



**Housing, Land Use, & Transportation Policy Committee
Conference Call**

Thursday, January 4, 2018 • 1:00 p.m. – 2:00 p.m.

Call In: (800) 867-2581 • Passcode: 8114287

AGENDA

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

- 1:00 p.m. I. **Welcome, Introductions, and Opening Remarks**
Supervisor David Rabbitt, Sonoma County, Chair
- 1:05 p.m. II. **Overview of the 2017 Transportation Funding Package/
Update on Transportation Funding Repeal Efforts**
 - SB 1 (Beall)
 - ACA 5 (Frazier)
 - Giver Voters a Voice Campaign*Kiana Valentine , CSAC Senior Legislative Representative*
Attachment One: SB 1 Summary for Counties
Attachment Two: SB 1 10-Year Funding Projections by County
Attachment Three: Title and Summary SB 1 Repeal Measure
Attachment Four: CSAC Staff Recommendations on SB 1 Repeal Ballot Measure and ACA 5
- 1:20 p.m. III. **CSAC Position on SB 1 Repeal Ballot Initiative – ACTION ITEM**
Supervisor David Rabbitt, Sonoma County, Chair
- 1:40 p.m. IV. **CSAC Position on ACA 5 – ACTION ITEM**
Supervisor David Rabbitt, Sonoma County, Chair
- 2:00 p.m. V. **Adjournment**

ATTACHMENTS

Overview of the 2017 Transportation Funding Package/Update on Transportation Funding Repeal Efforts

Attachment One SB 1 Summary for Counties

Attachment Two SB 1 10-Year Funding Projections by County

Attachment Three Title and Summary SB 1 Repeal Measure

Attachment Four CSAC Staff Recommendations on SB 1
Repeal Ballot Measure and ACA 5

Overview of the 2017 Transportation Funding Package/ Update on Transportation
Funding Repeal Efforts

Attachment One
SB 1 Summary for Counties



**Summary of Key SB 1 Provisions of Interest to Counties
As Amended on April 3, 2017**

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Funding Purposes and Allocations

- The package allocates \$5 billion/year in funding at full implementation
 - \$1.5 billion for the SHOPP to maintain state highways and freeways
 - \$1.5 billion directly allocated to cities and counties equally for local streets and roads
 - \$750 million for transit operations and capital
 - \$685 million in General fund loan repayments by June 2020, split approximately evenly between state highways, local roads, and transit.
 - \$400 million for bridge repair and maintenance allocated to Caltrans
 - \$300 million for goods movement/freight projects
 - \$200 million in local partnership funding for the 24 self-help counties (CTC guidelines will be developed to allocate funding)
 - \$250 million for the new “Solutions for Congested Corridors” program (a competitive program to funding project nominated by regional transportation planning agencies or county transportation commissions)
 - \$100 million for the Active Transportation grant program for bike and pedestrian facilities (counties are eligible applicants for these grants)
 - \$25 million for Freeway Service Patrol
 - \$25 million for local planning grants for local and regional agencies to implement state goals related to regional transportation planning, including SB 375
 - \$7 million for UC and CSU Transportation Research
- Repayment of \$706 million in outstanding General Fund Transportation loans from prior to Proposition 22:
 - \$550 million split evenly between the state and local governments
 - \$236 million for transit

Revenue Sources Timeline for Phasing In

- New gasoline fuel excise tax of 12 cents/gallon beginning **November 2017**
- End Board of Equalization Price-Based gas tax adjustment and reset rate to 17.3 cents in **July 2019**
- New diesel fuel excise tax of 20 cents/gallon beginning **November 2017**
- Diesel sales tax increase of 4% starting **November 2017**
- Transportation Improvement Fee: \$25-175 per vehicle starting in **spring 2018**:
 - \$25/year for cars valued less than \$5,000 (46% of all cars)
 - \$50/year for cars valued between \$5,000 and \$25,000 (41% of all cars)
 - \$100/year for cars valued between \$25,000 and \$35,000 (7% of all cars)
 - \$150/year for cars valued between \$35,000 and \$60,000 (5% of all cars)
 - \$175/year for cars valued over \$60,000 (1% of all cars)
- Zero emission vehicle (ZEV) fee of \$100/year, starting in **2020**

Constitutional Protections and Reforms

- Article XIX of the California Constitution, as modified by Proposition 22 (2010) already prevents the Legislature from diverting fuel tax revenues for non-transportation purposes. This applies to both the new 12 cent gas tax and the new \$100 ZEV registration fee.

- SCA 2 and ACA 12 extend these provisions to the diesel sales tax allocated to public transportation by SB 1, as well as the new Transportation Improvement Fee based on the value of a vehicle and dedicated to road, highway and public transportation purposes.
- Would establish an Inspector General appointed by the Governor to a six-year term within an Independent Office of Audits and Investigation.
- Expanded oversight of Caltrans project delivery and performance management by the California Transportation Commission.

Local Road Maintenance and Rehabilitation Funding

- Road Maintenance and Rehabilitation Account Funding will be allocated to state highways and local road projects by formula.
- \$3 billion/year will be split evenly between the state and local governments, with cities and counties evenly sharing the local funding.
- Eligible projects for local Road Maintenance and Rehabilitation funding include, but are not limited to, the following:
 - Road maintenance and rehabilitation
 - Safety projects
 - Railroad grade separations
 - Complete street components, including active transportation purposes, pedestrian and bicycle safety projects, transit facilities, and drainage and stormwater capture projects in conjunction with any other allowable project
 - Traffic control devices
 - Funds may also be used to satisfy a match requirement in order to obtain state or federal funds for allowable project.
- Cities and counties with average pavement condition index scores exceeding 80 could use funding for transportation priorities other than those listed above.

Accountability Provisions

- Counties would be subject to a maintenance of effort requirement based on unrestricted revenues dedicated to local street and road purposes in the 2019-10, 2010-11, and 2011-12 fiscal years.
- Counties would have to include list of proposed projects to be funded from the Road Maintenance and Rehabilitation Account funding in the annual adopted county budget and provide this project list to the CTC.
- Counties would have to submit a list of completed projects, including location and expected useful life of the improvement, to the CTC upon expenditure of the funds.

Overview of the 2017 Transportation Funding Package/ Update on Transportation
Funding Repeal Efforts

Attachment Two
SB 1 10-Year Funding Projections by County

New County Revenues from SB 1 (Beall, 2017) - Road Maintenance and Rehabilitation Account (RMRA) Revenues ONLY*

COUNTY	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27
Alameda	\$ 5,980,000	\$ 16,540,000	\$ 16,750,000	\$ 18,600,000	\$ 19,390,000	\$ 19,970,000	\$ 20,510,000	\$ 21,180,000	\$ 21,820,000	\$ 22,510,000
Alpine	\$ 120,000	\$ 320,000	\$ 320,000	\$ 360,000	\$ 370,000	\$ 380,000	\$ 390,000	\$ 410,000	\$ 420,000	\$ 430,000
Amador	\$ 550,000	\$ 1,520,000	\$ 1,540,000	\$ 1,710,000	\$ 1,780,000	\$ 1,830,000	\$ 1,880,000	\$ 1,940,000	\$ 2,000,000	\$ 2,060,000
Butte	\$ 1,960,000	\$ 5,410,000	\$ 5,480,000	\$ 6,090,000	\$ 6,340,000	\$ 6,530,000	\$ 6,710,000	\$ 6,930,000	\$ 7,140,000	\$ 7,360,000
Calaveras	\$ 840,000	\$ 2,320,000	\$ 2,350,000	\$ 2,600,000	\$ 2,720,000	\$ 2,800,000	\$ 2,870,000	\$ 2,970,000	\$ 3,060,000	\$ 3,150,000
Colusa	\$ 660,000	\$ 1,820,000	\$ 1,840,000	\$ 2,040,000	\$ 2,130,000	\$ 2,190,000	\$ 2,250,000	\$ 2,330,000	\$ 2,400,000	\$ 2,470,000
Contra Costa	\$ 4,990,000	\$ 13,810,000	\$ 13,990,000	\$ 15,530,000	\$ 16,190,000	\$ 16,680,000	\$ 17,130,000	\$ 17,690,000	\$ 18,220,000	\$ 18,790,000
Del Norte	\$ 340,000	\$ 950,000	\$ 960,000	\$ 1,060,000	\$ 1,110,000	\$ 1,140,000	\$ 1,170,000	\$ 1,210,000	\$ 1,250,000	\$ 1,290,000
El Dorado	\$ 1,760,000	\$ 4,880,000	\$ 4,940,000	\$ 5,490,000	\$ 5,720,000	\$ 5,890,000	\$ 6,050,000	\$ 6,250,000	\$ 6,440,000	\$ 6,640,000
Fresno	\$ 5,990,000	\$ 16,580,000	\$ 16,790,000	\$ 18,640,000	\$ 19,440,000	\$ 20,020,000	\$ 20,560,000	\$ 21,230,000	\$ 21,870,000	\$ 22,560,000
Glenn	\$ 800,000	\$ 2,210,000	\$ 2,230,000	\$ 2,480,000	\$ 2,590,000	\$ 2,660,000	\$ 2,740,000	\$ 2,820,000	\$ 2,910,000	\$ 3,000,000
Humboldt	\$ 1,560,000	\$ 4,300,000	\$ 4,360,000	\$ 4,840,000	\$ 5,050,000	\$ 5,200,000	\$ 5,340,000	\$ 5,510,000	\$ 5,680,000	\$ 5,860,000
Imperial	\$ 2,710,000	\$ 7,490,000	\$ 7,590,000	\$ 8,420,000	\$ 8,780,000	\$ 9,050,000	\$ 9,290,000	\$ 9,600,000	\$ 9,880,000	\$ 10,200,000
Inyo	\$ 960,000	\$ 2,660,000	\$ 2,690,000	\$ 2,990,000	\$ 3,120,000	\$ 3,210,000	\$ 3,300,000	\$ 3,400,000	\$ 3,510,000	\$ 3,620,000
Kern	\$ 5,640,000	\$ 15,600,000	\$ 15,800,000	\$ 17,540,000	\$ 18,290,000	\$ 18,840,000	\$ 19,350,000	\$ 19,980,000	\$ 20,580,000	\$ 21,230,000
Kings	\$ 1,180,000	\$ 3,270,000	\$ 3,310,000	\$ 3,670,000	\$ 3,830,000	\$ 3,950,000	\$ 4,050,000	\$ 4,190,000	\$ 4,310,000	\$ 4,450,000
Lake	\$ 840,000	\$ 2,310,000	\$ 2,340,000	\$ 2,600,000	\$ 2,710,000	\$ 2,790,000	\$ 2,870,000	\$ 2,960,000	\$ 3,050,000	\$ 3,150,000
Lassen	\$ 810,000	\$ 2,250,000	\$ 2,280,000	\$ 2,530,000	\$ 2,640,000	\$ 2,710,000	\$ 2,790,000	\$ 2,880,000	\$ 2,970,000	\$ 3,060,000
Los Angeles	\$ 36,120,000	\$ 99,910,000	\$ 101,200,000	\$ 112,350,000	\$ 117,150,000	\$ 120,650,000	\$ 123,910,000	\$ 127,970,000	\$ 131,830,000	\$ 135,980,000
Madera	\$ 1,710,000	\$ 4,740,000	\$ 4,800,000	\$ 5,330,000	\$ 5,550,000	\$ 5,720,000	\$ 5,880,000	\$ 6,070,000	\$ 6,250,000	\$ 6,450,000
Marin	\$ 1,360,000	\$ 3,750,000	\$ 3,800,000	\$ 4,220,000	\$ 4,400,000	\$ 4,530,000	\$ 4,660,000	\$ 4,810,000	\$ 4,950,000	\$ 5,110,000
Mariposa	\$ 540,000	\$ 1,480,000	\$ 1,500,000	\$ 1,670,000	\$ 1,740,000	\$ 1,790,000	\$ 1,840,000	\$ 1,900,000	\$ 1,960,000	\$ 2,020,000
Mendocino	\$ 1,250,000	\$ 3,460,000	\$ 3,510,000	\$ 3,890,000	\$ 4,060,000	\$ 4,180,000	\$ 4,300,000	\$ 4,440,000	\$ 4,570,000	\$ 4,710,000
Merced	\$ 2,260,000	\$ 6,260,000	\$ 6,340,000	\$ 7,040,000	\$ 7,340,000	\$ 7,560,000	\$ 7,770,000	\$ 8,020,000	\$ 8,260,000	\$ 8,520,000
Modoc	\$ 790,000	\$ 2,170,000	\$ 2,200,000	\$ 2,440,000	\$ 2,550,000	\$ 2,620,000	\$ 2,690,000	\$ 2,780,000	\$ 2,860,000	\$ 2,960,000
Mono	\$ 580,000	\$ 1,610,000	\$ 1,630,000	\$ 1,810,000	\$ 1,890,000	\$ 1,940,000	\$ 1,990,000	\$ 2,060,000	\$ 2,120,000	\$ 2,190,000
Monterey	\$ 2,470,000	\$ 6,830,000	\$ 6,920,000	\$ 7,680,000	\$ 8,010,000	\$ 8,250,000	\$ 8,470,000	\$ 8,750,000	\$ 9,010,000	\$ 9,300,000
Napa	\$ 960,000	\$ 2,640,000	\$ 2,680,000	\$ 2,970,000	\$ 3,100,000	\$ 3,190,000	\$ 3,280,000	\$ 3,390,000	\$ 3,490,000	\$ 3,600,000
Nevada	\$ 980,000	\$ 2,710,000	\$ 2,740,000	\$ 3,050,000	\$ 3,180,000	\$ 3,270,000	\$ 3,360,000	\$ 3,470,000	\$ 3,570,000	\$ 3,690,000
Orange	\$ 12,330,000	\$ 34,120,000	\$ 34,560,000	\$ 38,360,000	\$ 40,000,000	\$ 41,200,000	\$ 42,310,000	\$ 43,700,000	\$ 45,010,000	\$ 46,430,000
Placer	\$ 2,540,000	\$ 7,030,000	\$ 7,120,000	\$ 7,910,000	\$ 8,240,000	\$ 8,490,000	\$ 8,720,000	\$ 9,010,000	\$ 9,280,000	\$ 9,570,000
Plumas	\$ 650,000	\$ 1,790,000	\$ 1,810,000	\$ 2,010,000	\$ 2,090,000	\$ 2,160,000	\$ 2,220,000	\$ 2,290,000	\$ 2,360,000	\$ 2,430,000
Riverside	\$ 9,920,000	\$ 27,420,000	\$ 27,780,000	\$ 30,840,000	\$ 32,160,000	\$ 33,120,000	\$ 34,010,000	\$ 35,130,000	\$ 36,180,000	\$ 37,320,000
Sacramento	\$ 7,370,000	\$ 20,390,000	\$ 20,660,000	\$ 22,930,000	\$ 23,910,000	\$ 24,630,000	\$ 25,290,000	\$ 26,120,000	\$ 26,910,000	\$ 27,760,000
San Benito	\$ 550,000	\$ 1,530,000	\$ 1,550,000	\$ 1,720,000	\$ 1,800,000	\$ 1,850,000	\$ 1,900,000	\$ 1,960,000	\$ 2,020,000	\$ 2,090,000
San Bernardino	\$ 9,600,000	\$ 26,550,000	\$ 26,890,000	\$ 29,860,000	\$ 31,130,000	\$ 32,060,000	\$ 32,930,000	\$ 34,010,000	\$ 35,030,000	\$ 36,140,000
San Diego	\$ 13,820,000	\$ 38,220,000	\$ 38,710,000	\$ 42,980,000	\$ 44,810,000	\$ 46,150,000	\$ 47,400,000	\$ 48,950,000	\$ 50,430,000	\$ 52,010,000
San Francisco*	\$ 2,810,000	\$ 7,770,000	\$ 7,870,000	\$ 8,740,000	\$ 9,110,000	\$ 9,390,000	\$ 9,640,000	\$ 9,960,000	\$ 10,260,000	\$ 10,580,000
San Joaquin	\$ 3,990,000	\$ 11,030,000	\$ 11,170,000	\$ 12,410,000	\$ 12,930,000	\$ 13,320,000	\$ 13,680,000	\$ 14,130,000	\$ 14,560,000	\$ 15,010,000

New County Revenues from SB 1 (Beall, 2017) - Road Maintenance and Rehabilitation Account (RMRA) Revenues ONLY*

COUNTY	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27
San Luis Obispo	\$ 2,300,000	\$ 6,350,000	\$ 6,430,000	\$ 7,140,000	\$ 7,450,000	\$ 7,670,000	\$ 7,880,000	\$ 8,140,000	\$ 8,380,000	\$ 8,640,000
San Mateo	\$ 3,360,000	\$ 9,290,000	\$ 9,410,000	\$ 10,440,000	\$ 10,890,000	\$ 11,210,000	\$ 11,520,000	\$ 11,890,000	\$ 12,250,000	\$ 12,640,000
Santa Barbara	\$ 2,340,000	\$ 6,480,000	\$ 6,560,000	\$ 7,290,000	\$ 7,600,000	\$ 7,820,000	\$ 8,040,000	\$ 8,300,000	\$ 8,550,000	\$ 8,820,000
Santa Clara	\$ 7,510,000	\$ 20,770,000	\$ 21,040,000	\$ 23,360,000	\$ 24,360,000	\$ 25,090,000	\$ 25,760,000	\$ 26,610,000	\$ 27,410,000	\$ 28,270,000
Santa Cruz	\$ 1,550,000	\$ 4,280,000	\$ 4,340,000	\$ 4,820,000	\$ 5,020,000	\$ 5,170,000	\$ 5,310,000	\$ 5,490,000	\$ 5,650,000	\$ 5,830,000
Shasta	\$ 1,810,000	\$ 5,000,000	\$ 5,070,000	\$ 5,620,000	\$ 5,860,000	\$ 6,040,000	\$ 6,200,000	\$ 6,410,000	\$ 6,600,000	\$ 6,810,000
Sierra	\$ 310,000	\$ 870,000	\$ 880,000	\$ 980,000	\$ 1,020,000	\$ 1,050,000	\$ 1,080,000	\$ 1,110,000	\$ 1,140,000	\$ 1,180,000
Siskiyou	\$ 1,300,000	\$ 3,580,000	\$ 3,630,000	\$ 4,030,000	\$ 4,200,000	\$ 4,330,000	\$ 4,440,000	\$ 4,590,000	\$ 4,730,000	\$ 4,880,000
Solano	\$ 2,170,000	\$ 6,010,000	\$ 6,080,000	\$ 6,750,000	\$ 7,040,000	\$ 7,250,000	\$ 7,450,000	\$ 7,690,000	\$ 7,920,000	\$ 8,170,000
Sonoma	\$ 3,260,000	\$ 9,020,000	\$ 9,130,000	\$ 10,140,000	\$ 10,570,000	\$ 10,890,000	\$ 11,180,000	\$ 11,550,000	\$ 11,900,000	\$ 12,270,000
Stanislaus	\$ 3,200,000	\$ 8,860,000	\$ 8,980,000	\$ 9,970,000	\$ 10,390,000	\$ 10,700,000	\$ 10,990,000	\$ 11,350,000	\$ 11,690,000	\$ 12,060,000
Sutter	\$ 990,000	\$ 2,730,000	\$ 2,760,000	\$ 3,070,000	\$ 3,200,000	\$ 3,300,000	\$ 3,380,000	\$ 3,500,000	\$ 3,600,000	\$ 3,710,000
Tehama	\$ 1,120,000	\$ 3,110,000	\$ 3,150,000	\$ 3,490,000	\$ 3,640,000	\$ 3,750,000	\$ 3,850,000	\$ 3,980,000	\$ 4,100,000	\$ 4,230,000
Trinity	\$ 600,000	\$ 1,660,000	\$ 1,690,000	\$ 1,870,000	\$ 1,950,000	\$ 2,010,000	\$ 2,060,000	\$ 2,130,000	\$ 2,200,000	\$ 2,260,000
Tulare	\$ 3,890,000	\$ 10,760,000	\$ 10,890,000	\$ 12,100,000	\$ 12,610,000	\$ 12,990,000	\$ 13,340,000	\$ 13,780,000	\$ 14,190,000	\$ 14,640,000
Tuolumne	\$ 790,000	\$ 2,170,000	\$ 2,200,000	\$ 2,440,000	\$ 2,550,000	\$ 2,620,000	\$ 2,700,000	\$ 2,780,000	\$ 2,870,000	\$ 2,960,000
Ventura	\$ 3,790,000	\$ 10,480,000	\$ 10,610,000	\$ 11,780,000	\$ 12,290,000	\$ 12,650,000	\$ 12,990,000	\$ 13,420,000	\$ 13,820,000	\$ 14,260,000
Yolo	\$ 1,380,000	\$ 3,820,000	\$ 3,870,000	\$ 4,300,000	\$ 4,480,000	\$ 4,620,000	\$ 4,740,000	\$ 4,900,000	\$ 5,050,000	\$ 5,210,000
Yuba	\$ 790,000	\$ 2,180,000	\$ 2,200,000	\$ 2,450,000	\$ 2,550,000	\$ 2,630,000	\$ 2,700,000	\$ 2,790,000	\$ 2,870,000	\$ 2,960,000
TOTAL	\$ 192,750,000	\$ 533,070,000	\$ 539,920,000	\$ 599,440,000	\$ 625,020,000	\$ 643,700,000	\$ 661,110,000	\$ 682,810,000	\$ 703,340,000	\$ 725,500,000

** County revenues only

*** Note: Estimates only include RMRA revenues, which are one of the four separate components of new SB 1 revenues:**

- Road Maintenance and Rehabilitation Account revenues from new Transportation Improvement Fee, half of new 20-cent diesel excise tax, new 12-cent gasoline excise tax, and future inflationary adjustments to these rates.

New County Revenues from SB 1 (Beall, 2017) - ALL New Revenues*

COUNTY	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27
Alameda	\$ 7,140,000	\$ 18,510,000	\$ 26,130,000	\$ 29,780,000	\$ 31,610,000	\$ 33,070,000	\$ 34,590,000	\$ 36,250,000	\$ 37,860,000	\$ 39,530,000
Alpine	\$ 140,000	\$ 350,000	\$ 500,000	\$ 570,000	\$ 600,000	\$ 630,000	\$ 660,000	\$ 700,000	\$ 730,000	\$ 750,000
Amador	\$ 660,000	\$ 1,680,000	\$ 2,380,000	\$ 2,670,000	\$ 2,810,000	\$ 2,920,000	\$ 3,050,000	\$ 3,190,000	\$ 3,320,000	\$ 3,450,000
Butte	\$ 2,340,000	\$ 5,960,000	\$ 8,480,000	\$ 9,490,000	\$ 10,000,000	\$ 10,430,000	\$ 10,860,000	\$ 11,340,000	\$ 11,810,000	\$ 12,280,000
Calaveras	\$ 1,000,000	\$ 2,550,000	\$ 3,640,000	\$ 4,050,000	\$ 4,280,000	\$ 4,460,000	\$ 4,650,000	\$ 4,850,000	\$ 5,050,000	\$ 5,250,000
Colusa	\$ 790,000	\$ 1,990,000	\$ 2,840,000	\$ 3,140,000	\$ 3,310,000	\$ 3,440,000	\$ 3,570,000	\$ 3,730,000	\$ 3,880,000	\$ 4,020,000
Contra Costa	\$ 5,960,000	\$ 15,460,000	\$ 21,820,000	\$ 24,870,000	\$ 26,400,000	\$ 27,630,000	\$ 28,900,000	\$ 30,280,000	\$ 31,620,000	\$ 33,010,000
Del Norte	\$ 410,000	\$ 1,040,000	\$ 1,490,000	\$ 1,640,000	\$ 1,730,000	\$ 1,800,000	\$ 1,870,000	\$ 1,950,000	\$ 2,040,000	\$ 2,110,000
El Dorado	\$ 2,100,000	\$ 5,440,000	\$ 7,700,000	\$ 8,760,000	\$ 9,280,000	\$ 9,700,000	\$ 10,150,000	\$ 10,620,000	\$ 11,100,000	\$ 11,570,000
Fresno	\$ 7,160,000	\$ 18,290,000	\$ 26,010,000	\$ 29,120,000	\$ 30,770,000	\$ 32,090,000	\$ 33,440,000	\$ 34,900,000	\$ 36,350,000	\$ 37,850,000
Glenn	\$ 960,000	\$ 2,420,000	\$ 3,440,000	\$ 3,820,000	\$ 4,030,000	\$ 4,180,000	\$ 4,350,000	\$ 4,520,000	\$ 4,710,000	\$ 4,890,000
Humboldt	\$ 1,860,000	\$ 4,720,000	\$ 6,740,000	\$ 7,500,000	\$ 7,920,000	\$ 8,250,000	\$ 8,590,000	\$ 8,950,000	\$ 9,310,000	\$ 9,690,000
Imperial	\$ 3,240,000	\$ 8,170,000	\$ 11,700,000	\$ 12,910,000	\$ 13,590,000	\$ 14,150,000	\$ 14,690,000	\$ 15,310,000	\$ 15,890,000	\$ 16,510,000
Inyo	\$ 1,150,000	\$ 2,910,000	\$ 4,150,000	\$ 4,600,000	\$ 4,850,000	\$ 5,050,000	\$ 5,250,000	\$ 5,460,000	\$ 5,690,000	\$ 5,910,000
Kern	\$ 6,740,000	\$ 17,250,000	\$ 24,510,000	\$ 27,540,000	\$ 29,120,000	\$ 30,390,000	\$ 31,690,000	\$ 33,110,000	\$ 34,500,000	\$ 35,940,000
Kings	\$ 1,410,000	\$ 3,580,000	\$ 5,110,000	\$ 5,670,000	\$ 5,970,000	\$ 6,230,000	\$ 6,470,000	\$ 6,750,000	\$ 7,010,000	\$ 7,290,000
Lake	\$ 1,000,000	\$ 2,540,000	\$ 3,630,000	\$ 4,050,000	\$ 4,280,000	\$ 4,450,000	\$ 4,640,000	\$ 4,840,000	\$ 5,040,000	\$ 5,250,000
Lassen	\$ 970,000	\$ 2,470,000	\$ 3,520,000	\$ 3,920,000	\$ 4,130,000	\$ 4,290,000	\$ 4,470,000	\$ 4,670,000	\$ 4,860,000	\$ 5,050,000
Los Angeles	\$ 43,150,000	\$ 111,800,000	\$ 157,870,000	\$ 179,860,000	\$ 190,910,000	\$ 199,780,000	\$ 208,930,000	\$ 218,870,000	\$ 228,610,000	\$ 238,660,000
Madera	\$ 2,040,000	\$ 5,180,000	\$ 7,400,000	\$ 8,200,000	\$ 8,630,000	\$ 8,990,000	\$ 9,350,000	\$ 9,740,000	\$ 10,120,000	\$ 10,510,000
Marin	\$ 1,620,000	\$ 4,170,000	\$ 5,920,000	\$ 6,700,000	\$ 7,100,000	\$ 7,430,000	\$ 7,760,000	\$ 8,120,000	\$ 8,470,000	\$ 8,840,000
Mariposa	\$ 640,000	\$ 1,620,000	\$ 2,320,000	\$ 2,580,000	\$ 2,720,000	\$ 2,830,000	\$ 2,940,000	\$ 3,070,000	\$ 3,190,000	\$ 3,330,000
Mendocino	\$ 1,490,000	\$ 3,790,000	\$ 5,420,000	\$ 6,030,000	\$ 6,370,000	\$ 6,630,000	\$ 6,910,000	\$ 7,200,000	\$ 7,490,000	\$ 7,780,000
Merced	\$ 2,700,000	\$ 6,860,000	\$ 9,800,000	\$ 10,890,000	\$ 11,480,000	\$ 11,960,000	\$ 12,450,000	\$ 12,970,000	\$ 13,490,000	\$ 14,030,000
Modoc	\$ 940,000	\$ 2,370,000	\$ 3,390,000	\$ 3,770,000	\$ 3,980,000	\$ 4,130,000	\$ 4,300,000	\$ 4,480,000	\$ 4,650,000	\$ 4,850,000
Mono	\$ 690,000	\$ 1,760,000	\$ 2,520,000	\$ 2,810,000	\$ 2,960,000	\$ 3,090,000	\$ 3,210,000	\$ 3,350,000	\$ 3,480,000	\$ 3,620,000
Monterey	\$ 2,950,000	\$ 7,570,000	\$ 10,740,000	\$ 12,090,000	\$ 12,800,000	\$ 13,370,000	\$ 13,940,000	\$ 14,570,000	\$ 15,190,000	\$ 15,830,000
Napa	\$ 1,150,000	\$ 2,930,000	\$ 4,160,000	\$ 4,700,000	\$ 4,970,000	\$ 5,190,000	\$ 5,420,000	\$ 5,670,000	\$ 5,910,000	\$ 6,160,000
Nevada	\$ 1,170,000	\$ 3,010,000	\$ 4,260,000	\$ 4,820,000	\$ 5,100,000	\$ 5,330,000	\$ 5,560,000	\$ 5,820,000	\$ 6,070,000	\$ 6,340,000
Orange	\$ 14,730,000	\$ 38,240,000	\$ 53,950,000	\$ 61,580,000	\$ 65,390,000	\$ 68,460,000	\$ 71,620,000	\$ 75,060,000	\$ 78,410,000	\$ 81,890,000
Placer	\$ 3,030,000	\$ 7,860,000	\$ 11,110,000	\$ 12,650,000	\$ 13,420,000	\$ 14,050,000	\$ 14,690,000	\$ 15,400,000	\$ 16,080,000	\$ 16,780,000
Plumas	\$ 780,000	\$ 1,990,000	\$ 2,820,000	\$ 3,180,000	\$ 3,360,000	\$ 3,520,000	\$ 3,670,000	\$ 3,840,000	\$ 4,010,000	\$ 4,180,000
Riverside	\$ 11,850,000	\$ 30,570,000	\$ 43,260,000	\$ 49,070,000	\$ 52,020,000	\$ 54,390,000	\$ 56,830,000	\$ 59,490,000	\$ 62,090,000	\$ 64,770,000
Sacramento	\$ 8,800,000	\$ 22,720,000	\$ 32,160,000	\$ 36,480,000	\$ 38,670,000	\$ 40,440,000	\$ 42,250,000	\$ 44,220,000	\$ 46,150,000	\$ 48,150,000
San Benito	\$ 660,000	\$ 1,690,000	\$ 2,400,000	\$ 2,680,000	\$ 2,840,000	\$ 2,950,000	\$ 3,070,000	\$ 3,210,000	\$ 3,340,000	\$ 3,480,000
San Bernardino	\$ 11,470,000	\$ 29,620,000	\$ 41,890,000	\$ 47,560,000	\$ 50,420,000	\$ 52,730,000	\$ 55,110,000	\$ 57,690,000	\$ 60,210,000	\$ 62,830,000
San Diego	\$ 16,510,000	\$ 42,730,000	\$ 60,360,000	\$ 68,710,000	\$ 72,900,000	\$ 76,270,000	\$ 79,750,000	\$ 83,530,000	\$ 87,230,000	\$ 91,040,000
San Francisco**	\$ 3,360,000	\$ 8,620,000	\$ 12,230,000	\$ 13,780,000	\$ 14,580,000	\$ 15,240,000	\$ 15,890,000	\$ 16,620,000	\$ 17,330,000	\$ 18,050,000
San Joaquin	\$ 4,770,000	\$ 12,240,000	\$ 17,350,000	\$ 19,570,000	\$ 20,700,000	\$ 21,620,000	\$ 22,560,000	\$ 23,590,000	\$ 24,600,000	\$ 25,630,000

New County Revenues from SB 1 (Beall, 2017) - ALL New Revenues*

COUNTY	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27
San Luis Obispo	\$ 2,750,000	\$ 7,020,000	\$ 9,970,000	\$ 11,180,000	\$ 11,820,000	\$ 12,330,000	\$ 12,860,000	\$ 13,430,000	\$ 13,980,000	\$ 14,560,000
San Mateo	\$ 4,010,000	\$ 10,390,000	\$ 14,670,000	\$ 16,720,000	\$ 17,750,000	\$ 18,560,000	\$ 19,430,000	\$ 20,350,000	\$ 21,250,000	\$ 22,190,000
Santa Barbara	\$ 2,800,000	\$ 7,220,000	\$ 10,210,000	\$ 11,580,000	\$ 12,270,000	\$ 12,820,000	\$ 13,400,000	\$ 14,010,000	\$ 14,620,000	\$ 15,260,000
Santa Clara	\$ 8,970,000	\$ 23,230,000	\$ 32,820,000	\$ 37,360,000	\$ 39,660,000	\$ 41,490,000	\$ 43,390,000	\$ 45,460,000	\$ 47,470,000	\$ 49,550,000
Santa Cruz	\$ 1,850,000	\$ 4,770,000	\$ 6,760,000	\$ 7,660,000	\$ 8,120,000	\$ 8,490,000	\$ 8,870,000	\$ 9,290,000	\$ 9,690,000	\$ 10,110,000
Shasta	\$ 2,160,000	\$ 5,510,000	\$ 7,850,000	\$ 8,780,000	\$ 9,280,000	\$ 9,690,000	\$ 10,090,000	\$ 10,540,000	\$ 10,970,000	\$ 11,430,000
Sierra	\$ 370,000	\$ 960,000	\$ 1,360,000	\$ 1,520,000	\$ 1,610,000	\$ 1,670,000	\$ 1,750,000	\$ 1,820,000	\$ 1,880,000	\$ 1,970,000
Siskiyou	\$ 1,550,000	\$ 3,930,000	\$ 5,620,000	\$ 6,270,000	\$ 6,610,000	\$ 6,890,000	\$ 7,160,000	\$ 7,480,000	\$ 7,790,000	\$ 8,110,000
Solano	\$ 2,590,000	\$ 6,680,000	\$ 9,460,000	\$ 10,710,000	\$ 11,350,000	\$ 11,860,000	\$ 12,390,000	\$ 12,950,000	\$ 13,520,000	\$ 14,090,000
Sonoma	\$ 3,890,000	\$ 10,010,000	\$ 14,190,000	\$ 16,030,000	\$ 16,960,000	\$ 17,720,000	\$ 18,500,000	\$ 19,350,000	\$ 20,180,000	\$ 21,040,000
Stanislaus	\$ 3,820,000	\$ 9,800,000	\$ 13,940,000	\$ 15,670,000	\$ 16,580,000	\$ 17,300,000	\$ 18,040,000	\$ 18,860,000	\$ 19,650,000	\$ 20,480,000
Sutter	\$ 1,180,000	\$ 2,990,000	\$ 4,270,000	\$ 4,750,000	\$ 5,010,000	\$ 5,220,000	\$ 5,420,000	\$ 5,660,000	\$ 5,880,000	\$ 6,110,000
Tehama	\$ 1,340,000	\$ 3,400,000	\$ 4,860,000	\$ 5,370,000	\$ 5,660,000	\$ 5,890,000	\$ 6,120,000	\$ 6,380,000	\$ 6,630,000	\$ 6,890,000
Trinity	\$ 720,000	\$ 1,830,000	\$ 2,610,000	\$ 2,910,000	\$ 3,070,000	\$ 3,200,000	\$ 3,330,000	\$ 3,480,000	\$ 3,630,000	\$ 3,760,000
Tulare	\$ 4,650,000	\$ 11,790,000	\$ 16,820,000	\$ 18,690,000	\$ 19,680,000	\$ 20,500,000	\$ 21,320,000	\$ 22,230,000	\$ 23,110,000	\$ 24,020,000
Tuolumne	\$ 940,000	\$ 2,400,000	\$ 3,410,000	\$ 3,830,000	\$ 4,060,000	\$ 4,230,000	\$ 4,420,000	\$ 4,600,000	\$ 4,800,000	\$ 5,000,000
Ventura	\$ 4,530,000	\$ 11,730,000	\$ 16,550,000	\$ 18,850,000	\$ 20,010,000	\$ 20,930,000	\$ 21,890,000	\$ 22,940,000	\$ 23,950,000	\$ 25,010,000
Yolo	\$ 1,650,000	\$ 4,210,000	\$ 6,000,000	\$ 6,720,000	\$ 7,090,000	\$ 7,410,000	\$ 7,720,000	\$ 8,060,000	\$ 8,400,000	\$ 8,740,000
Yuba	\$ 940,000	\$ 2,390,000	\$ 3,400,000	\$ 3,790,000	\$ 4,000,000	\$ 4,170,000	\$ 4,340,000	\$ 4,520,000	\$ 4,700,000	\$ 4,890,000
TOTAL	\$ 230,240,000	\$ 592,930,000	\$ 839,890,000	\$ 950,200,000	\$ 1,006,590,000	\$ 1,051,930,000	\$ 1,098,540,000	\$ 1,149,340,000	\$ 1,198,990,000	\$ 1,250,310,000

** County revenues only

* **Note: Estimates include all four separate components of new SB 1 revenues:**

1. Road Maintenance and Rehabilitation Account revenues from new Transportation Improvement Fee, half of new 20-cent diesel excise tax, new 12-cent gasoline excise tax, and future inflationary adjustments to these rates;
2. Revenue from future inflationary adjustments to existing 18-cent gasoline excise tax rate, reset to 16-cents of existing diesel excise tax, and future inflationary adjustments to existing diesel excise tax rate;
3. Revenue from reset of price-based gasoline excise tax to 17.3 cents and future inflationary adjustments to this rate; and
4. Revenue from transportation loan funds redirected to local streets and roads purposes (three annual installments of \$37.5 million to counties in 2017-18, 2018-19 and 2019-20 fiscal years)

Overview of the 2017 Transportation Funding Package/ Update on Transportation
Funding Repeal Efforts

Attachment Three

Title and Summary SB 1 Repeal Measure

The Attorney General of California has prepared the following title and summary of the chief purpose and points of the proposed measure:

**ELIMINATES RECENTLY ENACTED ROAD REPAIR AND TRANSPORTATION
FUNDING BY REPEALING REVENUES DEDICATED FOR THOSE PURPOSES.**

**REQUIRES ANY MEASURE TO ENACT CERTAIN VEHICLE FUEL TAXES AND
VEHICLE FEES BE SUBMITTED TO AND APPROVED BY THE ELECTORATE.**

INITIATIVE CONSTITUTIONAL AMENDMENT. Repeals a 2017 transportation law's tax and fee provisions that pay for repairs and improvements to local roads, state highways, and public transportation. Requires the Legislature to submit any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to the electorate for approval. Summary of estimate by Legislative Analyst and Director of Finance of fiscal impact on state and local government: **Reduced annual state transportation tax revenues of \$2.9 billion in 2018-19, increasing to \$4.9 billion annually by 2020-21. These revenues would primarily have supported state highway maintenance and rehabilitation, local streets and roads, and mass transit. In addition, potentially lower transportation tax revenues in the future from requiring voter approval of such tax increases, with the impact dependent on future actions by the Legislature and voters. (17-0033.)**

Overview of the 2017 Transportation Funding Package/ Update on Transportation
Funding Repeal Efforts

Attachment Four

CSAC Staff Recommendations on SB 1 Repeal Ballot Measure and ACA 5



December 28, 2017

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To: CSAC Housing, Land Use, and Transportation Policy Committee

From: Kiana Valentine, CSAC Senior Legislative Representative
Chris Lee, CSAC Associate Legislative Representative

Re: **CSAC Position on SB 1 Repeal Ballot Initiative and ACA 5 – ACTION ITEM**

Recommendation. CSAC staff recommends that the CSAC Housing, Land Use, and Transportation Policy Committee (HLT Policy Committee) make a recommendation to the CSAC Executive Committee and CSAC Board of Directors to oppose the SB 1 repeal ballot initiative and support ACA 5.

Background. The Road Repair and Accountability Act of 2017 (SB 1) was passed by the Legislature and signed into law by the Governor in April 2017. The Legislature also passed an accompanying constitutional protection measure (ACA 5) to ensure the thirty-percent of revenues generated by SB 1 that are not already constitutionally protected are dedicated to transportation. ACA 5 will appear before voters on the June 2018 ballot. Over the next decade, SB 1 will provide approximately \$5 billion annually in revenue for local streets and roads, state highways and public transportation through the imposition of new and increased fuel and diesel taxes and improvement fees. From these revenue sources, approximately \$1.5 billion per year will be allocated by formula for county roads and city streets.

Unfortunately, there are efforts underway to repeal SB 1. The “Give Voters a Voice” campaign is currently raising money for, and collecting signatures on, an initiative that would require the Legislature to put before the electorate approval of any gas, diesel, or vehicle related tax or fee increase with an effective date of January 1, 2017, thereby retroactively applying to the passage of SB 1. Since the CSAC HLT Policy Committee last met during the 2017 Annual Meeting, the repeal effort has gained momentum raising significant amounts of new revenue and has reportedly met an early threshold of collecting 25-percent of required signatures to qualify the measure. As such, CSAC has been asked to engage in a more formal way against the SB 1 repeal effort as soon as possible. Specifically, the Fix Our Roads Coalition would like CSAC to serve a principal role on the campaign committee that has been formed to oppose the SB 1 repeal measure which, if qualifies, would be on the November 2018 ballot and support ACA 5 and secure its passage in June 2018.

CSAC does not typically take positions on ballot initiatives until measures qualify however, ACA 5 and the repeal of SB 1 are unique in that CSAC was a significant part of the effort to secure passage of a new transportation funding package pursuant to long-standing policy to support increased investment in transportation infrastructure. In order to serve on the campaign committee to protect county transportation funding and other critical investments, we need to move through our initiative policy-making process by January 18th, which is when the CSAC Executive Committee is scheduled to meet. CSAC policy and procedures related to ballot

initiatives requires that we go back through the policy-making process for a formal position despite our long-standing support for new funding for transportation. For the SB 1 repeal ballot initiative and ACA 5 this process includes action/recommendation by the HLT Policy Committee to the Executive Committee and Board of Directors, then the Executive Committee must take action and make a recommendation to the Board of Directors, and finally the Board of Directors takes final action to establish our position on the initiatives.

Policy Considerations. In recognition of the needs of the local street and road system, and the declining purchasing power of existing revenue streams counties rely on to maintain the county road system, CSAC has long-standing policy in support of new revenues for transportation. The CSAC Board of Directors took action to reaffirm support for new revenues for transportation back in 2012, and over the past three years has consistently supported CSAC's key involvement as a principal partner in the Fix Our Roads Coalition, which was in founded in support of passage of a transportation funding package that ultimately resulted in SB 1 and ACA 5.

Action Requested. CSAC staff requests that the HLT Policy Committee make a recommendation to the CSAC Executive Committee and CSAC Board of Directors in opposition to the SB 1 repeal ballot initiative and in support of ACA 5.

Staff Contact. Please contact Kiana Valentine (kvalentine@counties.org) or (916-650-8185) or Chris Lee (clee@counties.org) or (916-650-8180) for additional information.