

STATE AND FEDERAL MATTERS

STATE MATTERS

Senator Steinberg has abandoned his SB 1156 as proposed for a long term Cap and Trade revenue plan. In 2008 California became the first state in the nation to set the course for integrated land use and transportation planning to reduce greenhouse gas emissions under Senator Steinberg's SB 375 – for the last five years regional and local governments have been actively seeking funding sources to make the implementation of these Sustainable Communities Strategies not just a goal, but a reality.

Among the key supporters of this proposal are members of the Transportation Coalition for Livable Communities -- including the League of California Cities, State Association of Counties, CALCOG, California Transit Association, and California Alliance for Jobs. These groups have praised Senator Steinberg's leadership on this critical issue and are committed to working with him as a more detailed proposal develops over the coming weeks.

The concepts outlined in Senator Steinberg's Long Term Investment Strategy for Cap and Trade Revenue would empower regional and local governments to be leaders in implementing sustainable communities and reductions in greenhouse gas emissions from the transportation sector -- California's largest source of GHG emissions.

Specifically, these elements of the proposal have the potential to make transformational changes in the planning and implementation of California's sustainable communities:

- A long-term funding source for SB 375 and integrated transportation and land use strategies;
- A competitive ranking process to ensure that projects providing maximum feasible reductions in greenhouse gas emissions are funded;
- Regional allocation of funding through the Strategic Growth Council for Sustainable Communities Strategies implementation;
- Funding for transit construction and operations based on GHG performance criteria;
- Funding for complete streets and roadway retrofits, maintenance, and operations based on GHG performance criteria;
- Funding for Electric Vehicle Deployment Program;
- Funding for construction of California High Speed Rail

By recognizing that transportation and land use investments must be integrated together in order to maximize GHG emissions and foster sustainable communities, Senator Steinberg's approach to allocating cap and trade revenues has the potential to go beyond just "transit-oriented development" to create more "people-oriented development."

Integration is critical for ensuring that we use our limited financial resources in the most cost-effective way. Changes in land use patterns, if properly supported with transportation infrastructure, are vastly more important to achieving more livable communities—and GHG reductions—than any transportation investment alone.

The details on the Cap and Trade Revenue plan are expected to be part of the budget trailer bill language to be released very soon. THE STRATEGY PROPOSAL IS ENCLOSED FOR YOUR REFERENCE

FEDERAL MATTERS

Congress is in session.

Update provided by Simon and Co:

On April 28th, Transportation Secretary **Anthony Foxx** sent the Obama Administration's **four-year transportation reauthorization proposal** to the Congress for their consideration. The House and Senate face looming deadlines to avoid the economic uncertainty that would be caused by the Highway Trust Fund (HTF) running out of money this summer. The bill, called the **GROW AMERICA Act**, is based on the outline already provided in President Obama's FY15 budget proposal. It spends **\$302 billion over four years** on infrastructure projects for the country's highways, bridges, transit, and rail systems. The Administration's proposal would be funded by supplementing the HTF's dwindling revenues with \$150 billion in one-time transition revenue from **pro-growth business tax reform**.

GROW AMERICA: An Overview

Broadly, under the GROW AMERICA Act, \$199 billion would be spent on the highway system and road safety. Here's some highlights:

- (1) The amount of **highway funds** would be increased by an average of about 22 percent above FY14 enacted levels.
- (2) The bill would invest \$72 billion in **transit systems** and expand transportation options, an increase of nearly 70 percent above FY14 enacted levels.
- (3) It provides \$10 billion for a multi-modal **freight grant program** to strengthen U.S. exports and trade.
- (4) It spends \$19 billion in dedicated funding for **rail programs**, with an additional \$5 billion provided annually for high performance and **passenger rail** programs with a focus on improving the connections between key regional city pairs and high traffic corridors throughout the country.
- (5) It includes a total of \$5 billion for the **TIGER Grant** program over four years, a 100 percent increase.
- (6) It contains \$4 billion, embedded in the highway and transit requests, for a new competitive grant program called **Fixing and Accelerating Surface Transportation** or **FAST Grants**, modeled off the Education Department's "Race to the Top" program.
- (7) The bill would provide \$4 billion in current-level funding over four years to attract private investment in transportation infrastructure through the **TIFIA loan program**.
- (8) Lastly, the GROW AMERICA Act proposes some programmatic and administrative reforms, such as improving project delivery and the Federal **permitting and regulatory review process**, as well as policy reforms to incentivize improved regional coordination by **Metropolitan Planning Organizations (MPOs)**. High-performing large MPOs would be granted control of a larger portion of funds under the Surface Transportation Program (STP) and the Transportation Alternatives Program (TAP).

GROW AMERICA: Next Steps

Congress is not expected to adopt the entire Obama Administration proposal in its current form, but the lawmakers may at least take elements of the proposal they like and incorporate them into reauthorization measure, if they choose to write a long-term bill this year, or next.

The idea of generating new revenue for transportation infrastructure through repatriated taxes from **corporate tax reform** is not new. It was an idea floated in the President's FY15 budget proposal, and is also part of an innovative infrastructure financing bill slowly picking up steam behind the scenes on the Hill: Congressman John Delaney's *Partnership to Build America Act*.

Indications on the Senate side are that the chamber will put forward a simple extension of the current *MAP-21* legislation for a number of years, with funding for it coming from the Senate Finance Committee. Jurisdiction over

authorizing transportation policy in the Senate is much more fragmented than it is in the House -- the Senate Environment and Public Works Committee, Chaired by Senator **Barbara Boxer**, is responsible for highways and roads, and is considered the "lead" transportation Committee, while the Senate Banking Committee is responsible for transit, and the Senate Commerce Committee is responsible for freight, maritime, and safety issues.

It's currently unclear what the state of play is on a long-term bill from the House Transportation and Infrastructure Committee, Chaired by Congressman **Bill Shuster**, who has confirmed that his chamber will not raise the gas tax to fill the funding hole in the HTF. Chairman Shuster, reacting to the Administration's transportation proposal, said, "*I respect that, for the first time, the Obama Administration has put forward a detailed surface transportation proposal. While I'm certain I won't agree with all the details, I look forward to reviewing it.*"

Any new tax changes to boost the HTF would have to be approved by the House Ways and Means Committee.

We'll keep you up to date on the details of the what the eventual transportation funding legislation will look like once the House and Senate get down to business and ultimately collaborate with the Administration on a consensus approach.

We know you'll find the following links useful:

- [Obama Administration's GROW AMERICA Act Main Website](#)
- [Bill Text](#), as presented by U.S. DOT
- [Section-By-Section Analysis](#)
- [Policy-Specific Fact Sheets on GROW AMERICA](#)
- [April 29 Blog Post by Secretary Anthony Foxx](#)

Update provided by National Association of Regional Councils:

Appropriations Update: Congress continues to work on the fiscal year (FY) 2015 spending bills, with a great deal of activity centered in the U.S. House of Representatives. This week, the House Appropriations Subcommittee on Commerce, Justice, and Science (CJS) is scheduled to take up the FY15 CJS Appropriations bill in hopes that the Committee can approve all 12 bills before the July Fourth recess. The Senate Appropriations Committee is expected to begin markup of its funding bills in late May. Senate Majority Leader Reid (D-NV) has allocated four weeks of floor time in June and July for appropriations bills.

Senator Carper Proposes Federal Gas Tax Increase: In an effort to help find a solution to the pending insolvency of the Highway Trust Fund (HTF), Sen. Tom Carper (D-DE) has proposed raising the federal gas tax. Carper is arguing that increasing the gas tax should be just one of many funding sources to ensure HTF solvency. His proposal would raise the current 18.4 cent gas tax three or four cents a year for up to four years. After that, increases would be tied to inflation. The gas tax has not been raised since 1993, and the idea still faces significant resistance in Congress. In recent congressional hearings, House Transportation and Infrastructure Committee members have said that a federal gas tax increase is a nonstarter, and unlikely to be part of any reauthorization bill.

Bipartisan One-Time HTF Revenue Solution Proposed: U.S. Representatives John Delaney (D-MD) and Mike

Fitzpatrick (R-PA) have called on Congress to issue a one-time revenue fix to the Highway Trust Fund (HTF) while a longer term solution is being negotiated. The funding would be drawn from repatriated revenue, by transferring foreign earnings or returns on foreign investments to the HTF.

USDOT Secretary Anthony Foxx Concludes Bus Tour: U.S. Department of Transportation (USDOT) Secretary Anthony Foxx recently concluded a week-long, eight-state bus tour called “Invest in America: Commit to the Future,” to promote the Administration's four-year, \$302 billion transportation funding plan. Transportation reauthorization hearings are currently taking place in Congress, so the Administration is highlighting its own plan while pushing Congress to act faster. The tour also highlighted the looming HTF crisis. USDOT recently moved up its projection of HTF insolvency to July. The funding shortfall could force state and local governments to cancel or delay infrastructure projects. To solve this in the short term, the Administration recommends a \$150 billion cash infusion into the HTF from corporate tax restructuring. Congress faces a September 30 deadline to approve a new transportation bill before the current legislation (*Moving Ahead for Progress in the 21st Century Act*) expires, but must act sooner to stave off the looming July insolvency threat.

It seems that all of Washington is abuzz with ideas for updating the *Moving Ahead for Progress in the 21st Century Act* (MAP-21), the surface transportation law. NARC is fully engaged in these policy discussions. We are focused on preserving existing law that keeps the threshold for metropolitan planning organization (MPO) participation at 50,000, while developing potential new opportunities for larger areas. Some ideas other organizations are floating include: expanding the funds sub-allocated to large MPOs beyond the *Surface Transportation Program* (STP); growing STP funds dramatically and sub-allocating a larger percentage of those funds to MPOs of all sizes; and creating opportunities for large MPOs to manage their own *National Environmental Policy Act* (NEPA) processes, especially for smaller projects.

Update provided by American Public Transportation Association, April 4, 2014

Congress was very active this week, with the House and Senate holding a committee hearing and markups on tax issues and the Obama Administration's Fiscal Year (FY) 2015 budget request. While the bipartisan budget deal agreed to late last year set discretionary spending limits for FY 2015, the House Budget Committee considered a Budget Resolution that would provide a blueprint for how Congress may act on mandatory and discretionary spending in the future. House and Senate appropriators have begun to hold hearings on Federal agency programs and budgets for FY 2015, and for the first time in several years, Congress hopes to move as many appropriations bills as possible in regular order. Additionally, several tax items important to both public transportation riders and systems were included in the Senate Finance Committee's tax extenders legislation. These would not be made permanent and leaders still hope to revisit comprehensive tax reform.

Finance Committee Markup Extenders Bill

On Thursday, Senate Finance Committee Chairman Ron Wyden (D-OR) and Ranking Member Orrin Hatch (R-UT) held a hearing to markup the Expiring Provisions Improvement Reform and Efficiency (EXPIRE) Act. The EXPIRE Act extends a variety of tax provisions that have been commonly referred to as “tax extenders”. With bipartisan approval, the measure was successfully advanced and voted out of Committee. The EXPIRE Act includes a 2 year extension of both the transit commuter benefit and the alternative fuels tax credit.

The EXPIRE Act would restore, through December 31, 2015, the full \$250 in the monthly employer-provided transit and vanpool benefits. The expiration of the expanded transit commuter benefit on December 31, 2013, caused the benefit to drop from \$250 to \$130. This legislation would restore it at \$250, per month, at parity with the parking benefit, and make it retroactive to January 1, 2014. Unfortunately, the mechanics of providing retroactive transit benefits make utilization of the benefits at the higher level during the months it was expired extremely challenging.

The \$0.50 per gallon alternative fuel tax credit refund and alternative fuel mixture tax credit would be extended through 2015. Of great importance to many APTA members, this credit can be claimed as a nonrefundable excise tax credit or a refundable income tax credit for the blending and sale of alternative fuel mixtures including compressed or liquefied natural gas, ethanol, biofuels, and liquefied hydrogen.

Additionally, the bill extends the 30-percent credit for alternative fuel refueling property for two years (one year in the case of hydrogen refueling property, the credit which continues under present law through 2014), through December 31, 2015. Taxpayers may claim a 30-percent credit for the cost of installing qualified clean-fuel vehicle refueling facilities. The credit is limited to \$30,000 per taxable year per location, in the case of qualified refueling property used in a trade or business. Generally, in the case of qualified refueling property sold to a tax-exempt entity, the taxpayer selling the property may claim the credit. For transit agencies the transferable nature of the credit may enable the agency to negotiate a reduced price in the contracts with private sector partners installing the refueling facility. The credit is available for property placed in service after December 31, 2005, and (except in the case of hydrogen refueling property) before January 1, 2014. In the case of hydrogen refueling property, the property must be placed in service before January 1, 2015.

The Finance Committee also adopted an amendment, proposed by Senator Chuck Schumer (D-NY), to make bike share costs tax exempt, up to \$20 per month. Modeled on the parking and transit benefit, the bike share benefit would be treated like the other transportation fringe benefits, and would allow bike share commuters to withhold pre-tax income, up to \$20 per month, for the membership cost. Private bike owners are already eligible to deduct some associated costs.

House THUD Appropriators Hold Hearing for USDOT

Also on Thursday, the House Appropriations Subcommittee on Transportation, Housing and Urban Affairs held a hearing on Fiscal Year 2015 Appropriations for the US Department of Transportation. Witnesses on the panel were FTA Deputy Administrator Therese McMillan, along with FRA Administrator Joseph Szabo, and administrators from the Federal Highway Administration (FHWA), Federal Aviation Administration (FAA), Pipeline and Hazardous Materials Safety Administration (PHMSA), Federal Motor Carrier Safety Administration (FMCSA), and the Maritime Administration (MARAD). The hearing was an opportunity for all the USDOT modal administrators to present details of the President's FY 2015 Budget Request and respond to budget inquiries from Members of Congress.

In written testimony submitted for the record, FTA Deputy Administrator Therese McMillan outlined the President's proposal, which calls for a four-year, \$302 billion reauthorization plan, including \$72 billion for public transportation, with \$17.6 billion coming in the first year of that proposal – FY 2015. Deputy Administrator McMillan highlighted funding increases in programs particularly important to the industry, including a requested \$2.5 billion appropriations for Capital Investment Grants, which would be \$557 million more than the FY 2014 enacted level.

Deputy Administrator McMillan also noted the growing backlog of work needed to bring systems into a state of good repair – an \$86 billion backlog – and asked for \$5.7 billion for State of Good Repair Formula Grants. This would be an increase of \$3.6 billion from FY 2014 enacted levels. While her testimony also speaks to the Administration's request for \$1.9 billion for Bus and Bus Facilities Grants, in a verbal exchange with Chairman Latham (R-IA), Deputy Administrator McMillan cited her multiple conversations with public transportation providers and highlighted the Administration's proposal to restore both funding and the discretionary component to the Bus and Bus Facilities Program, which was removed in MAP-21. This has been among the industry's highest priorities.

Administrator Szabo's written testimony presented highlights from the President's request for a four-year, \$19 billion rail reauthorization, of which \$4.995 billion would be in FY 2015. The majority of the FY 2015 request – \$4.775 billion – would be split between maintaining current infrastructure and improvements. The proposal would dedicate \$2.45 billion towards four separate maintenance programs: the Northeast Corridor; State Corridors; Long-Distance Routes; and National Assets. Of this funding, only the State Corridors program would be available for non-Amtrak assets. An additional \$2.325 billion would be dedicated to growing and improving the existing rail network. From this funding, the FRA proposes \$825 million in funding to support implementation of positive train control (PTC) on commuter railroads. To date, Congress has appropriated just \$50 million for PTC installation, so the \$825 million would enable commuter railroads to make great strides in meeting their installation goals.

Industry Makes Voices Heard on FY 2015 Appropriations

Late last week, CEOs from more than 40 public transit agencies sent letters to the leaders of the House and Senate Appropriations Committees, expressing support for increased funding to the Transit Cooperative Research Program (TCRP). APTA's authorization recommendations also seek to restore the program to pre-FY 2012 levels within the next surface transportation authorization legislation. The letters were signed by Transit Cooperative Research Program Oversight and Project Selection Committee Chair Sherry Little, among others.

Additionally, APTA President & CEO Michael Melaniphy joined the North American Transit Services Association (NATSA) and the APTA Standards Development and Oversight Council (SDOC) in sending a letter to leaders of the House and Senate Appropriations Committees urging them to fund FTA's Technical Assistance and Standards Development Program at the level authorized in MAP-21. The letter highlighted the critical importance and significant benefits of standards development and stated that the public transportation industry itself already invests a significant amount of funding into the standards program. The letter stressed the fact that continued federal support is vital to ensure that needed projects are advanced and is integral in supporting the development and use of published documents. The letter also called for the continued development of industry standards and best practices aimed at a safer, more efficient and cost effective transportation network.

House Budget Chairman Releases Markup FY 2015 Budget

Yesterday, the House of Representatives Budget Committee met to markup House Budget Committee Chairman Paul Ryan's (R-WI) FY 2015 budget proposal, which he released on Tuesday. For transportation, the Ryan Budget would not fix the Highway Trust Fund revenue problem, but would allow lawmakers room to do so, providing a "reserve fund" which would allow the Transportation and Infrastructure Committee and the House Ways and Means Committee to work to increase transportation investment. The budget would require any HTF solution to be budget-neutral and would require any intragovernmental General Fund transfers to be fully offset, adding to the short term fiscal challenge.

The Chairman's budget does, however, propose to eliminate all Amtrak operating subsidies, which totaled \$340 million in FY 2014 and \$466 million, annually, prior to sequestration.

Budget Resolutions are non-binding resolutions that are not signed by the President and serve as agreements between the House and Senate for the overarching budget framework, setting limits for mandatory and discretionary spending. The recommendations included in a Budget Resolution are illustrative and only become binding on the other congressional committees when Congress also adopts budget "reconciliation" legislation.

Senator Patty Murray (D-WA), the Chairman of the Senate Budget Committee, has cited the budget agreement reached last year which set the discretionary spending level for both FY 2014 and FY 2015 as precluding the need for work on a Budget Resolution for FY 2015.

FTA and Easter Seals Partner on 5310

The Federal Transit Administration and the Easter Seals Project Action have partnered to gather feedback on proposed performance measures for the Section 5310 (Enhanced Mobility of Seniors and Individuals with

Disabilities) program. The national online dialogue began on March 31 and will continue through April 18. FTA will use the information to make decisions about future investment and policies related to Section 5310 providers.

Section 5310 grant recipients and sub-grantees, Section 5310 service providers, national non-profit and community organizations, state and local agency officials and staff, advocates, and anyone with an interest in transportation service for people with disabilities and older adults are encouraged to participate.

Feinstein Statement on Drought Legislation

Washington—On February 11, Senator Dianne Feinstein (D-Calif.) introduced the California Emergency Drought Relief Act with Senators Barbara Boxer, Jeff Merkley and Ron Wyden. The bill included provisions to help farmers, businesses and communities suffering from devastating drought conditions.

In order to address Republican concerns, on April 1 a revised, bipartisan bill was introduced that removed direct spending from the bill and included provisions to help other Western states. Senator Feinstein released the following statement on the legislation:

“Any drought bill will require 60 votes to move through the Senate. Since the bill was first introduced in February, my staff has worked around the clock to find five Republican votes necessary to reach that number. We are very close to 60, but we’re not there yet. “After speaking with 25 Republican senators, only some have agreed to vote for cloture on the bill. To my colleagues who have not agreed to support cloture, I call on them to agree to do so. In times of disaster, the Senate has set aside its differences, come together and worked to help the country. This is such a time. “More than 800,000 acres of California farmland will likely be fallowed. California’s economy faces a \$7.5 billion hit. More than 15,000 jobs related to the agriculture industry are at risk. Food prices across the country will increase. This is an emergency, and this bill deserves a vote. “To my Republican colleagues who have agreed to support cloture, I thank you. To the rest, please join this effort and help get this bill passed so we can work with the House on a final agreement.”

The Fresno COG Policy Board sent letters to Senators John Cornyn, Ted Cruz, Jeff Flake, John McCain, Marco Rubio, Lisa Murkowski, and Mark Kirk urging them to support S. 2016 so that it can get to conference and be integrated with the solutions identified in the House for the State’s water crisis.

FEDERAL LEGISLATION

Bill #	Author	Title	Summary	Last Action
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 project planning and development.	Referred to the Subcommittee on Highways and Transit on June 21, 2013

			<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>	
	Miller, Costa	To determine the feasibility of additional agreements for long-term use of existing or expanded non-Federal storage and conveyance facilities to augment Federal water supply, ecosystem, and operational flexibility benefits in certain	<p>This bill would:</p> <p>Execute Water Storage Services Cooperative Agreements between willing water agencies, among them Contra Costa Water District (CCWD), and the Bureau of Reclamation that would expand an existing pilot program to lease excess storage capacity in non-federal reservoirs, including Los Vaqueros (LV), to the Bureau of Reclamation. This pilot would be a successful first step towards the expansion of LV from its current size of 160,000 ac/ft to the already permitted size of 275,000 ac/ft. Under these agreements, Los Vaqueros would provide replacement water supplies for drought relief for Central Valley Project contractors and federal, state and private wildlife refuges.</p> <p>This long term commitment from Reclamation to utilize LV's increased storage would allow for CCWD to secure local financing for further expansion of Los Vaqueros to 275,000 ac/ft.</p> <p>The Expansion Project would consist of three phases:</p>	Referred to the Subcommittee on Fisheries, Wildlife, Oceans, and Insular Affairs on April 16, 2014.

		areas, and for other purposes	<p>Phase 1: Using existing facilities would provide up to 30,000 acre-feet of stored water available to move in the same year or subsequent years. Water would be stored when available in surplus periods. The water could be delivered to Central Valley Project (CVP) pumps at Tracy for Bay Area water agencies or refuge supplies through exchange.</p> <p>Phase 2: Add pipeline from CCWD Los Vaqueros Reservoir system to Bethany Reservoir allowing direct delivery from the expanded Los Vaqueros Reservoir and CCWD's Delta intakes to the CVP system for delivery to Bay Area water agencies or refuge supplies or other approved uses. Up to 30,000 acre-feet of stored water, plus up to an additional 30,000 acre-feet per year direct diversion when capacity is available.</p> <p>Phase 3: Further expansion of Los Vaqueros Reservoir. Up to 145,000 acre-feet of storage for the 275,000 acre-foot expansion (or 370,000 acre-feet for the 500,000 acre-foot expansion) available for new supplies plus additional capability for direct diversions through available capacity from CCWD facilities.</p>	
HR 3636	Blumenauer	Update, Promote, and Develop America's Transportation Essentials Act of 2013	<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 December 31, 2024.</p> <p>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.</p>	<p>Last Action Referred to Committee: December 3, 2013</p> <p>Current Location House Ways and Means Committee</p>
HR 3638	Blumenauer	Road Usage Fee Pilot Program	<p>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</p>	<p>Last Action Referred to Committee December 6, 2013</p> <p>Current Location House Committees on</p>

			systems.	Transportation & Infrastructure and Energy & Commerce
HR 3964	Valadao	Sacramento-San Joaquin Valley Emergency Water Delivery Act	To address certain water-related concerns in the Sacramento-San Joaquin Valley, and for other purposes.	Read the second time. Placed on Senate Legislative Calendar under General Orders. Calendar No. 306. On February 10, 2014
HR 3978	Sires, Diaz-Balart, Carson, and Ros-Lehtinen	New Opportunities for Bicycle and Pedestrian Infrastructure Financing Act of 2014'	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. 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.
S. 2016	Feinstein	California Emergency Drought Relief Act of 2014	A bill to direct the Secretary of the Interior, the Secretary of Commerce, and the Administrator of the Environmental Protection Agency to take actions to provide additional water supplies and disaster assistance to the State of California due to drought, and for other purposes.	Read twice and referred to the Committee on Energy and Natural Resources on February 11, 2014
S. 2063	Shaheen	Strengthen And Fortify Existing Bridges	Directs the Secretary of Transportation (DOT) to establish a program to assist states to rehabilitate or replace bridges found to be structurally deficient,	Read twice and referred to the Committee on Environment

		Act of 2014 or SAFE Bridges Act of 2014	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%.	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 extension of the programs to all such authorities). 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.	Read twice and referred to the Committee on Environment and Public Works on February 27, 2014
S. 2065	Inhofe	Alternative Fuel Vehicle Development Act	A bill that would incentivize the production and purchase of alternative fuel and natural gas vehicles (NGVs). 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	Read twice and referred to the Committee on Commerce, Science, and Transportation on February 27, 2014

ITEM IV C

Fresno Council of Governments Monthly State Legislative Report

5/1/2014

[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) State Bar of California: enforcement actions.**

Introduced: 2/21/2013

Last Amend: 4/9/2014

Status: 4/24/2014-Re-referred to Com. on RLS. pursuant to Senate Rule 29.10(c).

Location: 4/24/2014-S. RLS.

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

Summary: Current law prohibits a person from practicing law in California, or from advertising or holding himself or herself out as practicing law, unless the person is an active member of the State Bar, or otherwise authorized, as specified, to practice law in this state. A violation of these provisions is a crime. This bill would, for violations of the above-described provisions, require the State Bar to disclose, in confidence, the information in its investigation to the agency responsible for the criminal enforcement of these provisions or exchange that information with that agency.

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: 4/21/2014

Status: 4/21/2014-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on E.Q.

Location: 4/21/2014-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: 4/22/2014

Status: 4/29/2014-From committee: Do pass and re-refer to Com. on APPR. (Ayes 16. Noes 0.) (April 28). Re-referred to Com. on APPR.

Location: 4/29/2014-A. APPR.

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

Summary: Would authorize sustainable infrastructure projects to include traffic signal synchronization when the project is designed and implemented to achieve cost-effective reductions in greenhouse gas emissions and includes specific reduction targets and metrics to evaluate the project 's effect .

Position

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

Introduced: 1/17/2014

Last Amend: 4/9/2014

Status: 4/30/2014-From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 2.) (April 29). Re-referred to Com. on APPR.

Location: 4/30/2014-A. APPR.

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

Summary: Would require the State Department of Public Health, in administering programs to fund improvements and expansions of small community water systems and other water systems, as specified, to promote service delivery alternatives that improve efficiency and affordability of infrastructure and service delivery, as specified. This bill contains other related provisions and other existing laws.

Position

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

Introduced: 2/11/2014

Last Amend: 4/22/2014

Status: 4/28/2014-Joint Rule 62(a), file notice suspended. (pending re-referral to the Com. on TRANS.) In committee: Set, first hearing. Failed passage.

Location: 4/23/2014-A. TRANS.

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

Summary: Would provide that cap-and-trade revenues shall not be appropriated from the Greenhouse Gas Reduction Fund for purposes of the high-speed rail system, and would make legislative findings and declarations in that regard. This bill contains other existing laws.

Position

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

Introduced: 2/14/2014

Status: 4/10/2014-Referred to Coms. on N.R. & W. and E.Q.

Location: 4/10/2014-S. N.R. & W.

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: 4/7/2014-In committee: Set, first hearing. Hearing canceled at the request of author.

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: 4/23/2014

Status: 4/30/2014-From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (April 29). Re-referred to Com. on APPR.

Location: 4/30/2014-A. APPR.

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 grant funds through this streamlined application process, the specified regional water management group to file with the department a streamlined application form that includes information 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: 4/22/2014

Status: 4/30/2014-In committee: Set, first hearing. Referred to APPR. suspense file.

Location: 4/30/2014-A. APPR. SUSPENSE FILE

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

Summary: Would require each county 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

Last Amend: 4/10/2014

Status: 4/24/2014-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (April 23). Re-referred to Com. on APPR.

Location: 4/24/2014-A. APPR.

ITEM IV C

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

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 grants and other financial assistance to eligible applicants, as defined, who submit plans to develop and implement integrated community-level greenhouse gas emissions reduction projects in their region. The bill would require the Strategic Growth Council, in consultation with the state board, to administer the program, as specified.

Position

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

Introduced: 2/20/2014

Last Amend: 3/28/2014

Status: 4/28/2014-Do pass as amended and be re-referred to the Committee on Appropriations.

Location: 4/29/2014-A. NAT. RES.

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

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: 4/10/2014-From committee: Do pass and re-refer to Com. on REV. & TAX. (Ayes 7. Noes 2.) (April 9). Re-referred to Com. on REV. & TAX.

Location: 4/10/2014-A. REV. & TAX

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

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: 4/28/2014-In committee: Set, first hearing. Hearing canceled at the request of author.

Location: 4/1/2014-A. NAT. RES.

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

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

Last Amend: 4/7/2014

ITEM IV C

Status: 4/30/2014-From committee: Do pass. (Ayes 12. Noes 4.) (April 30).

Location: 4/30/2014-A. SECOND READING

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

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. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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: 4/28/2014-In committee: Set first hearing. Failed passage. Reconsideration granted.

Location: 4/29/2014-A. TRANS.

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

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: 4/21/2014-In committee: Set, first hearing. Hearing canceled at the request of author.

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

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

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 Drinking Water Supply Act of 2014.**

Introduced: 2/21/2014

ITEM IV C

Last Amend: 4/22/2014

Status: 4/30/2014-From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 10. Noes 1.) (April 29).

Location: 4/30/2014-A. SECOND READING

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

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
Support

[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. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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

(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.

Location: 2/26/2014-S. 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.

(Vidak R) High-speed rail: funding.

Introduced: 1/16/2014

Last Amend: 4/7/2014

Status: 4/22/2014-Set, first hearing. Failed passage in committee. (Ayes 1. Noes 6. Page 3236.) Reconsideration granted.

Location: 4/23/2014-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.

Position

(Vidak R) High-speed rail: eminent domain.

Introduced: 1/16/2014

Last Amend: 4/7/2014

Status: 4/22/2014-Set, first hearing. Failed passage in committee. (Ayes 1. Noes 7. Page 3236.) Reconsideration granted.

Location: 4/23/2014-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.

[SB 927](#) **(Cannella R) Safe, Clean, and Reliable Drinking Water Supply Act of 2014.****Introduced:** 1/29/2014**Status:** 4/22/2014-Set, second hearing. Failed passage in committee. (Ayes 3. Noes 6. Page 3211.) Reconsideration granted.**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: 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**Last Amend:** 4/21/2014**Status:** 4/29/2014-Action From T. & H.: Reconsideration granted.**Location:** 4/29/2014-S. T. & H.

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

Summary: Would require no less than 5% of funds available for regional improvement projects to be programmed in the regional transportation improvement program for 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.

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. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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: mileage-based fee pilot program.****Introduced:** 2/19/2014**Last Amend:** 4/21/2014**Status:** 4/30/2014-From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (April 29). Re-referred to Com. on APPR.**Location:** 4/30/2014-S. APPR.

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

Summary: Would require the Transportation Agency to develop, by January 1, 2016, a pilot program designed to assess specified issues related to implementing a mileage-based fee (MBF) in California to

replace the state's existing fuel excise tax . The bill would require the agency, at a minimum, to assess certain issues related to implementing an MBF, including, among others, different methods for calculating mileage and collecting road use information, processes for managing, storing, transmitting, and destroying data to protect the integrity of the data and ensure drivers' privacy, and costs associated with the implementation and operation of the MBF system, as specified.

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. 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 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: 4/8/2014

Status: 4/29/2014-Do pass as amended, and re-refer to the Committee on Appropriations

Location: 4/29/2014-S. APPR.

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

Summary: Current law authorizes moneys from the Greenhouse Gas Reduction Fund to be allocated for the purpose of reducing greenhouse gas emissions in this state through specified investments, including funding to reduce greenhouse gas emissions through strategic planning and development of sustainable infrastructure projects. This bill would require the Strategic Growth Council to provide financial assistance for those purposes, to be funded from moneys from the Greenhouse Gas Reduction Fund, upon appropriation by the Legislature, and would additionally require the regional plan or other planning instrument to meet the requirements of an applicable sustainable communities strategy.

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. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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

Notes 1: Senator Steinberg has abandoned his SB 1156 as proposed for a long term Cap and Trade revenue plan which we will expect to see in trailer bill language in the not to distant future.

[SB 1183](#) (DeSaulnier D) Vehicle registration fees: surcharge for bicycle infrastructure.

Introduced: 2/20/2014

Last Amend: 4/21/2014

Status: 4/30/2014-From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 4.) (April 29). Re-referred to Com. on APPR. ITEM IV C

Location: 4/30/2014-S. APPR.

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

Summary: Would authorize a city, county, or regional park district to impose, as a special tax, a motor vehicle registration surcharge of not more than \$5 for bicycle infrastructure purposes. The bill would provide for the Department of Motor Vehicles to administer the surcharge and to transmit the net revenues from the surcharge to the local agency. The bill would require the local agency to use these revenues for improvements to paved and natural surface trails, including existing and new trails, and for associated maintenance purposes.

Position

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

Introduced: 2/20/2014

Last Amend: 4/21/2014

Status: 4/21/2014-From committee with author's amendments. Read second time and amended. Re-referred to Com. on E.Q.

Location: 4/21/2014-S. E.Q.

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

Summary: Would require each manufacturer of plastic products , as defined, to include specified information in either an Internet Web site that is available to the public or as part of a specified annual report, with regard to whether the manufacturer has established a sustainability policy or has established or implemented goals to reuse, recover, and reduce the use of plastic.

Position

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

Introduced: 2/21/2014

Last Amend: 4/22/2014

Status: 4/30/2014-Do pass as amended, and re-refer to the Committee on Appropriations

Location: 4/30/2014-S. APPR.

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. The 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: 4/23/2014-From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 0. Page 3237.) (April 22). Re-referred to Com. on APPR.

Location: 4/23/2014-S. APPR.

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. ITEM IV C

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. Conc.	Enrolled	Vetoed	Chaptered
1st House				2nd House							

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. 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 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. 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 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

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Washington Friday Report

Volume XVI, Issue 17

April 25, 2014

INSIDE THIS WEEK

- 1 COPS Hiring, Transportation, Promise Zones
- 2 Drug Clemency, U.S. Waters, Rail Safety, Climate
- 2 Grants, Buildings, Earth Day, Alex Radin, Easter

Welcome to the all-green Earth Day Washington Friday Report! Here's all the highlights of a busy week for your review. Congress comes back from Easter Recess next week!

COPS Hiring Grants

The Department of Justice's Office of Community Oriented Policing Services (COPS Office) has announced that it will begin accepting applications for the FY14 **COPS Hiring Program** (CHP) in mid to late May. The COPS Office has released the Standard Application, an Application Guide, and supplementary program materials for your review in preparation of the opening of this round, next month. *The application deadline has not yet been determined.* CHP grants will cover up to 75 percent of the approved entry-level salary and fringe benefits of each newly-hired and/or rehired, full-time sworn career law enforcement officer over the three-year grant period. CHP grants require a minimum 25 percent local cash match and a maximum federal share of \$125,000 per officer position. For all the details, including links to additional materials, eligibility, and a preview of the agency's evaluation criteria, click on [FY14 COPS Hiring Program Memo](#). Please contact our grants coordinator Jen Covino with any additional questions.

A Busy Transportation Week

On Wednesday, we participated in a meeting at the headquarters of the **National Association of Counties** (NACo), where we learned that the Obama Administration's **four-year transportation proposal** may be sent to Congress when they return from their Easter Break next week, perhaps as soon as Monday.

That same day, we attended a panel discussion featuring top transportation staffers in the House and Senate, hosted by the **Women's Transportation Seminar**. Senate staffers represented the Committees on Commerce, Banking, and Appropriations and the House staffer represented the Transportation and Infrastructure Committee. While the challenge of fully funding the Highway Trust Fund remains the largest proverbial "roadblock" to a long-term transportation bill, staff members are

moving forward under the working assumption that their Committees will produce a long-term bill this year. They mentioned the extensive input that they are receiving from local transportation agencies and elected officials, who continue to express difficulties with implementing some of the provisions of MAP-21, which is set to expire this year, especially Bus and Bus Facilities. While inter-party dynamics make passing a long-term bill "difficult," this year, there are innovative transportation financing proposals being floated, such as Congressman **John Delaney's** H.R. 2084, the *Partnership to Build America Act*, which is mirrored in the Senate by S. 1957, or Senator **Mark Warner's** S. 1716, the *BRIDGE Act*.

DOT Secretary **Anthony Foxx** was asked last week if there was a "backup plan" if Congress doesn't pass a transportation bill. He said, "Nope. I hear folks are perhaps looking for a way to do a shorter-term measure, but even there, they're struggling to find a pay-for. And the reality is that we've used a lot of duct tape and chewing gum over the last several years, and there's only so much of that you can do before we reach a point where even those approaches won't work anymore."

President Obama also mentioned infrastructure during a recent press conference last week and said, "It didn't used to be a partisan issue. Why aren't we coming up with a way to make sure that we're rebuilding our roads and our bridges, and improving our air traffic control system? There's no reason that has to be political."

On Wednesday, U.S. DOT made available a document and a website listing environmental statutes, regulations, and Executive Orders that establish requirements applicable to the development and review of transportation infrastructure projects. For more, click on [NEPA Implementing Procedures and Useful Websites](#).

On Tuesday, Earth Day, the American Public Transportation Association (APTA) noted the widespread use of alternative fuel technology in bus fleets and other modes of transit. APTA's latest research shows that 40.4 percent of U.S. public transportation buses were using alternative fuels or hybrid technology at the start of 2013. For more, click on [APTA Alternative Fuels Report](#).

More on the Promise Zone Initiative

As we mentioned in last week's *Friday Report*, HUD's Office of Community Planning and Development (CPD) announced that it is preparing for a second round of **Promise Zones** designations, with applications due later in 2014. To

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better prepare stakeholders, HUD is holding a series of three webinars next week. To RSVP for a Promise Zone Initiative Stakeholder Webinar, click on [Urban Webinar](#) (Tuesday, 3:30pm EDT), [Rural Webinar](#) (Wednesday, 3:00pm EDT), or [Tribal Webinar](#) (Tuesday, 2:00pm EDT). **RSVPs for the webinars are due today by 5:00pm EDT.** We have already signed up to participate in the Urban Webinar. For more, click on [Promise Zones Initiative Webinars](#) or [Promise Zones Initiative Website](#).

New U.S. DOJ Drug Clemency Policy

The Justice Department outlined six new criteria that it will use to identify inmates who might be “worthy candidates” for clemency, mostly for low-level non-violent drug offenses, which could result in **President Obama** choosing to commute thousands of sentences later this year. The Department will prioritize clemency applications from federal inmates who meet all of the following factors: (1) They are currently serving a federal sentence in prison and, by operation of law, likely would have received a substantially lower sentence if convicted of the same offense(s) today; (2) They are non-violent, low-level offenders without significant ties to large scale criminal organizations, gangs or cartels; (3) They have served at least 10 years of their prison sentence; (4) They do not have a significant criminal history; (5) They have demonstrated good conduct in prison; and (6) They have no history of violence prior to or during their current term of imprisonment. For more, click on [Criteria for Expediting Clemency Applications](#), [Remarks by Deputy Attorney General James Cole](#), or [Video Message from Attorney General Eric Holder](#).

Waters of the U.S.

Earlier this week, the EPA and U.S. Army Corps published, in the *Federal Register*, the entire proposed rule to increase clarity as to the scope of “waters of the United States” protected under the Clean Water Act. For more, click on [Waters of the U.S. Proposed Rule](#).

Crude Oil Rail Safety

On Monday, outgoing National Transportation Safety Board (NTSB) Chairwoman **Deborah Hersman** told an audience at the National Press Club that certain rail tank cars, the commonly-used DOT-111 specification cars, “were not designed to carry hazardous liquids.” She emphasized that regulators are “behind the curve” on oil and ethanol train safety, especially as the volume of crude oil and ethanol shipments has surged in the last few years, putting long trains of such cargoes running on tracks through the heart of many communities. In a trip to Casselton, ND yesterday, Transportation Secretary **Anthony Foxx** echoed similar concerns, emphasizing his agency’s commitment to safety by updating tank car regulations. For more, click on [Secretary Foxx on Enhancing Tank Car Standards](#).

Mayors Take the Lead on Tackling Climate Change

On Tuesday, Earth Day, USCM released the findings of a climate survey, showing that cities with a Mayoral pledge or formal City Council action to curb carbon emissions are making progress on their goals, with two-thirds reporting quantifiable

reductions in emissions from city operations and one-third for citywide emissions. The findings were presented by Carmel, IN Mayor **Jim Brainard** and Bridgeport, CT Mayor **Bill Finch** who co-chair the USCM Task Force focusing on climate change. For more, click on [USCM Climate Survey Results](#).

Grants This Week



This week, we sent many of you grant notices on the [Department of Energy’s Solar Market Pathways Program](#) and the [FY14 COPS Hiring Program](#). Please contact Jen Covino with any questions.

DOE Better Buildings Summit

The Administration’s *Better Buildings Initiative* is an effort to help accelerate energy efficiency and private sector investment in order to improve efficiency by 20% over the next 10 years. From **May 7-9**, the Department of Energy will host a summit to focus on shared solutions and future opportunities to continue to improve energy efficiency. For more, click on [Better Buildings Initiative](#) or [2014 Better Buildings Summit](#).

Earth Day 2014!

Tuesday was **Earth Day**, and we thought you’d like to see what the White House and Cabinet members were saying about it. For more, click on posts and releases from the [White House](#), [EPA](#), [Education Department](#), [DOJ](#), or [HHS](#).

Remembering APPA’s Alex Radin



The world lost a great public servant on April 11. **Alex Radin**, Executive Director of the American Public Power Association for 35 years, 1951-1986, passed away at 92. He was an advocate, author, teacher, mentor and friend who left an indelible mark over a seven decade career. Click on [Alex Radin](#) to learn more about his remarkable life.



White House Easter Egg Roll!

We thought you’d like to know that two excellent representatives of our office were at the White House this week, **Stephanie Carter McIntosh** and her son **Maxwell**! Thanks to our good friend Nicole Yates of Louisville for making it happen!

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

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April 18, 2014

INSIDE THIS WEEK

- 1 Skills, Promise Zones, HTF, Heroin, Infrastructure
- 2 ACA, LIHEAP and SNAP, Muni Bonds, NEPA
- 2 Grants, Sen. Corker, FCC Chair, Rep. Petri

Despite the Easter recess in Congress, a busy week in D.C., including a new initiative to close the skills gap and lots of other developments. Here's the highlights for your review.

White House Initiative to Close the Skills Gap

On Wednesday, **President Obama** and **Vice President Biden** announced new investments in job training programs and apprenticeships, designed to help individuals get trained with the skills that businesses need. As we have been reporting to you, the Vice President is overseeing an executive taskforce that is performing an in-depth review of all federal workforce training programs and is collaborating with local government stakeholders to get feedback on these programs and initiatives. These recently-announced Administration initiatives use existing federal funds to expand partnerships with industry, businesses, unions, community colleges, and training organizations to train the workforce.

As part of the effort, the Department of Labor (DOL) announced the availability of the final \$450 million in grants under the fourth round of the **Trade Adjustment Assistance Community College and Career Training (TAACCCT)** initiative. The program is designed to ensure that an eligible institution in every state, plus DC and Puerto Rico, receive dedicated funding of at least \$2.25 million. Consortia of institutions within the same state or among institutions that share an economic region may apply for grants of up to \$15 million. The deadline to apply is **July 7**. In addition, DOL is making \$100 million in existing H-1B funds available, in the fall, for **American Apprenticeship Grants** to reward partnerships that help more workers participate in apprenticeships. Several private-sector partners, as well as federal agencies such as DOL, the Education Department, and Veteran Affairs, are also working to expand apprenticeships. For more, click on [White House Fact Sheet](#), [DOL Press Release](#), [Commerce Secretary Penny Pritzker Statement](#), or [TAACCCT Grant Memo](#).

Promise Zones Round II – New Eligibility

Yesterday morning, HUD's Office of Community Planning and Development announced that it is preparing for a second round of

Promise Zones, with applications due later in 2014, and announcements expected in early 2015. Fifteen additional communities will receive a designation over the next three years. In this second round, HUD is opening up the selection process more broadly. In Round One, an applicant had to be designated as a *Promise Neighborhood*, *Choice Neighborhood*, or *Byrne Innovation* grantee to apply to be a Promise Zone. This is not a requirement for Round Two. HUD is seeking comments, which are due by **June 16**, on the new proposed criteria and draft application materials for Round Two. For more, click on [Promise Zone Initiative](#) or [Federal Register Notice](#).

Transportation Trust Fund Update

On Tuesday, U.S. DOT updated its projections for the Highway Trust Fund (HTF), showing that the fund will run dry by **August 29**, which some are calling a "*transportation doomsday*." While touring a waterfront park in Louisville, KY, Transportation Secretary **Anthony Foxx** told a reporter that the numbers are, "*tracking very closely to what we've been saying for months, which is come August or September we're going to be in a hole*." Senate Appropriations THUD Subcommittee Chairwoman **Patty Murray** responded to the new numbers with alarm, saying the update should be "*a wake-up call to Congress. The HTF is heading toward an avoidable crisis as early as July, and if we don't act, could lead to a construction shutdown on our nation's roads and bridges*" in the summer. She called on Congress to move forward on "*bipartisan*" proposals that would use revenue from corporate tax reform to shore up the trust fund. For more, click on [DOT Highway Trust Fund Ticker](#) or [Senator Murray Statement](#).

Attorney General Holder on Rise in Heroin Use

On Wednesday, Attorney General **Eric Holder** spoke about the stunning rise in heroin and prescription opiate overdose deaths in recent years. Between 2006 and 2010, heroin overdose deaths increased by an alarming 45 percent. While the Justice Department has connected over 120,000 people with the services they need to avoid future drug use, the Attorney General called on all first responders to become trained and equipped to use the overdose-reversal drug naloxone, and he urged state and local policymakers to take additional steps to increase the availability of naloxone among first responders. For more, click on [AG Holder Addresses Rise in Heroin Use](#).

New Infrastructure Legislative Ideas

Recently, Congressmen **John Delaney** and **Mike Fitzpatrick** sent a bipartisan letter to their Congressional colleagues, urging

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about environmental regulation. For more, click on [Little Information Exists on NEPA Analyses](#).

them to support increased transportation spending to shore up the HTF, as well as their **infrastructure bank** legislation (H.R. 2084), which would be funded with a tax on repatriated money. They estimate that the infrastructure bank, capitalized by \$50 billion from the private sector, can be leveraged to provide \$750 billion in infrastructure financing in transportation, water, energy, communications, and educational facilities. In a related development, Senate Finance Chairman **Ron Wyden** and other Senate tax writers have expressed interest in promoting new bond financing options, such as renewing the **Build America Bonds** program, which lasted two years, generated more than \$180 billion in revenue, and expired in 2010. There is also an **infrastructure bank** proposal floating in the Senate that was introduced by Senator **Michael Bennet** (S. 1957), which serves as a companion to the House bill. For more, click on [Bipartisan Dear Colleague Letter](#) or [H.R. 2084 Summary](#).

Affordable Care Act Exceeds its Goals

Yesterday, the White House trumpeted additional good news about the Affordable Care Act (ACA), announcing that **8 million people** have signed up for private insurance in the Health Insurance Marketplace. For states with Federally-run exchanges, 35 percent of those who signed up are under 35 years old and 28 percent are between 18 and 34 years old. For more, click on [ACA Numbers Update](#).

HHS Asked to Police LIHEAP and SNAP Programs

Yesterday, a group of Republican members of the House Agriculture Committee and the House Energy and Commerce Committee sent a letter to outgoing HHS Secretary **Kathleen Sebelius**, requesting information on the agency's efforts to oversee states that administer the Low Income Home Energy Assistance Program (LIHEAP), which is intended to provide benefits to those Americans most in need of energy assistance. They accused some states of manipulating the relationship between LIHEAP and the SNAP program to inflate SNAP benefit levels for certain households, and want to know what HHS is doing to prevent this from occurring. For more, including the letter, click on [Overseeing LIHEAP and SNAP](#).

Treasury: New Scrutiny for Municipal Bonds

The Treasury Department is in the process of forming a new unit to broadly monitor the \$3.7 trillion municipal-bond market in response to concerns about the health of local financing in places like Detroit and Puerto Rico that could destabilize the market. The focus is on troubled borrowers and its purpose is to better understand the ramifications of municipal-market stresses. For more, click on [New Scrutiny for Municipal Bonds](#).

Spotlight on NEPA

The Government Accountability Office (GAO) reports that government wide data on the number and type of most National Environmental Policy Act (NEPA) analyses are not readily available, as data collection efforts vary by agency. This is important, because understanding the costs and benefits of completing NEPA analyses is critical for policymakers in debates

Grants This Week



This week, we sent many of you grant notices on the [BJA FY14 Second Chance Act Two-Phase Adult Reentry Demonstration Program](#); [DOL Homeless Veterans' Reintegration Program](#); [ED Impact Aid Section 8002 Grant Program](#); and [ED Turnaround School Leaders Program](#). Please contact [Jen Covino](#) with any questions.

A Mayor in the Senate Crossing Aisles



Tennessee Senator **Bob Corker**, the former Mayor of Chattanooga, is becoming a key bipartisan player on Capitol Hill. While occasionally being a contrarian within his party, criticizing some of its members' more controversial tactics, he is in high demand as a Republican guest on the Sunday shows. He also maintains an open line of communication with top Democrats, including the President. For more, click on [Senator Corker Profile](#).

Straight Talk at the FCC

We thought you would be interested in this profile on FCC Chairman **Tom Wheeler** and the activist role he has adopted. Chairman Wheeler has defied some early expectations by eagerly grasping the national megaphone on major issues, at a particularly busy time in the telecommunications field, with mergers and numerous technology issues under consideration. For more, click on [Tom Wheeler at the FCC](#).

Rep. Tom Petri – A Fine Leader Steps Down



Earlier this week, Wisconsin Congressman **Tom Petri** formally announced that he will not seek reelection to Congress in the upcoming election. He has served as one of the top leaders on the House Transportation and Infrastructure Committee's Subcommittee on Highways and Transit for nearly sixteen of the last twenty-one years. He has been a great transportation leader on that Committee, both in the majority and the minority. We have had the opportunity to work with him over the years in our work for Madison. *He'll be missed!* For more, click on [Rep. Petri Announcement](#) or [Rep. Mark Pocan Statement](#).

Happy Easter and Passover!



We wish you and your family a warm and Happy Easter and Passover holiday!



Please contact [Len Simon](#), [Brandon Key](#), [Jen Covino](#), or [Stephanie McIntosh](#) with any questions.

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April 11, 2014

INSIDE THIS WEEK

- 1 Sec HHS, Transportation, Civil Rights 50th, Budget
- 2 FY15 Appropriations, HUD Deputy, Grants, LWCF
- 2 FEMA, Climate, LED Lighting, Free College

A jam-packed week that included a Cabinet resignation, the outlines of a transportation deal, and much more as Congress heads into its two-week Easter recess. Here's all the details for your review!

Secretary Sebelius Steps Down, Burwell Steps Up



Following five years serving in the Obama Administration, including overseeing the implementation of the Affordable Care Act (ACA) from passage to enrollment, HHS Secretary **Kathleen Sebelius** announced today that she will soon be resigning from her position. In a press conference at the White House Rose Garden today, **President Obama**

nominated current Director of the White House Office of Management and Budget **Sylvia Mathews Burwell** to replace Secretary Sebelius. She is expected to win broad support for her nomination in the Senate where, last year, she was confirmed to her current OMB post by a vote of 96-0.

She previously served in high-ranking positions at the Gates and Walmart Foundations, in state government, and in the Clinton Administration. Her dad was the Mayor of Hinton, West Virginia. For more, click on [Remarks by the President in the Rose Garden](#) or [OMB Bio of Sylvia Mathews Burwell](#).



A Framework for Transportation Reauthorization

Yesterday, Senate Environment and Public Works Chairman **Barbara Boxer** was joined in a press conference by the rest of the "Big 4" Chairs and Ranking Members within the Committee, full Committee Ranking Member **David Vitter**, Transportation and Infrastructure Subcommittee Chairman **Tom Carper**, and the Subcommittee's Ranking Member **John Barrasso**, to announce that they have agreed, in principle, on the broad outlines of a transportation reauthorization. The Senators are working on a bill which would: authorize six years of spending for highway, bridge, and transit programs; maintain the formulas for existing

core programs; continue to leverage local resources to accelerate construction projects; and require better information sharing regarding federal grants; among other provisions. Funding the bill is the responsibility of the Senate Finance Committee. On Wednesday, we had the opportunity to meet with Senator **Barbara Boxer**, courtesy of the Fresno Council of Governments. She said that she joined our group while in the middle of negotiations with other Senators on the transportation bill and said, at the time, that she was seeking a 5 to 6 year spending bill. *We thank the Senator for her time and attention!* For more, including a link to the press conference, click on [Chairman Boxer's Statement on Transportation](#).

In other transportation developments, Senate Appropriations Transportation Subcommittee Chairwoman **Patty Murray** warned her colleagues on Tuesday that a looming shortfall in the Highway Trust Fund will trigger a "construction shutdown this summer" unless Congress acts to fill the gap. For more, click on [Senator Murray's Floor Statement](#). Starting on Monday, Transportation Secretary **Anthony Foxx** will travel across America's heartland on a National Bus Tour to highlight the importance of transportation investment. For more, click on [National Bus Tour](#).

50th Anniversary of the Civil Rights Act



Yesterday, President **Barack Obama** joined civil rights leaders at the Lyndon Baines Johnson Presidential Library to commemorate the 50th Anniversary of the signing of the *Civil Rights Act of 1964* into law. Presidents **Carter**, **Clinton**, and **George W. Bush** participated previously in the week during the three day event. For more, click on [Honoring LBJ for the 50th Anniversary of the Civil Rights Act](#).

House Adopts Ryan Budget and Rejects Alternatives

Yesterday, the House voted to adopt Budget Chairman **Paul Ryan**'s FY15 Budget Resolution by a vote of 219 - 205. Only 12 Republicans voted against the measure, joined by 193 Democrats. No Democrats voted for the plan. It achieves a \$5 billion surplus in 10 years by reducing spending by \$5.1 trillion, including by repealing the ACA, reducing Medicare and Medicaid, and by cutting domestic programs. The House budget resolution differs significantly from last year's Murray-Ryan compromise which set funding levels for FY15. The House also voted to reject two budget alternatives: a Democratic plan proposed by Budget Ranking Member **Chris**

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Van Hollen, and a plan proposed by the conservative Republican Study Committee. Earlier, on Wednesday, the House voted to reject three alternatives to the Ryan Plan. The first bill would have simply adopted the President's FY15 Budget proposal as it stands today. The second bill was a proposal by the Congressional Black Caucus to raise revenue by \$2 trillion, and provide an additional \$500 billion over the next three fiscal years for infrastructure, education, and jobs programs. The third bill, offered by the Congressional Progressive Caucus, would have increased spending by \$2.5 trillion over 10 years, and raise revenues by \$6.57 trillion over that time frame by raising taxes on corporations and high-income individuals. For more, click on [Ryan Budget](#), [President's Budget](#), [Van Hollen Budget](#), [Republican Study Committee Budget](#), [Congressional Black Caucus Budget](#), or [Congressional Progressive Caucus Budget](#).

Appropriations: The Cabinet on the Hill

Members of the Cabinet were all over the Hill this week explaining and defending the President's proposed FY15 Budget. Yesterday, outgoing Health and Human Services Secretary **Kathleen Sebelius** testified to the Senate Finance Committee about her agency's budget. The main focus of the proposal is to continue to expand access to new health insurance options for consumers under the ACA. Yesterday, HUD Secretary **Shaun Donovan** testified to the House Appropriations Committee's THUD Subcommittee, where he requested additional rental assistance. Last week, Attorney General **Eric Holder** testified to the CJS Subcommittee, where he defended the Justice Department's budget proposal, which calls for a slight increase in the funding for discretionary state, local, and tribal assistance programs. For more, click on [HHS FY15 - Senate](#), [HUD FY15 - House](#), or [Justice FY15 - House](#).

Also yesterday, Commerce Secretary **Penny Pritzker** testified to the Senate Appropriations Committee's CJS Subcommittee, where she requested additional financial support for the SelectUSA initiative to increase foreign direct investment in the U.S. On Wednesday, Labor Secretary **Thomas Perez** testified to the Labor-HHS-Education Subcommittee, where he requested additional support for job training programs. EPA Administrator **Gina McCarthy** testified to the Interior-Environment Subcommittee, where she called for additional investments to mitigate the impacts of climate change. Energy Secretary **Ernest Moniz** testified to the Energy-Water Subcommittee, where he requested \$9.8 billion to further the Administration's all-of-the-above energy strategy to support the President's Climate Action Plan. For more, click on [Commerce FY15 - Senate](#), [Labor FY15 - Senate](#), [EPA FY15 - Senate](#), or [Energy FY15 - Senate](#).

HUD Deputy Secretary Nomination Hearing



On Tuesday, the Senate Banking, Housing and Urban Affairs Committee held a hearing on the nomination of **Nani Coloretti** to become HUD Deputy Secretary. Prior to joining the Obama Administration at Treasury, she was policy advisor and budget director for then-San Francisco Mayor Gavin Newsom. For more, including a webcast and testimony, click on [HUD Deputy Secretary Hearing](#), [Presidential Nominating Statement](#), or [Treasury Department Bio](#).

Grants This Week



This week, we sent many of you grant notices on [NEH Digital Projects for the Public](#) and the [ED Elementary and Secondary School Counseling Program](#).

Please contact Jen Covino with any questions.

Senators Supporting LWCF

A bipartisan coalition of 51 Senators, led by Senator **Patrick Leahy**, are urging Senate Appropriators to support the Land and Water Conservation Fund (LWCF) and Forest Legacy programs as they begin considering FY15 appropriations. For more, click on [Senate LWCF letter](#).

Emergency Management – Alaska Field Hearing

The Senate Homeland Security and Governmental Affairs Committee held a hearing entitled, *"Fifty Years Since the Great Alaska Earthquake: The Role of First Responders in Catastrophic Disaster Planning."* It featured testimony from FEMA Administrator **Craig Fugate** as well as state and local officials. Though held in Alaska, it focused on effective tools and techniques nationally, so we thought you would be interested in looking over some of the materials. For more, click on [Emergency Management Hearing](#).

World Climate Change Report

The Intergovernmental Panel on Climate Change (IPCC) recently approved the Working Group II Report, *"Impacts, Adaptation, and Vulnerability,"* which shows that the observed impacts of climate change are widespread and consequential, and recognizes the urgency of addressing climate change, including the need to build more prepared and resilient communities. For more, click on [Policymaker Summary](#), [Secretary John Kerry Statement](#), or [White House Statement](#).

DOE Webinars – LED Plus More

The Department of Energy's Office of Energy Efficiency & Renewable Energy is offering a series of free webinars starting next week on maintenance practices for LED streetlights, LED color stability, wind energy, and other topics. For more, click on [DOE EERE Webinars](#).

Can "Free College" Save American Cities?



A recent article in *POLITICO Magazine* poses the question, *"Can Free College Save American Cities?"* It focuses in particular on the efforts of Kalamazoo, MI as a case study for generous municipal college scholarship programs, and examines this new idea that is being embraced by dozens of cities around the country. For more, click on [Free College](#).

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

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The best news of the week was the beginning of the 2014 baseball season – come join us for a Nats game sometime soon and try out your Natitude! Lots of other activity this week, especially the good news on extending the extenders. Here's the highlights for your review.

The Ryan Budget



On Wednesday, the House Budget Committee, chaired by Congressman **Paul Ryan**, approved the Chairman's FY15 budget resolution introduced earlier in the week, titled, "*The Path to Prosperity*."

The ten-year budget proposal would change top-line federal funding levels through FY24, and reduce spending by \$5.1 trillion over that time period. It would repeal the Affordable Care Act, adhere to the FY15 discretionary spending cap of \$1.014 trillion, and shift more than \$50 billion a year from domestic to defense spending starting in FY16.

Domestic programs would be cut by approximately \$790 billion over ten years, far below sequester spending levels, starting in FY16. The plan would gradually transition Medicare to a "premium-support system" for future retirees who are currently younger than 55 years old, where beneficiaries would receive a federal subsidy and choose among competing health care plans that include traditional Medicare. The plan calls generally for comprehensive tax reform, without calling for specific policy changes, and without raising revenue.

In response to Congressman Ryan's budget proposal, Budget Committee Ranking Member **Chris Van Hollen** said, "*By gutting vital investments in our future, it is a direct attack on job creation and a recipe for our nation's economic decline.*" The House is expected to vote on the Ryan Plan next week. The Senate is not expected to develop its own 10-year budget blueprint. For more, click on [FY15 House Budget Resolution Website](#), [Rep. Chris Van Hollen Statement](#), or [Blog Post by OMB Director Sylvia Burwell](#).

Tax Extenders Package Advances



Yesterday, the Senate Finance Committee, held a markup of a tax extenders package known as the *EXPIRE Act*, which extends many of the special tax provisions through to the end of 2015. The package introduced by Chairman **Ron Wyden** included extension of the alternative fuels tax credit, transit commuter benefits, deduction of state and local sales tax, and New Markets Tax Credits among many others. An amendment by Senator **Debbie Stabenow** added Empowerment Zone tax incentives to the mix. An amendment by Senator **Chuck Schumer** modifies the commuter benefit for employers to include bike-share memberships, the *EXPIRE Act* now goes to the full Senate for consideration. For more, click on [EXPIRE Act Markup with Webcast and Amendments](#).

TIGER 2014 Applications Opened This Week!

U.S. DOT is currently accepting applications for the 2014 round of the TIGER program through 5:00 pm Eastern Time on Monday, **April 28**. However, Grants.gov will be shut down for maintenance that weekend, from April 26 to 6:00 am on April 28, so DOT **strongly recommends** that you submit your TIGER application through Grants.gov prior to midnight on Friday, **April 25**. Please let us know if you have any TIGER questions or if we can help in any way. For more, click on [TIGER Website](#). In addition, we recently sat in on a TIGER grant webinar titled, "*Preparing a TIGER Planning Grant Application*." For more, click on [TIGER 2014 Webinars Website](#) or [March 28 Webinar PowerPoint](#).

The Vice President on Workforce Development

Yesterday, we sat in on a call featuring Vice President **Joe Biden**, who discussed the Administration's ongoing efforts regarding workforce development and job skills training. The Vice President said that there are currently about 100,000 skilled manufacturing job openings going unfilled nationwide due to a lack of skilled workers.

During his presentation, the Vice President also mentioned a \$150 million Administration investment in Department of Labor Ready to Work grants. We previously sent many of you a Grant Opportunity memo about that program. The Vice President also talked about the benefits of community colleges partnering with businesses to link jobs to workers, and efforts to boost the number of apprenticeships in high-demand fields. For more, click on [DOL H-1B Ready to Work Grant Memo](#).

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Bipartisan Charter School Overhaul

On Tuesday, Reps. **John Kline** and **George Miller**, Chairman and Ranking Member respectively of the House Education and the Workforce Committee, unveiled a bill to encourage the growth and expansion of quality charter schools, called the *Success and Opportunity through Quality Charter Schools Act*. For more, click on [Quality Charter Schools](#).

Senate FY15 HUD Appropriations Hearing

On Wednesday, the Senate Appropriation Committee held a hearing on HUD's FY15 budget request, featuring HUD Secretary **Shaun Donovan** as a witness. For more, click on [FY15 HUD Hearing](#).

Disaster Mitigation Hearing

Yesterday, the House Transportation and Infrastructure Committee held a hearing titled, "*Disaster Mitigation: Reducing Costs and Saving Lives*," featuring expert witnesses. For more, click on [Disaster Mitigation Hearing](#).

White House Strategy to Reduce Methane Emissions

The White House has released its *Strategy to Cut Methane Emissions*, a component of the Climate Action Plan. The strategy includes efforts to address methane emissions in landfills, coal mines, agriculture, and the oil and gas sector. According to the White House, such strategies could deliver greenhouse gas emissions reductions up to 90 million metric tons in 2020. For more, click on [Methane Reduction Report](#) or [White House Fact Sheet and Blog Post](#).

Director of the White House Office of Urban Affairs



On Monday, **Roy Austin, Jr.** joined the White House Domestic Policy Council as the new Director of the Office of Urban Affairs, Justice, and Opportunity. He is charged with overseeing the President's agenda to build ladders of opportunity for those working to make it into the middle-class, focusing on policy areas that include criminal justice and civil rights, community development, worker's rights, and combating homelessness. For more, click on [Roy Austin Jr.](#) *We look forward to working with him and having him meet with you in Washington!*

Energy and Commerce Committee on Spectrum

On Tuesday, the House Energy and Commerce Committee released a white paper focusing on spectrum policy. Comments are due to the Committee by **April 25**. For more, click on [Spectrum Policy Report](#).

Smart Growth and Economic Success

EPA has developed a series of reports exploring the economic advantages of smart growth for businesses, real estate developers, investors, and local governments. For more, click on [EPA Reports: Smart Growth and Economic Success](#).

Grants This Week



This week, we sent many of you a grant notice on [BJA Smart Prosecution Initiative Grants](#). Please contact *Jen Covino* with any questions.

How to Help – The Mudslide in Washington State

Here's an update from Washington State Senators **Patty Murray** and **Maria Cantwell** on the devastating mudslide that occurred in Snohomish County nearly two weeks ago. Those who would like to help with the recovery efforts can make a donation to the [United Way of Snohomish County](#) for mudslide relief.

Mayor Rahm Emanuel on Early Education Efforts



Chicago Mayor **Rahm Emanuel** recently penned an op-ed in the *Washington Post*, highlighting the efforts made in his city to advance early childhood education. For more, click on [Mayor Emanuel on Early Education](#).

Mr. Franken Goes to Washington



One of the most frequent questions we get is, "*How's Al Franken Doing in the Senate?*" We thought you would enjoy this profile of him. He is striving to be a "*workhorse, not a showhorse*." For more, click on [Al Franken](#).

Salt Lake City's Transportation Revolution



We thought you would enjoy reading about our friend **Robin Hutcheson** who is helping Salt Lake City make great strides in smart growth and livability as the City's Transportation Director. It's a real pleasure to work with Robin. For more, click on [The Woman Leading Salt Lake City's Transportation Revolution](#).

Play Ball: Boston's White House Celebration



We can't think of a more fitting event to celebrate the beginning of the 2014 baseball season than the **President Obama** honoring the 2013 World Champion **Boston Red Sox!**



The event was made even sweeter by the presence at the White House ceremony of the great **Tom Menino**, Mayor of Boston for 21 years, and our own office mate **Virginia Mayer**, who worked for Mayor Menino for so long. *We hope you enjoy the picture of this memorable day. Note that Virginia, speaking to the President, is in Red Sox red!*

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

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