

STATE AND FEDERAL MATTERS

STATE MATTERS

May 2 is the last day for policy committees to hear and report to fiscal committees bills introduced in their house

May 9 is the last day for policy committees to hear and report to the floor non-fiscal bills introduced in their house

FEDERAL MATTERS

Congress is in session.

Appropriations Committees Hold FY15 Hearings: The House and Senate Appropriations Committees are scheduled to hold hearings and some markups this week for the fiscal year (FY) 2015 spending bills. The hearings will highlight agency heads and review the President's budget request.

Highway Account of HTF Could Default in July: Previous estimates showed the highway account of the Highway Trust Fund (HTF) running out of money in August or September, and the transit account not too long after that. The newest estimate from the U.S. Department of Transportation (DOT) has the highway account becoming insolvent in July. Since federal law prohibits the HTF from running a deficit, the agency will have to wait for gas tax revenues to come in before payments will be allowed to go out. Instead of daily payments to states, payments would instead be made several times a week, or even weekly. Most states are preparing for this potential outcome, as the writing has been on the wall for a long time. Still there will be negative consequences, especially if the situation continues on for an extended period.

Administration Releases Budget Justification Documents: Proposes to Change MPO

Threshold: Last month, part one of the Administration's budget was rollout and included top line numbers and some supporting information. Soon after, the Administration provided more detail throughout budget justification documents. This year's version starts to frame out the Administration's previously proposed four-year reauthorization bill, and contains some good policy: *an overall funding increase, dedicated freight program, and a modest increase in metropolitan transportation planning funding*. It includes an administrative proposal to increase the metropolitan planning organization (MPO) threshold from 50,000 to 200,000, with smaller MPOs either being grandfathered or dissolving. There is some question as to whether this is now the Administration's policy heading into reauthorization. The National Association of Regional Councils is working to chase down more details, and will provide those as they become available. Click [HERE](#) to read the justification documents.

Hearing: MAP-21 Reauthorization, State and Local Perspectives, on Transportation Priorities and Funding: The U.S. Senate Committee on Environment & Public Works held a hearing on March 31st regarding the Moving Ahead for Progress in the 21st Century Act (MAP-21)

reauthorization based on state and local perspectives concerning priorities and funding. The Committee invited a diverse group of witnesses to give testimony and answer questions. Chairman Barbara Boxer (D-CA) began the hearing by discussing the condition of the HTF (above). Chairman Boxer expressed hope that Congress would be able to come together to pass a **six year** bill before insolvency sets in, to provide some stability moving forward. A common theme among all the witnesses was the notion that a shortfall in the HTF would be disastrous, and that that there would be serious consequences for everyone – local, state, and federal – if this situation is allowed to drag on. Witnesses emphasized how this predicament has already had a negative impact on projects.

FEDERAL LEGISLATION

Bill #	Author	Title	Description	Status
S. 1957	Bennet	Partnership to Build America Act of 2014	Funding/Financing Establishes the American Infrastructure Fund, to provide bond guarantees and make loans to States, local governments, and non-profit infrastructure providers for investments in certain infrastructure projects, and to provide equity investments in such projects.	Last Action Referred to Committee January 16, 2014 Current Location Senate Finance Committee
S. 2004 <i>Same as HR 3978</i>	Begich and Schatz	Safe Streets Act of 2014	A bill to ensure the safety of all users of the transportation system, including pedestrians, bicyclists, transit users, children, older individuals, and individuals with disabilities, as they travel on and across federally funded streets and highways. This bill would require all new federally-funded transportation projects use a Complete Streets approach to planning, designing and building roads.	Last Action Referred to the Committee on Environment and Public Works on February 6, 2014.
HR 2468	Matsui	Safe Streets Act of 2013	Requires each state to have in effect within two years a law, or each state department of transportation and metropolitan planning organization (MPO) an explicit policy statement that requires all federally-funded transportation projects, with certain exceptions, to accommodate the safety and convenience of all users in accordance with certain complete streets principles. Defines "complete streets principles" as federal, state, local, or regional level transportation laws, policies, or principles which ensure that the safety and convenience of all users of a transportation system, including pedestrians, bicyclists, public transit users, children, older individuals, motorists, freight vehicles, and individuals with disabilities, are accommodated in all phases of	Last Action Referred to the Subcommittee on Highways and Transit on June 21, 2013

			<p>project planning and development.</p> <p>Allows such law or policy to make project-specific exemptions from such principles only if: (1) affected roadways prohibit specified users by law from using them, the cost of a compliance project would be excessively disproportionate to the need, or the population, employment densities, traffic volumes, or level of transit service around a roadway is so low that the expected roadway users will not include pedestrians, public transportation, freight vehicles, or bicyclists; and (2) all such exemptions are properly approved.</p> <p>Requires the Secretary of Transportation (DOT) to establish a method for evaluating compliance by state departments of transportation and MPOs with complete streets principles.</p> <p>Requires the Access Board to issue final standards for accessibility of new construction and alterations of pedestrian facilities for public rights-of-way.</p> <p>Requires the Secretary to conduct research regarding complete streets to: (1) assist states, MPOs, and local jurisdictions in developing and implementing complete streets-compliant plans, projects, procedures, policies, and training programs; and (2) establish benchmarks for, and provide technical guidance on, implementing complete streets policies and principles.</p>	
<p>HR 3636</p>	<p>Blumenauer</p>	<p>Update, Promote, and Develop America's Transportation Essentials Act of 2013</p>	<p>Update, Promote, and Develop America's Transportation Essentials Act of 2013 - Expresses the sense of Congress that by 2024, the gas tax should be repealed and replaced with a more sustainable, stable funding source.</p> <p>Amends the Internal Revenue Code, with respect to the excise tax on motor fuels, to increase the rate of tax on: (1) gasoline other than aviation gasoline to 33.3 cents per gallon after 2015 and before 2025, (2) diesel fuel or kerosene to 39.3 cents per gallon after 2015 and before 2025, and (3) diesel-water fuel emulsion. Delays the termination of such increased rates from the end of FY2016 to</p>	<p>Last Action Referred to Committee: December 3, 2013</p> <p>Current Location House Ways and Means Committee</p>

			December 31, 2024. Imposes a floor stocks tax on rate increases for gasoline, diesel fuel, and kerosene (other than aviation-grade kerosene), subject to specified exemptions for exempt uses and low-volume producers.	
HR 3638	Blumenauer	Road Usage Fee Pilot Program	This bill would create the Road Usage Fee Pilot Program Act of 2013; establish a Road Usage Fee Pilot Program to provide grants to conduct studies of methods for recording and reporting the number of miles traveled by particular vehicles, to conduct studies of payment, enforcement, and privacy protection methods for such systems, and to implement mileage-based fee systems in jurisdictions that have adopted a plan for such systems.	Last Action Referred to Committee December 6, 2013 Current Location House Committees on Transportation & Infrastructure and Energy & Commerce
HR 3978	Sires, Diaz-Balart, Carson, and Ros-Lehtinen	New Opportunities for Bicycle and Pedestrian Infrastructure Financing Act of 2014 ¹	To authorize the Secretary of Transportation to establish a pedestrian and bicycle infrastructure credit assistance pilot program. Would allow communities to access low-cost loans to build bicycling and walking networks. The bill sets aside \$11 million from the existing \$1 billion TIFIA loan program to test out this new financing program for bicycling and walking. Also, the bill states that 25 percent of any loaned funds must be spent in low-income communities.	Last Action Referred to the Subcommittee on Highways and Transit on January 30, 2014.
S. 2063	Shaheen	Strengthen And Fortify Existing Bridges Act of 2014 or SAFE Bridges Act of 2014	Directs the Secretary of Transportation (DOT) to establish a program to assist states to rehabilitate or replace bridges found to be structurally deficient, functionally obsolete, or fracture critical. Requires states to use apportioned program funds for projects to rehabilitate and replace such bridges. Sets the federal share of project costs at 100%.	Last Action Read twice and referred to the Committee on Environment and Public Works on February 27, 2014
S. 2051	Kirk	Highway Innovative Financing Act of 2014	To provide States with greater flexibility in innovative highway financing. Amends the Intermodal Surface Transportation Efficiency Act of 1991 to remove limits on the number of state or local governments or public authorities with which the Secretary of Transportation (DOT) may enter into cooperative agreements to establish value pricing pilot programs (in effect, allowing	Last Action Read twice and referred to the Committee on Environment and Public Works on February 27, 2014

			<p>extension of the programs to all such authorities).</p> <p>Amends the Transportation Equity Act for the 21st Century (TEA-21) to increase from 3 to 10 the number of IS highways, bridges, or tunnels where a state may collect tolls for the reconstruction and rehabilitation of Interstate System highway corridors.</p>	
S. 2065	Inhofe	Alternative Fuel Vehicle Development Act	<p>A bill that would incentivize the production and purchase of alternative fuel and natural gas vehicles (NGVs).</p> <p>According to the author, the legislation will incentivize automakers to bring NGVs to the market more quickly by streamlining regulations and removing red tape that automakers currently must comply with. This bill will also support consumer adoption by empowering states to give HOV-lane privileges to NGVs and other alternative fuel vehicles</p>	<p>Last Action Read twice and referred to the Committee on Commerce, Science, and Transportation on February 27, 2014</p>

ITEM IV C

Fresno Council of Governments Monthly State Legislative Report 4/3/2014

[AB 69](#) (Perea D) Groundwater: drinking water: Nitrate at Risk Fund.

Introduced: 1/10/2013

Last Amend: 8/12/2013

Status: 8/12/2013-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on AGRI.

Location: 8/12/2013-S. AGRI.

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

Summary: Would establish the Nitrate at Risk Fund, to be administered by the State Department of Public Health. This bill would continuously appropriate, without regard to fiscal years, the fund to the department for the purposes of loans, principal forgiveness loans, or grants to certain water systems operating in a high-nitrate at-risk area for specified purposes. This bill would require the state board, on or before January 1, 2022, to submit a report to the Legislature that includes specified information relating to the fund and contaminated drinking water. This bill would repeal these provisions on January 1, 2024. This bill contains other related provisions and other existing laws.

Position

[AB 852](#) (Dickinson D) Environmental quality: exemption.

Introduced: 2/21/2013

Last Amend: 9/12/2013

Status: 1/17/2014-In Senate. Held at Desk.

Location: 1/17/2014-S. DESK

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

Summary: Would revise the exemption from CEQA established by certain provisions of law for residential, employment center, and mixed-use development projects to require both the project and the appropriate specific plan to be consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board has accepted as a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emissions reduction targets. This bill contains other related provisions and other existing laws.

Position

[AB 1179](#) (Bocanegra D) Strategic Growth Council.

Introduced: 2/22/2013

Last Amend: 1/6/2014

Status: 2/6/2014-Referred to Com. on N.R. & W.

Location: 2/6/2014-S. N.R. & W.

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

Summary: Current law creates the Strategic Growth Council, consisting of specified state officers and a public member appointed by the Governor, with specified duties relating to coordination of actions of state agencies relative to improvement of air and water quality, natural resource protection, transportation, and various other matters. This bill would add the Superintendent of Public Instruction or his or her designee to the Strategic Growth Council.

Position

Notes 1: This bill was gutted and amended from an RTP bill to SGC bill.

[AB 1331](#) (Rendon D) Clean, Safe, and Reliable Drinking Water Act of 2014.

Introduced: 2/22/2013

Last Amend: 3/18/2014

Status: 3/25/2014-Do pass as amended, and re-refer to the Committee on Environmental Quality.

Location: 3/25/2014-S. E.Q.

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

Summary: Current law, the Safe, Clean, and Reliable Drinking Water Supply Act of 2012, if approved by the voters, would authorize the issuance of bonds in the amount of \$11,140,000,000 pursuant to the State General Obligation Bond Law to finance a safe drinking water and water supply reliability program. Current law provides for the submission of the bond act to the voters at the November 4, 2014, statewide general election. This bill would repeal these provisions. This bill contains other related provisions and other current laws.

Position

[AB 1447](#) (Waldron R) California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: traffic synchronization.

Introduced: 1/6/2014

Last Amend: 2/18/2014

Status: 2/19/2014-Re-referred to Com. on NAT. RES.

Location: 2/19/2014-A. NAT. RES.

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

Summary: Current law permits moneys from the Greenhouse Gas Reduction Fund be allocated for the purpose of reducing greenhouse gas emissions in this state through specified investments. This bill would additionally authorize moneys in the fund to be used to fund traffic signal synchronization to the extent those expenditures are consistent with the specified-referenced purposes.

Position

[AB 1527](#) (Perea D) Public water systems: drinking water.

Introduced: 1/17/2014

Last Amend: 3/17/2014

Status: 3/20/2014-Re-referred to Com. on RLS. pursuant to Assembly Rule 96.

Location: 3/20/2014-A. RLS.

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

Summary: Would authorize an assuming water system, as defined, to voluntarily consolidate with another water system. This bill would define "assuming water system" as a water system that will obtain legal ownership of another water system or systems, and that has a permit to operate from the State Department of Public Health, and would define "subsumed water system" as the water system that will transfer legal ownership to the assuming water system.

Position

[AB 1639](#) (Grove R) California Global Warming Solutions Act of 2006: greenhouse gas emissions limit.

Introduced: 2/11/2014

Status: 2/20/2014-Referred to Com. on NAT. RES.

Location: 2/20/2014-A. NAT. RES.

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

Summary: Would state the intent of the Legislature that moneys derived from emissions reductions measures be expended to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions in furtherance of achieving the statewide greenhouse gas emissions limit. The bill, as part of the 3-year investment plan, would require moneys appropriated from the Greenhouse Gas Reduction Fund be used to achieve the statewide greenhouse gas emissions limit. This bill contains other existing laws.

Position

[AB 1731](#) (Perea D) Integrated regional water management plans: funding: disadvantaged communities.

Introduced: 2/14/2014

Status: 3/28/2014-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 3/28/2014-S. RLS.

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

Summary: Would require in each integrated regional water management region that not less than 10% of any funding for integrated regional water management planning purposes be used to facilitate and support the participation of disadvantaged communities in integrated regional water management planning and for projects that address critical water supply or water quality needs for disadvantaged communities. This bill contains other existing laws.

Position

AB 1774 (Waldron R) General plan: proposed public works.

Introduced: 2/18/2014

Last Amend: 3/28/2014

Status: 4/1/2014-Re-referred to Com. on L. GOV.

Location: 4/1/2014-A. L. GOV.

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

Summary: Under the Planning and Zoning Law, if a general plan has been adopted, each county or city officer, department, board, or commission, as specified, is required to submit a list of proposed public works for the ensuing fiscal year. The agency receiving the list of proposed public works is required to prepare, as specified, a coordinated program of proposed public works for the ensuing fiscal year. This bill would authorize the submission of the list of proposed public works projects one month prior to the start of the fiscal year and would authorize, instead of require, the agency receiving the list to prepare a coordinated program of proposed public works for the ensuing fiscal year.

Position

AB 1808 (Dahle R) Drinking water.

Introduced: 2/18/2014

Status: 2/19/2014-From printer. May be heard in committee March 21.

Location: 2/18/2014-A. PRINT

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

Summary: Current law, the California Safe Drinking Water Act, requires the State Department of Public Health to administer the regulation of drinking water and public water systems, as defined, to protect public health, including the conduct of research, studies, and demonstration programs relating to the provision of a dependable, safe supply of drinking water. This bill would make a technical, nonsubstantive change to these provisions.

Position

AB 1813 (Quirk D) California Global Warming Solutions Act of 2006: Low-Carbon Fuel Standard.

Introduced: 2/18/2014

Status: 2/27/2014-Referred to Com. on NAT. RES.

Location: 2/27/2014-A. NAT. RES.

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

Summary: Would establish the Fuel Producer Capital Assistance Program to distribute moneys, upon appropriation by the Legislature, to liquid-transportation-fuel producers who wish to locate within the state a large-scale production facility that produces more than 3,000,000 gallons per year, as specified. The bill would establish the Fuel Producers Capital Assistance Fund and would appropriate \$100,000,000 from the Greenhouse Gas Reduction Fund to implement the program.

Position

AB 1849 (Logue R) California Environmental Quality Act: exemption: levees.

Introduced: 2/19/2014

Status: 2/27/2014-Referred to Com. on NAT. RES.

Location: 2/27/2014-A. NAT. RES.

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

Summary: Would exempt from the requirements of CEQA, the maintenance, repair, or replacement of an existing levee. Because a lead agency would be required to determine the applicability of this exemption, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

Position

AB 1874 (Gonzalez D) Integrated regional water management plans: funding.

Introduced: 2/19/2014

Last Amend: 3/26/2014

Status: 3/27/2014-Re-referred to Com. on W.,P. & W.

Location: 3/27/2014-A. W.,P. & W.

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

Summary: Would require the Department of Water Resources to develop a streamlined application process for certain regional water management groups . The bill would require, in order to receive integrated regional water management funds through this streamlined application process, the specified regional water management group to file with the department a streamlined application form that includes in formation relating to projects to be funded by integrated regional water management grant funds.

Position

AB 1959 (Mansoor R) Transportation projects: comprehensive development lease agreements.

Introduced: 2/19/2014

Status: 2/20/2014-From printer. May be heard in committee March 22.

Location: 2/19/2014-A. PRINT

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

Summary: Current law, until January 1, 2017, authorizes the Department of Transportation or a regional transportation agency to enter into a comprehensive development lease with a public or private entity for a transportation project. This bill would delete obsolete cross-references and make technical changes to these provisions.

Position

AB 1961 (Eggman D) Land use: planning: sustainable farmland strategy.

Introduced: 2/19/2014

Last Amend: 3/25/2014

Status: 4/2/2014-Do pass and be re-referred to the Committee on Agriculture.

Location: 4/2/2014-A. AGRI.

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

Summary: Would require each county with significant agricultural land resources, as defined, to develop, on or before January 2, 2018, a sustainable farmland strategy. The bill would require the Sustainable Farmland Strategy to include, among other things, a map and inventory of all agriculturally zoned land within the county, a description of the goals, strategies, and related policies and ordinances, to retain agriculturally zoned land where practical and mitigate the loss of agriculturally zoned land to nonagricultural uses or zones, and a page on the county's Internet Web site with the relevant documentation for the goals, strategies, and related policies and ordinances, as specified.

Position

AB 1970 (Gordon D) California Global Warming Solutions Act of 2006: Community Investment and Innovation Program.

Introduced: 2/19/2014

Status: 3/3/2014-Referred to Coms. on NAT. RES. and L. GOV.

Location: 3/3/2014-A. NAT. RES.

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

Summary: Would create the Community Investment and Innovation Program and would require moneys to be available from the Greenhouse Gas Reduction Fund, upon appropriation by the Legislature, for purposes of awarding local assistance grants and other financial assistance to eligible grant applicants, as defined, who submit plans to develop and implement integrated community-level greenhouse gas emissions reduction projects in their region.

Position

AB 2008 (Quirk D) California Environmental Quality Act: infill projects: goods movement.

Introduced: 2/20/2014
Last Amend: 3/28/2014
Status: 4/1/2014-Re-referred to Com. on NAT. RES.
Location: 4/1/2014-A. NAT. RES.

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

Summary: The California Environmental Quality Act requires the Office of Planning and Research to prepare, develop, and transmit to the Natural Resources Agency, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines for the implementation of the act by public agencies. The act requires the guidelines to include statewide standards for infill projects to promote specified goals and priorities. This bill would require the guidelines to be revised to include as a statewide standard for infill projects the goal of minimizing the impacts of goods movement on air quality, traffic, and public safety through the provision of dedicated loading and unloading facilities for commercial space.

Position

AB 2119 (Stone D) Local taxes: transactions and use taxes.

Introduced: 2/20/2014
Status: 3/6/2014-Referred to Coms. on L. GOV. and REV. & TAX.
Location: 3/6/2014-A. L. GOV.

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

Summary: Would authorize the board of supervisors of a county to levy, increase, or extend a transactions and use tax throughout the entire county or within the unincorporated area of the county, if approved by the qualified voters of the entire county or the unincorporated area of the county, as applicable. This bill would require the revenues derived from the imposition of this tax to only be used within the area for which the tax was approved by the qualified voters.

Position

AB 2242 (Perea D) Air Quality Improvement Program.

Introduced: 2/21/2014
Last Amend: 3/28/2014
Status: 4/1/2014-Re-referred to Com. on NAT. RES.
Location: 4/1/2014-A. NAT. RES.

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

Summary: Current law requires the primary purpose of the Air Quality Improvement Program to be the funding of projects to reduce criteria air pollutants, and to improve air quality, and to fund research to determine and improve the air quality impacts of alternative transportation fuels and vehicles, vessels, and equipment technologies

Position

AB 2280 (Alejo D) Community Revitalization and Investment Authorities.

Introduced: 2/21/2014
Status: 4/2/2014-Do pass as amended and be re-referred to the Committee on Appropriations.
Location: 4/2/2014-A. APPR.

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

Summary: Would authorize certain local agencies, to form a community revitalization authority (authority) within a community revitalization and investment area, as defined to carry out provisions of the Community Redevelopment Law in that area for purposes related to, among other things, infrastructure, affordable housing, and economic revitalization. The bill would provide for the financing of these activities by, among other things, the issuance of bonds serviced by tax increment revenues, and would require the authority to adopt a community revitalization plan for the community revitalization and investment area that includes elements describing and governing revitalization activities.

Position

AB 2389 (Campos D) Safe routes to school.

Introduced: 2/21/2014

Status: 3/10/2014-Referred to Com. on TRANS.

Location: 3/10/2014-A. TRANS.

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

Summary: Would extend the date that the specific provisions governing the safe routes to school program become inoperative, to July 1, 2015, and the date that these provisions are repealed, to January 1, 2016. This bill contains other related provisions and other existing laws.

Position

AB 2650 (Conway R) Bonds: transportation.

Introduced: 2/21/2014

Status: 3/17/2014-Referred to Com. on TRANS.

Location: 3/17/2014-A. TRANS.

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

Summary: Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase I blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.

Position

AB 2651 (Linder R) Vehicle weight fees: transportation bond debt service.

Introduced: 2/21/2014

Status: 3/17/2014-Referred to Com. on TRANS.

Location: 3/17/2014-A. TRANS.

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

Summary: Current law provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. This bill, notwithstanding these provisions or any other law, effective January 1, 2016, would prohibit weight fee revenue from being transferred from the State Highway Account to the Transportation Debt Service Fund or to the Transportation Bond Direct Payment Account, and from being used to pay the debt service on transportation general obligation bonds.

Position

AB 2686 (Perea D) Clean, Safe, and Reliable Water Supply Act of 2014.

Introduced: 2/21/2014

Last Amend: 3/25/2014

Status: 3/26/2014-Re-referred to Com. on W.,P. & W.

Location: 3/26/2014-A. W.,P. & W.

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

Summary: Current law, the Safe, Clean, and Reliable Drinking Water Supply Act of 2012, if approved by the voters, would authorize the issuance of bonds in the amount of \$11,140,000,000 pursuant to the State General Obligation Bond Law to finance a safe drinking water and water supply reliability program. Current law provides for the submission of the bond act to the voters at the November 4, 2014, statewide general election. This bill would repeal these provisions. This bill contains other related provisions and other current laws.

Position

ACA 8 (Blumenfield D) Local government financing: voter approval.

Introduced: 2/13/2013

Last Amend: 4/4/2013

Status: 7/10/2013-In committee: Hearing postponed by committee.

Location: 6/27/2013-S. G. & F.

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

Summary: Would create an additional exception to the 1% limit for a rate imposed by a city, county, city and county, or special district, as defined, to service bonded indebtedness incurred to fund specified public improvements and facilities, or buildings used primarily to provide sheriff, police, or fire protection services, that is approved by 55% of the voters of the city, county, city and county, or special district, as applicable. This bill contains other related provisions and other existing laws.

Position

SB 11 (Pavley D) Alternative fuel and vehicle technologies: funding programs.

Introduced: 12/3/2012

Last Amend: 9/6/2013

Status: 9/11/2013-Set, first hearing. Hearing canceled at the request of author.

Location: 9/9/2013-A. TRANS.

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

Summary: Would require the state board, in consultation with the Bureau of Automotive Repair and no later than June 30, 2015, to update the guidelines for the enhanced fleet modernization program to include specified elements and to study and consider specified elements. The bill, in addition, would establish compensation for replacement vehicles for low-income vehicle owners at not less than \$2,500 and would make this compensation available to an owner in addition to the compensation for a retired vehicle. This bill contains other related provisions and other existing laws.

Position

SB 616 (Wright D) Aeronautics Account: California Aid to Airports Program.

Introduced: 2/22/2013

Last Amend: 1/27/2014

Status: 1/28/2014-In Assembly. Read first time. Held at Desk.

Location: 1/28/2014-A. DESK

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

Summary: Would, until July 1, 2015, authorize payments from the account for the California Aid to Airports Program for projects that the sponsor has started or completed in accordance with a federal Airport Improvement Program grant, unless the project was started or completed prior to January 1, 2014. This bill contains other existing laws.

Position

SB 848 (Wolk D) Safe Drinking Water, Water Quality, and Water Supply Act of 2014.

Introduced: 1/9/2014

Last Amend: 2/20/2014

Status: 2/26/2014-From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 2. Page 2831.) (February 26). Re-referred to Com. on APPR.

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

Summary: Current law creates the Safe, Clean, and Reliable Drinking Water Supply Act of 2012, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$11,140,000,000 pursuant to the State General Obligation Bond Law to finance a safe drinking water and water supply reliability program. Current law provides for the submission of the bond act to the voters at the November 4, 2014, statewide general election. This bill would repeal these provisions. This bill contains other related provisions and other current laws.

Position

Notes 1: The Senate Natural Resources Committee had an informational hearing (no votes taken) on SB 42 Lois Wolk (D-Davis) that repeals provisions of the \$11.14 billion Safe, Clean, and Reliable Drinking Water Supply Act currently scheduled to go before California voters in November 2014. As a two-year bill held in the Senate last year the measure must move to the Assembly before the end of January. Therefore, Senator Wolk recently introduced a new measure with the same language, SB 848. The Safe Drinking Water, Water Quality, and Flood Protection Act of 2014 (SB 42 and now SB 848) if approved by the voters in its current form would authorize the issuance of bonds in the amount of \$6.475 billion in four separate categories.

The four categories include

\$2 billion for Safe Drinking Water,

\$2.1 billion for Water Quality and Watershed Protection,

\$1.375 billion for Flood Protection and

\$1 billion for Water Storage and Water System Operational Improvements.

All four categories would require legislative authority to appropriate the funds.

[SB 901](#) (Vidak R) High-speed rail: funding.

Introduced: 1/16/2014

Status: 2/6/2014-Referred to Coms. on T. & H. and GOV. & F.

Location: 2/6/2014-S. T. & H.

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

Summary: Would, subject to voter approval, amend the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century to provide that no further bonds shall be sold for high-speed rail and related rail purposes, and would also explicitly authorize the net proceeds received from outstanding bonds issued and sold prior to the effective date of these provisions, upon appropriation, to be redirected from those high-speed rail purposes to retiring the debt incurred from the issuance and sale of those outstanding bonds. The bill would direct the Secretary of State to submit these provisions to the voters on the ballot of the November 4, 2014, statewide general election. This bill contains other related provisions.

Position

[SB 902](#) (Vidak R) High-speed rail: eminent domain.

Introduced: 1/16/2014

Status: 2/6/2014-Referred to Coms. on T. & H. and JUD.

Location: 2/6/2014-S. T. & H.

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

Summary: Would prohibit the authority, or the State Public Works Board acting on behalf of the High-Speed Rail Authority, from adopting a resolution of necessity to commence an eminent domain proceeding to acquire a parcel of real property for the high-speed train system unless the resolution identifies the sources of all funds to be invested in the property, and the anticipated time of receipt of those funds, and declares that the authority, or the board, has offered to purchase the property at not less than the fair market value or the amount necessary to discharge the liens against the property, as described, whichever is greater.

Position

[SB 927](#) (Cannella R) Safe, Clean, and Reliable Drinking Water Supply Act of 2014.

Introduced: 1/29/2014

Status: 3/18/2014-Set for hearing April 8.

Location: 2/6/2014-S. N.R. & W.

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

Summary: Would rename the Safe, Clean, and Reliable Drinking Water Supply Act of 2012 as the Safe, Clean, and Reliable Drinking Water Supply Act of 2014 and make conforming changes. The bill would instead authorize the issuance of bonds in the amount of \$9,217,000,000 by reducing the amount available for projects related to drought relief and water supply reliability, as specified. The bill would remove the authorization for funds to be available for ecosystem and watershed protection and restoration projects, and would increase the amount of funds available for emergency and urgent actions to ensure safe drinking water supplies in disadvantaged communities and economically distressed areas.

Position

SB 990 (Vidak R) Transportation funds: disadvantaged small communities.

Introduced: 2/12/2014

Status: 2/20/2014-Referred to Com. on T. & H.

Location: 2/20/2014-S. T. & H.

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

Summary: Would require each regional transportation improvement program to program 5% of funds available for regional improvement projects to disadvantaged small communities, as defined. In programming these moneys, the bill would require regional transportation agencies and county transportation commissions to prioritize funding congestion relief and safety needs. This bill contains other related provisions and other existing laws.

Position

SB 1048 (Roth D) Vehicles: weight limits.

Introduced: 2/18/2014

Status: 3/27/2014-Set, first hearing. Hearing canceled at the request of author.

Location: 2/27/2014-S. T. & H.

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

Summary: Current law generally prohibits the total gross weight in pounds imposed on the highway by a group of 2 or more consecutive axles from exceeding a specified weight, depending on the distance in feet between the extremes of a group of 2 or more consecutive axles, and the number of axles. This bill would, notwithstanding any other law, exclude from the total gross weight any weight added to a ready mix concrete truck resulting from compliance with a regulation of the State Air Resources Board, up to an amount not to exceed 1,000 pounds of additional gross vehicle weight.

Position

SB 1077 (DeSaulnier D) Vehicles: vehicle-miles-traveled charges.

Introduced: 2/19/2014

Status: 4/1/2014-Hearing postponed by committee.

Location: 2/27/2014-S. T. & H.

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

Summary: Would require the Department of Motor Vehicles to develop and implement, by July 1, 2015, a pilot program designed to assess specified issues related to implementing a vehicle-miles-traveled fee in California. The bill would also require the department to prepare and submit a specified report of its findings to the policy and fiscal committees of the Legislature no later than June 30, 2016. The bill would provide that these provisions would be repealed on January 1, 2018.

Position

SB 1080 (Fuller R) Safe, Clean, and Reliable Drinking Water Supply Act of 2012.

Introduced: 2/19/2014

Status: 2/27/2014-Referred to Com. on RLS.

Location: 2/27/2014-S. RLS.

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

Summary: Current law creates the Safe, Clean, and Reliable Drinking Water Supply Act of 2012, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$11,140,000,000 pursuant to the State General Obligation Bond Law to finance a safe drinking water and water supply reliability program. Current law provides for the submission of the bond act to the voters at the November 4, 2014, statewide general election. This bill would declare the intent of the Legislature to enact legislation to reduce the \$11,140,000,000 bond.

Position

[SB 1122](#) (Pavley D) Sustainable communities: Strategic Growth Council.

Introduced: 2/19/2014

Last Amend: 3/24/2014

Status: 4/2/2014-Do pass as amended, and re-refer to the Committee on Rules.

Location: 4/2/2014-S. RLS.

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

Summary: Would authorize the Strategic Growth Council to develop and implement regional grant programs to support the implementation of sustainable communities strategies, alternative transportation plans, or other regional greenhouse gas emission reduction plans within a developed area. The bill would require the council, in consultation with specified public agencies, to establish standards for integrated modeling systems and measurement methods, and standards for the use of moneys awarded.

Position

[SB 1156](#) (Steinberg D) California Carbon Tax Law of 2014.

Introduced: 2/20/2014

Status: 4/2/2014-Set, first hearing. Hearing canceled at the request of author.

Location: 3/6/2014-S. G. & F.

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

Summary: Would require the State Board of Equalization to administer and implement the carbon tax, and would require revenues from the tax to be deposited in the Carbon Tax Revenue Special Fund in the State Treasury. The bill would exempt suppliers of fossil fuels subject to the tax from regulations imposed by the State Air Resources Board under the California Global Warming Solutions Act of 2006 relative to the compliance obligation in the second compliance period under which suppliers of specified fuels are required to obtain allowances for carbon-dioxide-equivalent emissions under the cap-and-trade program adopted by the State Air Resources Board.

Position

[SB 1183](#) (DeSaulnier D) Bicycle tax.

Introduced: 2/20/2014

Last Amend: 3/24/2014

Status: 3/24/2014-From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. & F.

Location: 3/24/2014-S. G. & F.

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

Summary: Would authorize a city, county, or regional park district to impose, as a special tax, a point of sale tax on new bicycles, with the rate of the tax to be determined by the local agency. The bill would exclude from the tax bicycles with wheels of 20 inches or less in diameter. The bill would require the State Board of Equalization to collect the bicycle tax in a manner similar to the collection of local transactions and use taxes, and to transmit the net revenues from the tax to the local agency.

Position

[SB 1194](#) (Hueso D) Solid waste: plastic products.

Introduced: 2/20/2014

Last Amend: 4/2/2014

Status: 4/2/2014-From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

Location: 4/2/2014-S. RLS.

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

Summary: Would require each manufacturer and wholesaler of plastic products to establish an Internet Web site that is available to the public and that provides information regarding the annual amount, by pound and type, of plastic products that are imported, manufactured, recycled, or reused in this state by that manufacturer or wholesaler.

Position

[SB 1268](#) (Beall D) Natural Resources Climate Improvement Program.

Introduced: 2/21/2014

Status: 3/18/2014-Set for hearing April 8.

Location: 3/6/2014-S. N.R. & W.

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

Summary: Would establish the Natural Resources Climate Improvement Program, which would be administered by the State Air Resources Board, in coordination with the Natural Resources Agency, to assist in the development and implementation of highly-leveraged, regionally integrated natural resources projects that maximize greenhouse gas emissions reductions or sequestration. This bill would authorize moneys from the Greenhouse Gas Reduction Fund to be available, upon appropriation by the Legislature, to the state board to implement the Natural Resources Climate Improvement Program.

Position

[SB 1433](#) (Hill D) Local Agency Public Construction Act: transit design-build contracts.

Introduced: 2/21/2014

Status: 3/17/2014-Referred to Com. on T. & H.

Location: 3/17/2014-S. T. & H.

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

Summary: Would include in the definition of "transit operator" any other local or regional agency responsible for the construction of transit projects, thereby extending the design-build procurement authorization. The bill would eliminate the requirement that the project cost exceed a specified amount. The bill would delete the repeal date, thus extending the operation of these provisions indefinitely. This bill contains other related provisions and other existing laws.

Position

[SCA 4](#) (Liu D) Local government transportation projects: special taxes: voter approval.

Introduced: 12/3/2012

Last Amend: 8/28/2013

Status: 8/29/2013-Re-referred to Com. on APPR.

Location: 8/29/2013-S. APPR.

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

Summary: Would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition, if the proposition proposing the tax includes certain requirements. This measure would prohibit a local government from expending any revenues derived from a special transportation tax approved by 55% of the voters at any time prior to the completion of a statutorily identified capital project funded by revenues derived from another special tax of the same local government that was approved by a 2/3 vote. The measure would also make conforming and technical, nonsubstantive changes.

Position

[SCA 6](#) (DeSaulnier D) Initiative measures: funding source.

Introduced: 12/3/2012

Status: 5/24/2013-Read second time. Ordered to third reading.

Location: 5/24/2013-S. THIRD READING

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

Summary: Would prohibit an initiative measure that would result in a net increase in state or local government costs, other than costs attributable to the issuance, sale, or repayment of bonds, from being submitted to the electors or having any effect unless and until the Legislative Analyst and the Director of Finance jointly determine that the initiative measure provides for additional revenues in an amount that meets or exceeds the net increase in costs.

Position

SCA 8

(Corbett D) Transportation projects: special taxes: voter approval.

Introduced: 12/14/2012

Last Amend: 5/21/2013

Status: 8/29/2013-Re-referred to Com. on APPR.

Location: 8/29/2013-S. APPR.

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

Summary: Would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation projects requires the approval of 55% of its voters voting on the proposition , if the proposition proposing the tax includes certain requirements . The measure would also make conforming and technical, nonsubstantive changes.

Position

SCA 9

(Corbett D) Local government: economic development: special taxes: voter approval.

Introduced: 12/18/2012

Last Amend: 5/21/2013

Status: 6/27/2013-Re-referred to Com. on APPR.

Location: 6/27/2013-S. APPR.

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

Summary: Would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for community and economic development projects, as specified, requires the approval of 55% of its voters voting on the proposition , if the proposition proposing the tax contains specified requirements . The measure would also make conforming and technical, nonsubstantive changes.

Position

Total Measures: 45
Total Tracking Forms: 45

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Washington Friday Report

Volume XVI, Issue 13

March 28, 2014

INSIDE THIS WEEK

- 1 Extenders, U.S. Waters, MFA, MAP-22, CDBG
- 2 Budget, ACA, Education, Grants, TIGER, Climate
- 2 E-Rate, Race to the Top, Champions, Mileage Tax

Lots going on this week – extenders, waters, transportation, sales tax, CDBG, lots of hearings, education, climate, health care and more! Here's the highlights for your review.

Permanent Action on Tax Extenders

At the end of 2013, Congress did not extend an annually-passed package of now-expired tax provisions, known as “tax extenders,” and local governments, businesses, and others have been left in limbo ever since. Some of those now-expired provisions include Empowerment Zone tax incentives, the Alternative Fuels Tax Credit, the deduction for state and local general sales taxes, and mass transit and parking benefits for commuters. It appears that early April is going to be the time that House Ways and Means Chairman **Dave Camp** and Senate Finance Chairman **Ron Wyden** will finally move forward on legislation to reinstate the extenders. On Monday, Chairman Camp told his Committee colleagues that, “*Beginning in April, the Committee will continue its work by going policy by policy to determine which extenders should be made permanent.*” This process will include hearings and markups on new legislation. For more, click on [Chairman Camp Memo](#).

Meanwhile, aides to Chairman Wyden recently told reporters that the Senator plans to unveil, on Monday, a proposal to temporarily extend the tax breaks. He may ask his Committee members to vote separately on some of the more controversial provisions. He told reporters, “*I want to make sure that the way these are handled will protect our communities, protect our workers and serve as a springboard to tax reform.*” The Finance Committee could hold a markup on extenders as early as Wednesday next week. *We'll update you with any more details.*

“Waters of the U.S.” Proposed Rule

On Tuesday, the Environmental Protection Agency and the Army Corps of Engineers unveiled a long-awaited proposed rule to clarify protection under the Clean Water Act for streams and wetlands that form the foundation of the nation's water resources. The agencies are launching a robust outreach effort over the next 90 days, holding discussions around the country and gathering

input needed to shape a final rule. For more, click on [Waters of the U.S. Proposed Rule Website](#).

Marketplace Fairness Act Update



Along with Salt Lake City Mayor **Ralph Becker**, we had the opportunity to meet with Congressman **Jason Chaffetz** and his staff this week. The Congressman has been asked by House Judiciary Chairman **Bob Goodlatte** to craft legislation in response to the Senate's passage of the Marketplace Fairness Act. Congressman Chaffetz reports on good progress being made in dealing with some of the issues and concerns that House members have regarding the Senate bill. He and his staff will continue to work on these issues, in consultation with local officials, as they seek to develop a consensus approach in the House, hopefully for consideration sometime later this year.

Transportation Reauthorization Update

Yesterday, the Senate Environment and Public Works Committee, Chaired by Senator **Barbara Boxer**, held a hearing entitled, “*MAP-21 Reauthorization: State and Local Perspectives on Transportation Priorities and Funding.*” At the hearing, Chairwoman Boxer said that she is looking to identify a way to patch the Highway Trust Fund only “*for four or five years.*” She said, “*We have a job to do, and it isn't about red or blue. It's about getting the Highway Trust Fund on solid ground for four or five years.*”

Her comments, paired with House Transportation and Infrastructure Committee Chairman **Bill Shuster**'s comments a few weeks ago, indicate that it is highly unlikely that Congress will find a permanent funding solution for the Highway Trust Fund this year, either through raising the federal gas tax or replacing it with something else. Any permanent long-term policy changes would need to be made until at least after the November elections, which is after the deadline for Congress to act on extending transportation funding, which is expected to run dry sometime in July according to U.S. DOT estimates. For more, click on [Senate EPW Transportation Reauthorization Hearing](#).

HUD FY14 Community Development Grant Allocations

HUD's Office of Community Planning and Development (CPD) recently announced full-year allocations for their formula programs, including **CDBG**, **HOME**, **HOPWA**, and **ESG**. For more, including state-by-state breakdowns, click on [HUD FY14 CPD Grant Allocations](#).

Washington Friday Report 1

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1660 L Street, N.W. • Suite 501 • Washington, D.C. 20036 • (202) 659-2229 • Fax (202) 659-5234 •

len.simon@simoncompany.com

Appropriations Hearings This Week

There were several hearings this week related to FY15 appropriations. Senate Appropriations Chairwoman **Barbara Mikulski** has said that she wants Congress to approve all twelve regular annual spending bills before the November election, and she plans to hold the first full-committee markup by May 22. She said, *"We're going to hold 60 hearings in six weeks. We want to be on the floor [of our chambers] by as soon after Memorial Day as we can to show that it's not just words, but it's deeds."* She expects the Military Construction-VA spending bill to be one of the first three bills up for consideration. In line with Senator Mikulski's plans, Senator Majority Leader **Harry Reid** said that he plans to set aside four weeks of floor time this summer to consider FY15 appropriations bills: two weeks in June, and another two in July. House Appropriations Chairman **Hal Rogers** said that the first two bills his panel will consider are for Military Construction-VA and the Legislative Branch. *We'll keep you up to date on the latest with appropriations.*

On Tuesday, the House Homeland Security Committee's Emergency Preparedness Subcommittee, Chaired by Congresswoman **Susan Brooks**, held a hearing on the FY15 budget request for **FEMA**. For more, including a webcast and statements, click on [FY15 FEMA Budget Hearing](#).

On Wednesday, the House Education and the Workforce Committee held a hearing on FY15 budget requests for the **Labor Department**, with Labor Secretary **Tom Perez** as a witness. For more, click on [FY15 Labor Department Budget Hearing](#).

On Thursday, the House Appropriations Committee's Agriculture Subcommittee held a hearing on the FY15 budget request for the Department of Health and Human Service's **Food and Drug Administration**. For more, click on [FY15 Food and Drug Administration Budget Hearing](#).

Affordable Care Act Enrollment

On Wednesday, we sat in on a teleconference featuring Vice President **Joe Biden** and Health and Human Services Secretary **Kathleen Sebelius**. With only a few days left before the Affordable Care Act enrollment deadline of March 31, both of them emphasized the need to get as many uninsured people as possible to at least begin the enrollment process. The White House recently announced that over 6 million people have signed up for private-sector plans under the ACA. Those who have started the application process to enroll prior to March 31 will be allowed to complete the process to obtain health insurance.

Education Department Priorities

On Tuesday, we sat in on a call with Education Secretary **Arne Duncan**, who discussed the FY15 budget proposal along with other Administration initiatives. He noted the lead role his agency is taking in promoting the Administration's *"My Brother's Keeper"* initiative and said that his agency would continue to push forward on issues such as: high quality preschool, Head Start, technology in schools, Race to the Top – Equity, closing the "opportunity gap" for students, and encouraging students to fill out their FAFSA forms.

On a related note, to mark four years since the Obama Administration announced its first Race to the Top grants, the Department of Education issued a report titled, *"Setting the Pace."* For more, click on [Setting the Pace](#).

Grants This Week



This week, we sent many of you a grant notice on the [FY14 DHS Transit Security Grant Program](#). We also would like to make sure you are aware that the Department of Homeland Security recently announced funding announcements for all of its FY14 Preparedness Grants for state and local governments. For more, click on [FY14 DHS Preparedness Grants](#).

TIGER Webinar – Preparing a BCA

On Wednesday, we sat in on a TIGER grant webinar titled, *"Preparing a Benefit Cost Analysis (BCA) for a TIGER Discretionary Grant,"* presented by U.S. DOT Economist **Jack Wells**. For more, click on [TIGER 2014 Webinars Website](#) or [March 26 Webinar PowerPoint](#).

White House Climate Data Initiative

Delivering on a commitment in the President's Climate Action Plan, the White House recently launched the Climate Data Initiative, an ambitious new effort bringing together extensive open government data and design competitions with commitments from the private and philanthropic sectors to develop data-driven planning and resilience tools for local communities. For more, click on Climate Data Initiative [Blog Post](#) or [Fact Sheet](#), or [Climate.Data.Gov](#).

Modernizing E-Rate

The U.S. Conference of Mayors recently sent a letter to FCC Chairman **Tom Wheeler**, urging the agency to act fast to modernize E-Rate, the federal government subsidy to connect schools and libraries to the Internet. For more, click on [USCM Letter on E-Rate](#).

White House Reentry Champions of Change

The White House is now accepting nominations for *Reentry Champions of Change* to recognize individuals who provide employment opportunities for formerly incarcerated youth and adults. Nominations must be received by noon on **April 4**. For more, click on [Reentry Champions of Change](#).

Mileage Based Tax

We thought you would enjoy reading this *Denver Post* Op-ed on a mileage based tax for transportation infrastructure penned by our office alum **Kevin DeGood**, now the Director of Infrastructure Policy at the Center for American Progress. For more, click on [Mileage Based Tax](#).

Please contact Len Simon, Brandon Key, Jen Covino, or Stephanie McIntosh with any questions.

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Washington Friday Report

Volume XVI, Issue 12

March 21, 2014

INSIDE THIS WEEK

- 1 My Brother's Keeper, Deportation, Wages, Housing
- 2 Transportation Action, Grants, Labor-HHS-ED
- 2 BRAC, Commissioner Kerlikowske, IGA Meeting

Congress was in recess this week but our own version of "March Madness" continued with lots of developments in what the White House calls "The Year of Action" and in many other areas as well. Here's the highlights for your review.

My Brother's Keeper Initiative

On Friday, the White House Office of Intergovernmental Affairs hosted a teleconference with local officials around the country to discuss President Obama's recently announced *My Brother's Keeper* initiative. The call was hosted by White House Intergovernmental Affairs Deputy Director **Rohan Patel** and featured participation by **Broderick Johnson**, Assistant to the President and Cabinet Secretary, who presented more details on the initiative. Mr. Johnson said that the President expects a report from him detailing progress on the initiative within 75 days. He noted that during then-Senator **Barack Obama's** keynote address to the DNC in 2004, he said, "*It's that fundamental belief — I am my brother's keeper, I am my sister's keeper — that makes this country work.*"

The key question driving the initiative is: What works effectively to enhance outcomes for boys and young men of color? The effort is divided into two broad areas: a federal government task force and a private sector effort. **Jim Shelton**, Acting Deputy Secretary at the Department of Education, will chair the interagency effort to develop a federal government strategy to improve outcomes. The interagency effort will include the Secretaries of Education, Labor, the Attorney General, and White House Senior Advisor **Valerie Jarrett** and Domestic Policy Council Director **Cecilia Muñoz**. The task force will focus on evidence-based strategies and analyze data to determine what programs are most effective. They will hold listening sessions and roundtables around the country, including private sector and nonprofit stakeholders. The Private Sector component of the initiative is currently led by 10 main foundations, seeking to invest \$200 million in evidence-based programs. Mr. Johnson noted that this initiative will require a wide range of supporters, and welcomes observations and suggestions from all stakeholders. For more, click on [White House – My Brother's Keeper](#). Please contact us with any questions.

President to Review Deportation Policy

On Thursday, last week **President Obama** met with leaders of the Congressional Hispanic Caucus (CHC) emphasizing what the White House says is his deep concern about the pain too many families feel from the aggressive deportations policy which the Administration has been conducting over the last several years. The President has directed Homeland Security Secretary **Jeh Johnson** to do an inventory of the Department's current practices to see how it can conduct enforcement more humanely within the confines of the law. House Democratic Caucus Chairman **Xavier Becerra**, who participated in the meeting, said, "*I saw more conviction at [the President's] face to get this done at this meeting... than I've seen in a long time.*" For more, click on [Readout of the President's Meeting with CHC Leadership](#).

Modernizing the U.S. Overtime Pay System

On Thursday last week, **President Obama** signed a memo directing the Labor Department to update and modernize America's overtime pay system. Regulations will be updated regarding who qualifies for overtime protection, by adjusting the individual eligibility for overtime, which is currently \$450 a week. This change would impact state and local workers. The Labor Department plans to hold listening sessions around the country and by webinar, hopefully beginning in late April, and anticipates feedback from local government stakeholders. For more, click on [Presidential Memo](#), [White House Fact Sheet on Strengthening Overtime Protections](#), or [Remarks by the President](#).

In a related development, the Senate HELP Committee held a **Hearing on a Fair Minimum Wage** last week. It featured Labor Secretary **Tom Perez**, CBO Director **Doug Elmendorf**, along with other experts. For more, click on [Hearing Webcast and Statements](#) or [Statement of Committee Chairman Tom Harkin](#).

A Week of Housing Action



The Senate Banking Committee has released details of the previously announced bipartisan **housing finance reform** agreement. Chairman **Tim Johnson** and Ranking Member **Mike Crapo** plan to hold a committee markup on their proposal in the coming weeks. The Senators believe that the status quo in which Fannie Mae and Freddie Mac remain in conservatorship is not a viable option for the housing finance system. In Fannie and Freddie's place would be a new

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modernized, streamlined, and accountable Federal Mortgage Insurance Corporation (FMIC), modeled in part after the FDIC. The reforms the Senators propose are designed to: (1) protect taxpayers from bearing the cost of a housing downturn; (2) promote stable, liquid, and efficient mortgage markets for single-family and multifamily housing; (3) ensure that affordable, 30-year, fixed-rate, pre-payable mortgages continue to be available, and that affordability remains an important consideration; (4) provide equal access for lenders of all sizes to the secondary market; and (5) facilitate broad availability of mortgage credit for eligible borrowers in all areas and for single family and multifamily housing types. For more, click on [Senate Banking Press Release](#), [Bill Text](#), [Section-by-Section Summary](#), or [Detailed Summary](#).

On Wednesday, HUD awarded nearly \$1.8 billion to Public Housing Authorities, provided through the **Capital Fund Program**, which provides grant funding to build, repair renovate, and/or modernize the public housing in their communities. For more, click on [Press Release](#) or [FY14 Capital Fund Allocations by PHA](#). We also wanted to note that HUD Secretary **Shaun Donovan** recently sent a letter to PHAs and their partners about the current status of the first component of the **Rental Assistance Demonstration (RAD)** for public and Section 8 Mod Rehab housing, and anticipated next steps with the demonstration. For more, click on [Secretary Donovan Letter on RAD](#).

Important Transportation Developments



This was a busy week for transportation developments. On March 14, the Senate Subcommittee on Transportation and Housing and Urban Development Appropriations (THUD) held a hearing on **DOT's FY15 budget request**, with testimony from Secretary **Anthony Foxx**. Subcommittee Chair Senator **Patty Murray** praised the budget while, some, such as Senator **Susan Collins**, expressed concern regarding the significant proposed increase in transit spending. For more, click on [FY15 DOT Hearing Webcast and Statements](#).

In other activity, the **Federal Transit Administration (FTA)** recently made important announcements detailing its FY14 Apportionments, Allocations, and Program Information. This provides the line-by-line information on what every transit system in the country gets from FTA within its various formularized programs. FTA also issued funding recommendations for the FY15 Capital Investment Grant Program, covering New Starts, Core Capacity, and Small Starts. These represent DOT's full-funding grant agreements and are generally accepted by Congress. For more, click on [FY14 Apportionments Federal Register Notice](#), [FY14 Apportionments Tables and Information](#), or [FY15 Capital Investment Grant Program Recommendations](#).

Finally, Smart Growth America and Taxpayers for Common Sense recently published a report titled, **Repair Priorities 2014: Transportation spending strategies to save taxpayer dollars and improve roads**. The report analyzes road conditions and spending priorities in all 50 states and DC. For more, click on [Repair Priorities 2014](#).

Grants This Week



This week, we sent out the following grant notices: [HUD Section 811 Project Rental Assistance Program](#); [DOJ Byrne Criminal Justice Innovation \(BCJI\) Program FY14 Grants](#); [DOL ETA Face Forward 2 - Intermediary and Community Grants](#); [ED Investing in Innovation \(i3\) Development Grant Competition](#); [HHS Street Outreach Program](#); and [BJA FY14 Violent Gang and Gun Crime Reduction Program](#). Please contact Jen Covino with any questions regarding our Grant Opportunity Memos.

Restoring Labor-HHS-Education Funding

Over 1,000 organizations signed on to a letter that was sent to top Congressional appropriators last week, urging them to restore FY15 spending to Labor, HHS, Education, and Related Agencies to the FY10 level of \$163.6 billion. The post-sequestration FY14 level remains almost 10 percent below FY10 in real inflation-adjusted dollars. Congress has enacted a separate Labor-HHS-Education measure only twice since 2002. For more, click on [Coalition Letter](#).

Will BRAC Make a Comeback?

One of the most frequent questions we get these days is "Will there be another BRAC round to close or consolidate military bases?" On Monday the *Washington Post* explored this question, and the options facing DOD Secretary **Chuck Hagel**. For more, click on [The Possibility of Another Round of BRAC](#).

Gil Kerlikowske to U.S. Customs and Border Protection



Gil Kerlikowske, the former Police Chief of Seattle who has served as Director of the White House Office of National Drug Control Policy (ONDCP) since the beginning of the Obama Administration, has been confirmed by the Senate to be the Commissioner of U.S. Customs and Border Protection at the Department of Homeland Security. ONDCP Deputy Director **Michael Botticelli** will serve as Acting Director. For more, click on [Commissioner Kerlikowske's Senate Confirmation](#).

White House IGA: The President's 2014 Priorities

Along with our city representative colleagues, we had a good meeting on Tuesday with **Rohan Patel** and **Kellyn Blossom** of the White House Office of Intergovernmental Affairs to review latest developments on the President's 2014 priorities, including transportation reauthorization, immigration reform, manufacturing hubs, summer jobs, climate, expansion of pre-K, minimum wage, and My Brother's Keeper. *We'll continue to update you on progress in these areas.*

Please contact Len Simon, Brandon Key, Jen Covino, or Stephanie McIntosh with any questions.

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- 2 Poverty, Parks, Sequester, Climate Award, Biden

It was a jam-packed week here in Washington, made more enjoyable by seeing many of you at various legislative conferences! Here's the week's highlights for your review.

Transportation Update - Doubts Grow on Reauthorization



There has been a lot of movement over the last two weeks on the transportation front. On Tuesday, House Transportation and Infrastructure (T&I) Committee

Chairman **Bill Shuster** told the American Public Transportation Association (APTA) that lawmakers are already making contingency plans in case Congress is unable to pass a surface transportation reauthorization before the Highway Trust Fund starts to run out of the money it needs to pay all of its bills this summer. Congress may have to piece together a short-term spending package to extend surface transportation spending past the November elections, perhaps into 2015. Chairman Shuster said, *"We've already been talking about what the contingency plan is if that [a Highway Trust Fund shortfall] happens."* In the Senate, Environment and Public Works Committee Chairman **Barbara Boxer** has said that she plans to markup an authorization as early as next month, but that the Finance Committee will be responsible for determining the funding sources for the bill. Senate Finance Chairman **Ron Wyden** said to his Committee members last week, *"The Committee is now working to provide fresh thinking [on infrastructure]... America will soon need a solution to keep the Highway Trust Fund solvent. We are going to go prospecting, colleagues, for bipartisan ideas in both areas."* When it comes to ideas for how to fund infrastructure, the *Washington Post* editorial board was critical, on Sunday, of **President Obama's** recently-proposed four-year transportation reauthorization, calling its one-time injection of funding from the unlikely prospect of corporate tax reform, *"risky,"* to say the least. For more, click on [Chairman Wyden Calls for "Fresh Thinking" on Infrastructure](#) or [Washington Post Editorial](#).

On Wednesday, last week, the Senate Finance Committee held a hearing on the President's proposed budget for FY15, featuring

Treasury Secretary **Jack Lew**, where Chairman Wyden made his comments on re-thinking infrastructure. On Thursday, last week, the Senate Banking Committee held a hearing titled, *"MAP-21 Reauthorization: The Federal Role and Current Challenges to Public Transportation,"* featuring expert witnesses such as Utah Transit Authority Board of Trustees Chairman **Gregory Hughes** and APTA President **Michael Melaniphy**. On Wednesday, this week, the House T&I Committee held a hearing titled, *"Oversight of U.S. DOT's Implementation of MAP-21 and the FY15 Budget Request for Surface Transportation,"* featuring several senior Administration officials. For more, click on [Senate Finance Hearing](#), [Senate Banking Hearing](#), [House T&I Hearing Summary](#), or [House T&I Video and Written Statements](#).

On Wednesday, we participated in a TIGER grant webinar titled, *"How to Compete for TIGER Discretionary Grants,"* presented by **Robert Mariner**, Acting Director of U.S. DOT's Office of Infrastructure Finance and Innovation, and other staff members. For more, click on [TIGER 2014 Webinars Website](#), [March 12 Webinar PowerPoint](#), or [March 12 Webinar Complete Recording](#). *We have signed up to participate in several more webinars in the coming weeks.*

On Monday, APTA announced that more people rode public transit in 2013 than in any year since 1956, when the Interstate Highway System was signed into law. There were about 10.7 billion transit trips taken in 2013. For more, click on [APTA 2013 Ridership Report](#).

A recent report by U.S. DOT shows that more investment is needed to maintain and improve the nation's highway and transit systems. For more, click on [2013 Status of the Nation's Highways, Bridges and Transit: Conditions and Performance](#).

Grants This Week

Welcome to "Grants This Week," a new weekly compendium of our recent grant notices. We recently sent out the following grant notices: [DOL Training to Work – Adult Reentry Competitive Grants](#); [Corporation for National and Community Service \(CNCS\) Social Innovation Fund Grants](#); [National Endowment for the Humanities \(NEH\) Challenge Grants](#); and [NEH Preservation Assistance Grants for Smaller Institutions](#). Please contact *Jen Covino* with any questions regarding our grant notices.

Marketplace Fairness Act Update

On Wednesday, the House Judiciary Committee held a hearing titled, *"Exploring Alternative Solutions on the Internet*

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Sales Tax Issue,” presided over by Chairman **Bob Goodlatte** and including expert witnesses to testify on the issue. The same day, Rep. **Jason Chaffetz** told reporters that he is working with Chairman Goodlatte to develop a House version of the Marketplace Fairness Act based on the framework of the already-passed Senate version, with revisions that would “smooth the edges.” Specifically, Rep. Chaffetz said, “There would be a phase-in that would probably eliminate the [small seller] exemption. There would be audit and compliance language.” A coalition of more than 1,000 small businesses sent a letter to Chairman Goodlatte, arguing that the legislation would allow them to compete on a level playing field with big online retailers. For more, click on [House Judiciary Marketplace Fairness Act Hearing Press Release](#), [Hearing Video and Written Statements](#), or [Letter from Small Businesses](#).

Senate Housing Finance Reform Agreement

On Tuesday, Senate Banking Committee Chairman **Tim Johnson** and Ranking Member **Mike Crapo** announced that they had reached an agreement on a housing finance reform proposal. For more, including an outline, click on [Housing Finance Reform Agreement](#).

FCC Rules Indicate E-Rate Changes

A notice published in the *Federal Register* on Tuesday indicates that changes may soon be coming to the FCC’s E-rate program. The FCC’s Wireline Competition Bureau seeks focused comment on three issues raised in the *E-Rate Modernization NPRM* that merit further inquiry as the Commission moves towards the goal of meeting schools’ and libraries’ broadband connectivity needs. Comments are due by **April 7**. For more, click on [Seeking Focused Comment on E-Rate Modernization](#).

Supreme Court Ruling Impacts Rails to Trails

On Monday, the Supreme Court ruled 8-to-1 that land used for thousands of miles of bicycle and pedestrian trails should be returned to the original owners. The Court decided that government easements used for railroad beds expired when the railroads went out of business, complicating the future for thousands of miles of trails that have been funded by the federal government since 1983. For more, click on [Rails-to-Trails Conservancy Response](#) or [Supreme Court Opinion](#).

Rail Safety Hearing

On Thursday, last week, the Senate Commerce Committee’s Subcommittee on Surface Transportation held a hearing titled, “*Enhancing our Rail Safety: Current Challenges for Passenger and Freight Rail*,” examining the current state of safety on the nation’s passenger and freight rail networks, featuring expert witnesses such as FRA Administrator **Joseph Szabo**. For more, including video and written statements, click on [Senate Rail Safety Hearing](#).

New Markets Tax Credit Coalition Letter

On Thursday, last week, the New Markets Tax Credit Coalition, which includes 1,400 businesses, investors, and nonprofit

organizations, sent a letter to Congress’s tax-writing committees, urging them to renew the expired tax benefit designed to spur private-sector investments in distressed urban and rural communities. For more, click on [NMTC Coalition Letter](#).

House Members Call for WRDA Action

Recently, forty members of Congress signed a letter, urging the Members of the Conference Committee on the Water Resources Development Act (WRDA) to work quickly to reach a bipartisan-bicameral agreement. For more, click on [WRDA Action Letter](#).

House Budget Committee Report on the War on Poverty

The House Budget Committee, chaired by Rep. **Paul Ryan**, has released a comprehensive report titled, “*The War on Poverty: 50 Years Later*.” For more, click on [House Budget Committee Poverty Report](#).

Economic Effect of National Parks

The Interior Department recently issued a report showing that U.S. National Parks continue to be important economic engines, generating \$26.75 billion in economic activity and supporting 243,000 jobs. For more, click on [Economic Effect of National Parks](#).

Sequestration Continues to Affect Mandatory Spending

According to recent reports issued by the White House Office of Management and Budget (OMB), sequestration will cut almost \$18 billion from mandatory spending programs, including Medicare, in FY15. No sequester of discretionary spending will be required in FY14 or FY15. For more, click on [OMB Sequestration Preview Report](#) or [OMB Report to Congress](#).

8th Annual Mayors' Climate Protection Awards

The application deadline for the 8th Annual **Mayors’ Climate Protection Awards**, which will be presented during the U.S. Conference of Mayors annual meeting in Dallas in June, is Wednesday, **April 23**. To apply, click on [Mayors’ Climate Protection Awards](#).

Joe Biden Profile



One of the most frequent questions we get these days is “*How’s the Vice President doing?*” Well, this new profile from *Politico* answers a good portion of that question, focusing both on his role in the Administration and his prospects for 2016.

For more, click on [Joe Biden Profile](#). *We think you’ll find it very interesting!*

Please contact Len Simon, Brandon Key, Jen Covino, or Stephanie McIntosh with any questions.

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