multifamily residential zones. The measure would also restrict a local agency from applying parking standards for a second unit that is located within one-half mile of public transit or shopping, or that is within an architecturally and historically significant district, and affirms a local agency’s ability to reduce or eliminate parking requirements for any second unit within its jurisdiction.

**SB 1069 (Wieckowski) – Second Units  
As Amended on April 26, 2016 – OPPOSE**

SB 1069 would impose similar restrictions on an agency’s ability to impose land use requirements, including parking, on second units (renamed “accessory dwelling units”). The bill would also create practical difficulties for planning departments and unfunded costs for sewer and water providers by precluding the imposition of public utility connection fees for the new residential dwelling units constructed pursuant to this bill.

*New Planning Mandates*

**SB 1000 (Leyva) – New Environmental Justice Element in General Plan  
As Amended on April 12, 2016 – SUPPORT IF AMENDED**

SB 1000 will require the development of an Environmental Justice Element when a General Plan Housing Element is adopted or revised on or after January 1, 2018. Specifically, the new element would identify objectives and policies to reduce health risks and promote civil engagement in disadvantaged communities. Disadvantaged communities are currently defined in the bill as communities identified by CalEnviroScreen or which have median household incomes less than eighty percent of the statewide median.

Given the internal consistency requirements of General Plan law, SB 1000 would essentially require a costly comprehensive General Plan update upon a county’s next housing element update. Moreover, the mandate is unfunded, as the bill assumes that counties would pass the costs on in the form of development fees. CSAC opposes the requirements for a

standalone element. We have a support if amended position and are pursuing amendments to require that environmental justice concepts be incorporated throughout the General Plan as appropriate upon its next update, rather than linking the requirement with the housing element cycle.

**ATTACHMENTS**

Summary of Assembly Democratic Caucus Housing Plan

Summary of Senate “No Place Like Home” Proposal

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Housing Funding and Land Use Planning Legislative Update

**Attachment Two**

Summary of Assembly Democratic Caucus Housing Plan



ASSEMBLY COMMITTEE ON  
HOUSING AND COMMUNITY DEVELOPMENT

DAVID CHIU, CHAIR

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ASSEMBLYMEMBER, SEVENTEENTH DISTRICT

April 14, 2016

Honorable Adrin Nazarian  
Assemblymember Forty-sixth District  
Chair, Assembly Budget Sub-4 Committee  
State Capitol, Room 4146  
Sacramento, CA 95814

Dear Assemblymember Nazarian,

As you know, California faces an affordable housing crisis that tarnishes the promise of our great state. When the costs of our record high rents and home prices are factored in we have the highest poverty rate in the nation. Since 2008, median rents in California have increased by over 20 percent, as median incomes have dropped by 8 percent. Over 1.5 million low-income families lack access to an affordable rental home, and our state includes 20 percent of our country's homeless population. As affordable housing production by the private sector has significantly diminished, and the state has significantly reduced its investment in affordable housing, now more than ever we need to prioritize the production of new affordable units.

California's homeownership rate is at a record low of 54 percent, as skyrocketing home prices have outpaced median incomes. In high cost areas, teachers, nurses, firefighters, police officers and other middle class public servants can no longer afford to live in the communities they serve. The imbalance of affordable housing near jobs has far-reaching negative impacts, exacerbating traffic congestion, climate change, and income inequality.

A precipitous drop in state and federal divestment in affordable housing has intensified these problems. With the elimination of California's redevelopment agencies and the exhaustion of state housing bonds, California has reduced its funding for the development and preservation of affordable homes by 79 percent - approximately \$1.7 billion a year. No permanent or sustainable source of funding has been created to compensate for this loss. The housing crisis has contributed to a growing homeless population, increased pressure on local social safety nets, created an unstable development and construction marketplace, and has led to the departure of tens of thousands of long-time Californians.

While we continue work on a permanent funding source for affordable housing in the state, Californians cannot wait. Immediate action is needed. We need to make a strategic investment in this budget year to address our housing crisis.

Investing one-time surplus funding in affordable housing production makes sense. Housing does not require ongoing state maintenance or investment, but creates long term benefits: our state programs require state-funded housing to be provided to lower-income families for 55 years. Investment in many state programs results in significant leverage of private, federal, and local investment. Furthermore:

- Affordable housing saves money -- on average, a single homeless Californian incurs \$2,897 per month in county costs for emergency room visits and in-patient hospital stays as well as the costs of arrests and incarceration. Roughly 79 percent of these costs are cut when that person has an affordable home.
- Development creates jobs -- an estimated 29,000 jobs are created for every \$500 million spent on affordable housing production.
- Affordable housing alleviates poverty -- California households with the lowest 25 percent of incomes spend 67 percent of their income on housing, leaving little left over for other essential needs.

As our state economy continues to rebound, we have begun restoring some of the cuts made to many of our state's critical programs, but unfortunately, housing was not one of these areas. Affordable housing resources that were reduced to zero when redevelopment was eliminated must be among these restorations.

For these reasons, we request the following investment into the following key areas to address our housing affordability crisis:

#### **Rental Housing for Lower Income Working Families**

- \$300 million for the Low income Housing Tax Credit (LIHTC). This program funds the construction, rehabilitation, acquisition of multi-family rental housing for families and individuals at 60 percent of area median income (AMI) or below. This one time investment will leverage \$550 million in federal 4% LIHTC and at least \$400 million in federal tax-exempt bond authority.
- \$200 million for the Multi-family Housing Program (MHP). This program funds the construction, rehabilitation, and acquisition of multi-family rental housing for families and individuals at 60 percent of AMI or below.

#### **Homeownership Opportunities and Rental Housing for Working Families**

- \$200 million for the Local Funding Grants for Workforce Housing. This new program will provide funding to local governments for down payment assistance, homeownership assistance, rental housing, and to address displacement for individuals

and families. In high cost areas local governments could serve families that make up to 120 percent of AMI. The program would require local jurisdictions to provide a funding match.

- \$200 million for CalHome. This program provides for grants and loans to local governments and nonprofit organizations for rehabilitation of existing homes, mortgage assistance, real property acquisition, site development, predevelopment, and construction period expenses of homeownership development projects, or permanent financing for mutual housing and cooperative developments. Within this program is the Self-Help Housing Program that provides grants to nonprofit organizations for construction supervision of groups of families building their own homes.

### **Housing for Farmworkers and their Families**

- \$50 million Joe Serna Farmworker Housing Grant Program. This program finances the new construction, rehabilitation, and acquisition of owner-occupied and rental units for agricultural workers, with a priority for lower income households.
- \$25 million increase to the Farmworker Housing Tax Credit. This program funds the construction, rehabilitation, and acquisition of multi-family rental housing for farmworkers and their families who make up to 60 percent of AMI.
- \$250,000 for the Napa County Farmworker Housing Centers. Napa County is not eligible for funding from the Office of Migrant Services program; however, to maintain the County's three farmworker housing centers, additional funding is needed.

### **Seismic Retrofit of Soft-Story Homes**

- \$60 million for Personal Income Tax Credit for Seismic Retrofit of Soft Story buildings. This program allows a credit equal to 30 percent of a qualified taxpayer's qualified costs incurred for seismic retrofit construction.

### **Housing Assistance and Production for Homeless Individuals and Families**

- \$200 million for Multi-Family Housing Program – Supportive Housing. This program funds the construction, rehabilitation, acquisition of rental housing with supportive services for families and individuals who are homeless or at-risk of homelessness whose incomes do not exceed 30 percent of AMI.
- \$60 million for the Medi-Cal Housing Program. This new program would provide rental assistance for people who are homeless and enrolled in Medi-Cal served through a county's 1115 Waiver Whole Person Care Pilot Program. The federal government has authorized \$1.5 billion in funding for funding for services for the Whole Person Care

Pilot Program. Ongoing funding for the program would come from future savings by Medi-Cal due to housing high-risk homeless clients.

- \$40 million for the Emergency Shelter Grant Program. This program assists persons at risk of becoming homeless with homelessness prevention assistance and rapid rehousing.

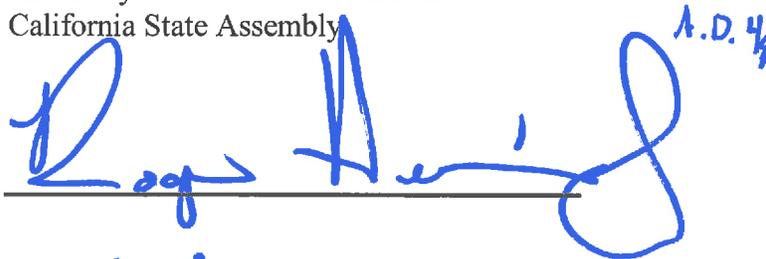
We appreciate your consideration of this request and look forward to working with you to ensure that California's families are served through these vital housing programs.

Sincerely,

  
\_\_\_\_\_  
David Chiu, Chair  
Housing and Community Development  
Committee

  
\_\_\_\_\_  
Tony Thurmond,  
Assemblymember Fifteenth District  
California State Assembly

  
\_\_\_\_\_  
Ed Lee AD #18

  
\_\_\_\_\_  
Doug Hering AD #4

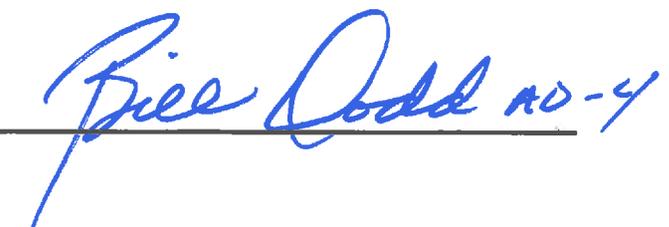
  
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Rob Bonta AD #18

  
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Kevin Muller AD #22

  
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Gregoire AD #62

  
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Now Campo AD #27

  
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Susana Bonilla AD #14

  
\_\_\_\_\_  
Bill Dodd AD #4

Jonie H. Atkins AV78

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Cc: Speaker Anthony Rendon  
Assemblymember Philip Y. Ting

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Housing Funding and Land Use Planning Legislative Update

**Attachment Three**

Summary of Senate “No Place Like Home” Proposal

# Senate Announces “No Place Like Home” Initiative To Tackle Homelessness in California

## California Senate Legislative Package to Prevent and Address Homelessness in our Local Communities

Monday, January 04, 2016

**LOS ANGELES** – To assist local communities in preventing and addressing homelessness, a bipartisan coalition of members from the California State Senate introduced a strategic and first-of-its kind “No Place like Home” initiative at a press conference at The Star Apartments on Skid Row in Los Angeles on Monday. This unprecedented policy framework amounting to over \$2 billion in support builds on years of research and best practices and is guided by the core belief that no individual or family in California should ever experience the uncertainty and pain of living without a home.

“This bipartisan legislative package will help secure progress in tackling homelessness and provide a key to health and hope for many Californians who have no place to go.” said Senate President pro Tempore Kevin de León (D-Los Angeles). “Coming off the holiday season, I can think of no better way to start the legislative session than in Skid Row focused on lifting those without voices in our political process.”

“This is a tipping-point moment for mental health, homelessness, and Proposition 63 in California.” Said former Senate leader Darrell Steinberg, co-author of Proposition 63 (2004) - The Mental Health Services Act - and founder The Steinberg Institute. “Thanks to the leadership of this Senate, we have a historic opportunity to help local communities forge systemic long-term solutions, making a real difference in the lives of thousands of forgotten Californians.”

The Senate proposal is crafted with the understanding that fighting modern homelessness - with long-term solutions, not short-term band-aids - requires a localized approach sustained by a strategic statewide commitment.

The proposals will empower local governments with additional resources and flexibility to better serve homeless individuals and families, increase access to affordable housing, address the effects of income inequality and, and extend proven programs for homeless who are either disabled or in need of mental-health assistance.

California has the nation’s largest homeless population while ranking as the seventh largest economy of the

world at the same time. The 114,000 total homeless people who live across our state make up 22 percent of the nation's homeless population, with Los Angeles holding the dubious ranking of the homeless capital of the country with nearly 42,000 homeless residents.

The Senate legislative package on homelessness re-purposes Proposition 63 (2004) - The Mental Health Services Act - bond money and creatively leverages billions of additional dollars from other local, state, and federal funding to achieve the following goals:

### Housing:

- \$2 billion bond to construct permanent supportive housing for chronically homeless persons with mental illness.

- \$200 million, over 4 years, to provide supportive housing in the shorter-term, rent subsidies, while the permanent housing is constructed or rehabilitated.

- Support for two special housing programs that will assist families:

*The "Bringing Families Home" pilot project, a county matching grant program to reduce homelessness among families that are part of the child welfare system.*

*The CalWORKs Housing Support Program, which provides housing and support services for CalWORKs families in danger of homelessness.*

### Income support and outreach:

- An increase in Supplemental Security Income/State Supplementary Payment (SSI/SSP) program grants which provide income support for the aged, blind, and disabled poor who cannot work.

*Rates of homelessness are higher for persons with disabilities who cannot work; SSI/SSP is intended to help them make ends meet, and a large portion of grants usually goes toward rent.*

These increases will assist about 1.3 million low-income Californians (72% with disabilities and 28% who are elderly).

- A one-time investment to incentivize local governments to boost outreach efforts and advocacy to get more eligible poor people enrolled in the SSI/SSP program.

*The federal government covers 72% of the total costs of the SSI/SSP program, so state and local benefits are multiplied significantly for each newly eligible recipient.*

California has more than one third of the nation's chronically homeless - those with mental illness or other

significant problems, and an even higher percentage among homeless women. Of the 28,200 chronically homeless in California, nearly 85 percent are unsheltered with this group absorbing the greatest amount of taxpayers' resources, often topping \$100,000 annually per person in public costs for emergency room visits, hospital stays, law enforcement, and other social services.

The Senate proposal supports a "housing first" strategy which many homeless advocates and social service experts across the state prefer because it provides safe, secure housing creates an environment that allows for wrap-around services, such as mental health treatment, to take hold. Studies show homelessness aggravates mental illness, making it more difficult to reach and house those with the greatest need of shelter and treatment.

There are local programs, such as Project 25 in San Diego, which are successfully housing, treating, and transitioning chronically homeless clients back into society. Project 25 is a 3-year-pilot program funded by the United Way of San Diego and led by St. Vincent de Paul which uses the housing first model as a means of intensive case management and delivery of psychiatric and medical care to several dozen clients. Project 25 is paying dividends for the taxpayers. In two years the annual public costs related to participants of Project 25 were reduced nearly 63 percent, to \$1.6 million from \$4.3 million.

## Background Information

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Transportation Funding Press Conference & Rally Briefing  
**Attachment Four**  
State Transportation Funding Update Memo



® May 5, 2016

1100 K Street  
Suite 101  
Sacramento  
California  
95814

Telephone  
916.327.7500

Facsimile  
916.441.5507

TO: CSAC Housing, Land Use and Transportation Policy Committee

FROM: Kiana Valentine, Legislative Representative  
Chris Lee, Legislative Analyst

RE: **Transportation Funding Update**

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**Background.** The Legislature's Special Session on Transportation and Infrastructure Development, which was called by the Governor in 2015, continues today. Transportation funding remains a top priority for CSAC in 2016, which is why we are pleased to report that as a result of our sustained activity we are seeing some movement behind the scenes in the Legislature and Administration towards a bipartisan transportation funding and reform deal.

CSAC and our partners from the Fix Our Roads Coalition continue to push the Legislature to take action on a funding and reform measure, whether it's one of the existing funding bills – AB 1591 (Frazier) or SB X1 1 (Beall) – or a compromise measure with the goal of adopting a funding and reform package by the adoption of the 2016-17 state budget in mid-June. One criticism of the Legislature has been lack of action, so if one or both houses were to take positive action on a funding and reform bill it could break the logjam and set the state for negotiations between the Legislature and the Administration on the deal points for a final package.

Senator Jim Beall introduced amendments to his substantial transportation funding proposal in late April, which will hopefully help the discussion gain further momentum in the weeks ahead. He added a number of democratic co-authors to his SB X1 1, and while CSAC had hoped for a Republican coauthor, bipartisan support for the funding plan still remains elusive. Nevertheless, the Senator included several reform elements supported by Republicans in the amended bill, thereby creating an opening for further negotiation:

*Environmental Streamlining:*

- Expands the CEQA exemptions for maintenance and repair projects in the existing right-of-way to state highways and all cities and counties regardless of population until 2025. The limited in authority in existing law came from AB 890 (2012) by Assembly Member Kristen Olsen. The original bill and a special session proposal to extend it to all counties and the state (SBx1 11, Berryhill) were both supported by CSAC.
- Eliminates the sunset for the NEPA Delegation program, whereby Caltrans rather than the federal government takes the lead on NEPA review for transportation. This program has shaved months off of the typical environmental review time for

federally-funded transportation projects. A standalone bill by Assembly Member Salas (AB 2034) that would also make this change enjoyed bipartisan support in the Assembly Transportation Committee as well as CSAC support.

*Truck Weight Fees:*

- Returns a portion of weight fees that are currently being used for transportation bond debt service to the state highway account to pay for current projects. The bill would also require the Department of Finance to work with Caltrans and the California Transportation Commission (CTC) to come up with a plan for full return of weight fees. Once again paying for transportation general obligation bond debt service with General Fund instead of weight fee revenue backfilled with gas tax has been a Republican priority. Resolving this issue appears to be a major linchpin in negotiations for a funding package.

*Other Reforms:*

- Creates the Office of Transportation Inspector General—a proposal that was also included in a special session bill from Senator Vidak (SBx1 13).
- Provides that the CTC is an independent commission not under the California State Transportation Agency. Senator Bates has introduced a similar bill in the special session (SBx1 12).

On the Assembly side, CSAC has offered support for AB 1591, by Assembly Transportation Committee Chair, Jim Frazier. Assembly Member Frazier's proposal would raise more revenue than the Governor's plan or Senator Beall's bill (see attached funding chart). AB 1591 also addresses key Republican priorities by redirecting weight fees from bond debt service payments to current projects, and allocating a portion of cap and trade auction proceeds to goods movement projects. Moreover, both AB 1591 and SBx1 1 would increase the amount of greenhouse gas reduction fund revenues allocated to mass transit and intercity rail.

While each of the proposals from the transportation chairs and the Governor's plan include elements with bipartisan support, CSAC and the Fix Our Roads Coalition have renewed our efforts to identify further reforms that both parties could agree to in hopes of providing ideas that could lead to a funding agreement. CSAC and the Coalition will also continue to emphasize to all members the importance of addressing the issue now. Waiting another year will only make the problem more costly to address, especially due to the impending two-cent gasoline excise tax cut scheduled for July 1.

**ATTACHMENTS**

Comparison of Beall, Frazier and Governor Transportation Funding Plans  
Revenue estimates for Beall, Frazier and Governor's Plans

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Transportation Funding Press Conference & Rally Briefing  
**Attachment Five**  
Comparison of Transportation Funding Plans

**Preliminary Comparison of Three Transportation Funding and Reform Proposals as of May 5, 2016**

<b>Funding</b>	<b>SBX1 1 (Beall) as of April 21, 2016</b>	<b>AB 1591 (Frazier) as of Jan. 6, 2016</b>	<b>Governor's Proposal from Sept. 6, 2015</b>
Gas Excise Tax Increase	12 cents (\$2b)	22.5 cents (\$3.5b)	None
Price-Based Excise Tax Adjustment Reset	17.3 cents (\$900m)	17.3 cents (\$900m)	18 cents (\$900m) <sup>1</sup>
- <i>CPI adjustment applied to entire excise tax</i>	<i>Every 3 years; and fuel economy</i>	<i>Every 3 years</i>	<i>Every year</i>
Diesel Excise Tax Increase	22 cents (\$600m)	30 cents (\$800m)	11 cents (\$300m)
- <i>CPI adjustment applied to entire excise tax</i>	<i>Every 3 years</i>	<i>Every 3 years</i>	<i>Every year</i>
Diesel Sales Tax Increase	3.5% (\$300m)	None	None
Vehicle Registration Fee Increase	\$35 (\$1b)	\$38 (\$1b)	None
Road Access Fee/Highway User Fee	\$35 (\$1b)	None	\$65 (\$2b)
ZEV-specific Fee	\$100 (\$25m)	\$165 (\$35m)	None
- <i>Total Vehicle Fee Increase</i>	<i>\$70 (\$170 for ZEVs)</i>	<i>\$38 (\$203 for ZEVs)</i>	<i>\$65</i>
Non-Highway Vehicle Gas Tax Diversion Restored	\$100m	-	-
Greenhouse Gas Reduction Fund (Cap & Trade)	TIRCP <sup>2</sup> from 10% to 20% (\$200m)	TIRCP from 10% to 20% (\$200m)	TIRCP - \$400m
	LCTOP <sup>3</sup> from 5% to 10% (\$100m)	TCIF – 20% (\$400m)	Complete Streets - \$100m
Weight Fees	Active Transportation - \$100m Partially returned immediately, plan for full return adopted by 2021-22	Returned immediately <sup>4</sup>	None
General Fund Loan Repayments	Over 3 yrs, to RMRA <sup>5</sup>	Over 2 yrs, directly to locals <sup>6</sup>	By 6/30/19, to various accts <sup>7</sup>
Caltrans Efficiencies	Up to 30% (\$500m)	None	\$100m
<b>Estimated Total Annual Funding Increase<sup>8</sup></b>	<b>~ \$7 billion</b>	<b>~ \$7 billion</b>	<b>~ \$3.7 billion</b>
<b>Estimated Annual Funding for Local Streets and Roads<sup>9</sup></b>	<b>~\$1.9 billion</b>	<b>~\$2.2 billion</b>	<b>~\$1.0 billion</b>

<sup>1</sup> The Governor's proposal doesn't reset the price-based excise tax until the 2017-18 fiscal year.

<sup>2</sup> Transit and Intercity Rail Capital Program, a competitive grant program administered by the Transportation Agency.

<sup>3</sup> Low Carbon Transit Operations Program

<sup>4</sup> The weight fees would not be transferred from the State Highway Account and instead be available for traditional uses including SHOPP, STIP, and local roads through existing formulas. Therefore they are not included in the Estimated Total Annual Funding Increase, but would result in roughly \$1 billion more funding.

<sup>5</sup> The Road Maintenance and Rehabilitation Account, created in SB 1x1.

<sup>6</sup> Through Streets and Highways Code Section 2103 formula. Funds allocated with assumption that local agencies have project "shelf" that can accommodate new funding.

<sup>7</sup> \$132 million highway maintenance, \$265 million for TIRCP, \$334 million for trade corridors, \$148 million for Traffic Congestion Relief Program.

<sup>8</sup> Roughly estimated, annualized over ten years. Figures may not add up due to rounding.

<sup>9</sup> Excludes one-time cap and trade revenues for complete streets projects.

	<b>SBX1 1 (Beall) as of April 21, 2016</b>	<b>AB 1591 (Frazier) as of Jan. 6, 2016</b>	<b>Governor's Proposal from Sept. 6, 2015</b>
<b>Expenditures</b>			
Gas Excise Tax Increase	RMRA	RMRA	-
Diesel Excise Tax Increase	10 cents to RMRA 12 cents to TCIF	All to TCIF	RMRA
CPI Adjustment Revenues	To the respective programs	To the respective programs	RMRA
Vehicle Fee Increases	RMRA	RMRA	RMRA
Greenhouse Gas Reduction Fund (Cap & Trade)	\$200m to rail and transit capital; \$100m transit ops.	\$200m to rail and transit \$400m to TCIF	\$400m to rail and transit \$100m to complete streets
General Fund Loan Repayments	RMRA	Cities and Counties	Various accounts
<b>Total Annual Expenditures on:</b>			
Road Rehab and Maintenance	\$5.6 billion	\$5.8 billion	\$2.9 billion
Freight Mobility	\$500 million	\$1.2 billion	\$200 million
Rail and Transit or Complete Streets	\$550 million	\$200 million	\$500 million
General Fund Debt Service Payment Offset	\$350 million	-	-
<b>Accountability and Reforms</b>			
Reporting	Both Caltrans and local governments would report to the CA Transportation Commission Commission on the efficacy of expenditures from the RMRA	-	Both Caltrans and the locals report to the Commission on the efficacy of expenditures from the RMRA
Local Maintenance of Effort Requirements	Included	Included	Included
Commission Allocation of SHOPP Support Costs	Requires by Feb 2017	Requires by Feb 2017	-
COS State Staff vs. Contract Staff	-	-	80%/20% by Jul 2020
CM/GC Project Delivery	-	-	Expands authority for Caltrans from 6 to 12 projects
Public Private Partnerships Project Delivery	-	-	Extends sunset from 2017 to 2027
CEQA Exemption	Exempts projects in existing right of way in certain circumstances	-	Exempts projects in existing rights of way in certain circumstances
NEPA Delegation	Eliminates Sunset	-	Eliminates the sunset
Regional Advance Mitigation Program	Included	-	Included
Transportation Inspector General	Included	-	-

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Transportation Funding Press Conference & Rally Briefing  
**Attachment Six**  
Revenue Estimates for Funding Plans

**Estimates of New Annual County Road Maintenance Funding**  
*Plans with Legislative Language as of March 2016*

<b>County</b>	<b>SBX1 1 (Beall) As of Sept. 1, 2015</b>	<b>AB 1591 (Frazier) As of Jan. 6, 2016</b>	<b>Governor's Plan As of Sept. 6 2015</b>
Alameda	\$ 30,840,996	\$ 34,911,300	\$ 16,249,038
Alpine	\$ 595,730	\$ 674,353	\$ 313,869
Amador	\$ 2,724,294	\$ 3,083,838	\$ 1,435,335
Butte	\$ 9,784,891	\$ 11,076,272	\$ 5,155,315
Calaveras	\$ 4,155,784	\$ 4,704,252	\$ 2,189,537
Colusa	\$ 3,261,686	\$ 3,692,154	\$ 1,718,468
Contra Costa	\$ 23,741,123	\$ 26,874,407	\$ 12,508,364
Del Norte	\$ 1,699,051	\$ 1,923,287	\$ 895,170
El Dorado	\$ 8,764,767	\$ 9,921,515	\$ 4,617,848
Fresno	\$ 29,713,240	\$ 33,634,705	\$ 15,654,863
Glenn	\$ 3,965,175	\$ 4,488,487	\$ 2,089,111
Humboldt	\$ 7,756,223	\$ 8,779,866	\$ 4,086,482
Imperial	\$ 13,366,666	\$ 15,130,759	\$ 7,042,427
Inyo	\$ 4,775,534	\$ 5,405,795	\$ 2,516,061
Kern	\$ 28,170,527	\$ 31,888,391	\$ 14,842,062
Kings	\$ 5,879,605	\$ 6,655,578	\$ 3,097,758
Lake	\$ 4,159,975	\$ 4,708,997	\$ 2,191,745
Lassen	\$ 4,047,464	\$ 4,581,637	\$ 2,132,467
Los Angeles	\$ 179,838,121	\$ 203,572,626	\$ 94,750,393
Madera	\$ 8,516,948	\$ 9,640,989	\$ 4,487,281
Marin	\$ 6,818,078	\$ 7,717,908	\$ 3,592,206
Mariposa	\$ 2,676,883	\$ 3,030,170	\$ 1,410,356
Mendocino	\$ 6,220,517	\$ 7,041,482	\$ 3,277,372
Merced	\$ 11,208,252	\$ 12,687,484	\$ 5,905,234
Modoc	\$ 3,915,132	\$ 4,431,840	\$ 2,062,746
Mono	\$ 2,892,459	\$ 3,274,197	\$ 1,523,935
Monterey	\$ 12,681,813	\$ 14,355,521	\$ 6,681,602
Napa	\$ 4,776,342	\$ 5,406,709	\$ 2,516,487
Nevada	\$ 4,876,232	\$ 5,519,783	\$ 2,569,115
Orange	\$ 61,426,627	\$ 69,533,531	\$ 32,363,533
Placer	\$ 12,648,541	\$ 14,317,858	\$ 6,664,072
Plumas	\$ 3,213,694	\$ 3,637,828	\$ 1,693,183
Riverside	\$ 48,758,695	\$ 55,193,723	\$ 25,689,244
Sacramento	\$ 36,546,307	\$ 41,369,581	\$ 19,254,966
San Benito	\$ 2,736,013	\$ 3,097,104	\$ 1,441,509
San Bernardino	\$ 47,430,195	\$ 53,689,893	\$ 24,989,305
San Diego	\$ 68,736,718	\$ 77,808,387	\$ 36,214,964
San Francisco*	\$ 14,147,475	\$ 16,014,617	\$ 7,453,808
SF (City Portion)	\$ 25,045,605	\$ 28,351,050	\$ 13,195,650
San Joaquin	\$ 19,619,400	\$ 22,208,710	\$ 10,336,773

**Estimates of New Annual County Road Maintenance Funding**  
*Plans with Legislative Language as of March 2016*

<b>County</b>	<b>SBX1 1 (Beall) As of Sept. 1, 2015</b>	<b>AB 1591 (Frazier) As of Jan. 6, 2016</b>	<b>Governor's Plan As of Sept. 6 2015</b>
San Luis Obispo	\$ 11,445,129	\$ 12,955,623	\$ 6,030,037
San Mateo	\$ 16,803,835	\$ 19,021,556	\$ 8,853,351
Santa Barbara	\$ 11,691,556	\$ 13,234,573	\$ 6,159,870
Santa Clara	\$ 37,512,896	\$ 42,463,738	\$ 19,764,228
Santa Cruz	\$ 7,718,990	\$ 8,737,719	\$ 4,066,865
Shasta	\$ 9,041,811	\$ 10,235,123	\$ 4,763,813
Sierra	\$ 1,560,211	\$ 1,766,123	\$ 822,021
Siskiyou	\$ 6,434,150	\$ 7,283,310	\$ 3,389,928
Solano	\$ 10,745,334	\$ 12,163,471	\$ 5,661,339
Sonoma	\$ 16,243,810	\$ 18,387,620	\$ 8,558,293
Stanislaus	\$ 15,834,220	\$ 17,923,974	\$ 8,342,495
Sutter	\$ 4,898,303	\$ 5,544,766	\$ 2,580,744
Tehama	\$ 5,616,884	\$ 6,358,184	\$ 2,959,339
Trinity	\$ 2,996,083	\$ 3,391,497	\$ 1,578,531
Tulare	\$ 19,293,613	\$ 21,839,928	\$ 10,165,128
Tuolumne	\$ 3,912,316	\$ 4,428,652	\$ 2,061,262
Ventura	\$ 18,882,422	\$ 21,374,468	\$ 9,948,485
Yolo	\$ 6,872,425	\$ 7,779,428	\$ 3,620,840
Yuba	\$ 3,908,838	\$ 4,424,715	\$ 2,059,429
<b>TOTAL</b>	<b>\$ 983,545,605</b>	<b>\$ 1,113,351,050</b>	<b>\$ 518,195,650</b>

\*county share only