

# Fresno Council of Governments Monthly State Legislative Report 3/5/2015

**[AB 1](#) (Brown D) Drought: local governments: fines.**

**Introduced:** 12/1/2014

**Status:** 1/16/2015-Referred to Com. on L. GOV.

**Location:** 1/16/2015-A. L. GOV.

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

**Summary:** Would prohibit a city, county, or city and county from imposing a fine under any local maintenance ordinance or other relevant ordinance for a failure to water a lawn or having a brown lawn during a period for which the Governor has issued a proclamation of a state of emergency based on drought conditions.

**Position**

**[AB 2](#) (Alejo D) Community revitalization authority.**

**Introduced:** 12/1/2014

**Status:** 12/2/2014-From printer. May be heard in committee January 1.

**Location:** 12/1/2014-A. PRINT

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

**Summary:** Would state the intent of the Legislature to enact legislation that would authorize certain local agencies to form a community revitalization 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, and to provide for the financing of these activities by, among other things, the issuance of bonds serviced by tax increment revenues.

**Position**

**[AB 4](#) (Linder R) Vehicle weight fees: transportation bond debt service.**

**Introduced:** 12/1/2014

**Status:** 1/16/2015-Referred to Com. on TRANS.

**Location:** 1/16/2015-A. TRANS.

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

**Summary:** Would, notwithstanding specified provisions or any other law, until January 1, 2020, prohibit weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds, and would also prohibit loans of weight fee revenues to the General Fund.

**Position**

**[AB 6](#) (Wilk R) Bonds: transportation: school facilities.**

**Introduced:** 12/1/2014

**Status:** 1/16/2015-Referred to Coms. on TRANS. and ED.

**Location:** 1/16/2015-A. TRANS.

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

**Summary:** Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 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. These provisions would become effective only upon approval by the voters at the next statewide election.

**Position**

**[AB 21](#) (Perea D) California Global Warming Solutions Act of 2006: emissions limit: scoping plan.**

**Introduced:** 12/1/2014

**Status:** 1/16/2015-Referred to Com. on NAT. RES.

**Location:** 1/16/2015-A. NAT. RES.

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

**Summary:** Would require the State Air Resources Board, no later than January 1, 2018, to recommend to the Governor and the Legislature a specific target of statewide emissions reductions for 2030 to be accomplished in a cost-effective manner. This bill contains other related provisions and other existing laws.

**Position**

**[AB 23](#)**

**(Patterson R) California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.**

**Introduced:** 12/1/2014

**Status:** 1/16/2015-Referred to Com. on NAT. RES.

**Location:** 1/16/2015-A. NAT. RES.

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

**Summary:** The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill would instead exempt those categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020.

**Position**

**[AB 28](#)**

**(Chu D) Bicycle safety: rear lights.**

**Introduced:** 12/1/2014

**Last Amend:** 2/11/2015

**Status:** 2/12/2015-Re-referred to Com. on TRANS.

**Location:** 2/12/2015-A. TRANS.

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

**Summary:** Current law requires that a bicycle operated during darkness upon a highway, a sidewalk where bicycle operation is not prohibited by the local jurisdiction, or a bikeway, as defined, be equipped with a red reflector on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle. This bill would require that a bicycle operated under those circumstances be equipped with a red flashing light on the rear that is visible from a distance of 500 feet to the rear when directly in front of lawful upper beams of headlamps on a motor vehicle, or, in lieu of the red flashing light, reflective gear worn by the bicyclist.

**Position**

**[AB 33](#)**

**(Quirk D) California Global Warming Solutions Act of 2006: scoping plan.**

**Introduced:** 12/1/2014

**Status:** 1/22/2015-Referred to Com. on NAT. RES.

**Location:** 1/22/2015-A. NAT. RES.

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

**Summary:** The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions. The act requires the scoping plan to be updated at least once every 5 years. This bill, until January 1, 2020, would require, for purposes of advising the update of the next scoping plan, the state board to develop specified information by July 1, 2016. The bill would require the state board on or before January 1, 2017, to submit a report to the appropriate committees of the Legislature on the specified information.

**Position**

**[AB 61](#)**

**(Allen, Travis R) Shuttle services: loading and unloading of passengers.**

**Introduced:** 12/12/2014

**Status:** 1/22/2015-Referred to Com. on TRANS.

**Location:** 1/22/2015-A. TRANS.

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

**Summary:** Would also allow local authorities to permit shuttle service vehicles, as defined, to stop for the loading or unloading of passengers alongside specified curb spaces upon agreement between a transit system operating buses engaged as common carriers in local transportation and a shuttle service provider, as defined.

**Position**

**[AB 156](#)**

**(Perea D) California Global Warming Solutions Act of 2006: investment plan.**

**Introduced:** 1/20/2015

**Status:** 2/2/2015-Referred to Com. on NAT. RES.

**Location:** 2/2/2015-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 California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. This bill would require the department to include in the 3-year investment plan an allocation to provide technical assistance to disadvantaged communities to assist them in proposing specified projects for inclusion in the 3-year investment plan.

**Position**

**[AB 227](#)**

**(Alejo D) Transportation funding.**

**Introduced:** 2/3/2015

**Status:** 2/17/2015-Referred to Coms. on TRANS. and BUDGET.

**Location:** 2/17/2015-A. TRANS.

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

**Summary:** Current law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018. This bill contains other related provisions and other current laws.

**Position**

**[AB 232](#)**

**(Allen, Travis R) Parks and monuments: operating leases or agreements.**

**Introduced:** 2/4/2015

**Status:** 2/17/2015-Referred to Com. on W., P., & W.

**Location:** 2/17/2015-A. W.,P. & W.

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

**Summary:** Current law prohibits the Department of Parks and Recreation from entering into an operating lease or agreement, or amendment, unless one of 2 conditions are met including if, following enactment of the annual Budget Act, the State Public Works Board determines, among other things, that the proposed lease or agreement, or amendment, could not have been presented to the Legislature for review during the annual budget process, as provided. This bill would authorize the board to review and approve a proposed lease or agreement, or amendment, no earlier than 30 days after it has provided written notification to the chairpersons of those legislative committees, as provided.

**Position**

**[AB 251](#)**

**(Levine D) Public works: public subsidies.**

**Introduced:** 2/9/2015

**Status:** 2/17/2015-Referred to Com. on L. & E.

**Location:** 2/17/2015-A. L. & E.

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

**Summary:** Would provide that a public subsidy is de minimis if it is both less than \$25,000 and less than 1% of the total project cost. The bill would specify that those provisions do not apply to a project that was advertised for bid, or a contract that was awarded, before January 1, 2016.

**Position**

**[AB 291](#) (Medina D) California Environmental Quality Act: local agencies: notice of determination: water.**

**Introduced:** 2/11/2015

**Status:** 2/23/2015-Referred to Com. on NAT. RES.

**Location:** 2/23/2015-A. NAT. RES.

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

**Summary:** Would authorize a local agency, for certain water projects, to file the notice with the county clerk of the county in which the local agency's principal office is located in lieu of the county clerk of each county in which the project is located and would, if the local agency exercises this authorization, require the local agency to file the notice with the Office of Planning and Research. This bill contains other existing laws.

**Position**

**[AB 400](#) (Alejo D) Department of Transportation: changeable message signs.**

**Introduced:** 2/19/2015

**Status:** 3/2/2015-Referred to Com. on TRANS.

**Location:** 3/2/2015-A. TRANS.

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

**Summary:** Current law provides that the Department of Transportation has full possession and control of all state highways. Current law, the Outdoor Advertising Act, provides for the regulation by the department of advertising displays, as defined, within view of public highways. Current law also authorizes the department to install and maintain information signs along state highways. This bill would require the department, by June 30, 2016, to update its internal policies to allow displays of safety, transportation-related, and voting-relating messages on changeable message signs, as defined.

**Position**

**[AB 518](#) (Frazier D) Department of Transportation.**

**Introduced:** 2/23/2015

**Status:** 2/24/2015-From printer. May be heard in committee March 26.

**Location:** 2/23/2015-A. PRINT

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

**Summary:** Current law authorizes a local agency to enter into an agreement with the appropriate transportation planning agency, the Department of Transportation, and the California Transportation Commission, to use its own funds to develop, purchase right-of-way, and construct a project within its jurisdiction if the project is included in the adopted state transportation improvement program and funded from specified sources. This bill would delete that provision requiring the department to compile information and report to the Legislature. This bill contains other current laws.

**Position**

**[AB 692](#) (Quirk D) Low-carbon transportation fuels.**

**Introduced:** 2/25/2015

**Status:** 2/26/2015-From printer. May be heard in committee March 28.

**Location:** 2/25/2015-A. PRINT

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

**Summary:** Would, commencing January 1, 2017, require the Department of Transportation, the Department of General Services, and any other state agency that is a buyer of transportation fuels to each procure an unspecified percentage of the total amount of fuel purchased from very low carbon

transportation fuel sources. The bill would require the percentage to be increased each year thereafter. The bill would define low carbon transportation fuel for these purposes.

**Position**

**[AB 1176](#) (Perea D) Vehicular air pollution.**

**Introduced:** 2/27/2015

**Status:** 3/2/2015-Read first time.

**Location:** 2/27/2015-A. PRINT

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

**Summary:** Would establish the Advanced Low-Carbon Diesel Fuels Access Program, to be administered by the State Air Resources Board, for the purpose of reducing greenhouse gas emissions of diesel motor vehicles by providing capital assistance for projects that expand advanced low-carbon diesel fueling infrastructure in communities that are disproportionately impacted by environmental hazards and additionally where the greatest air quality impacts can be identified. This bill contains other related provisions and other existing laws.

**Position**

**[AB 1265](#) (Perea D) Transportation projects: comprehensive development lease agreements.**

**Introduced:** 2/27/2015

**Status:** 3/2/2015-Read first time.

**Location:** 2/27/2015-A. PRINT

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

**Summary:** Current law authorizes the Department of Transportation and regional transportation agencies to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. Current law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely and would delete obsolete cross-references and make technical changes to these provisions.

**Position**

**[AB 1364](#) (Linder R) California Transportation Commission.**

**Introduced:** 2/27/2015

**Status:** 3/2/2015-Read first time.

**Location:** 2/27/2015-A. PRINT

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

**Summary:** Current law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Current law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.

**Position**

**[AB 1482](#) (Gordon D) Strategic Growth Council: duties.**

**Introduced:** 2/27/2015

**Status:** 3/2/2015-Read first time.

**Location:** 2/27/2015-A. PRINT

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

**Summary:** Current law establishes the Strategic Growth Council in state government and assigns to the council certain duties, including providing, funding, and distributing data and information to local governments and regional agencies that will assist in the development and planning of sustainable communities. This bill would expand the duties of the council to include overseeing and coordinating state agency actions to adapt to climate change and identifying and pursuing opportunities for state agencies to collaborate with federal or local agencies in their climate adaptation efforts.

**Position**

**[SB 1](#) (Gaines R) California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.**

**Introduced:** 12/1/2014

**Status:** 3/3/2015-Set for hearing March 18.

**Location:** 1/15/2015-S. E.Q.

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

**Summary:** The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms. Current state board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism.

**Position**

**[SB 5](#) (Vidak R) California Global Warming Solutions Act of 2006: market-based compliance mechanisms: exemption.**

**Introduced:** 12/1/2014

**Status:** 3/3/2015-Set for hearing March 18.

**Location:** 1/15/2015-S. E.Q.

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

**Summary:** Under the California Global Warming Solutions Act of 2006, current State Air Resources Board regulations require specified entities to comply with a market-based compliance mechanism beginning January 1, 2013, and require additional specified entities to comply with that market-based compliance mechanism beginning January 1, 2015. This bill instead would exempt categories of persons or entities that did not have a compliance obligation, as defined, under a market-based compliance mechanism beginning January 1, 2013, from being subject to that market-based compliance mechanism through December 31, 2020.

**Position**

**[SB 6](#) (Galgiani D) Parole: medical parole: compassionate release.**

**Introduced:** 12/1/2014

**Status:** 1/15/2015-Referred to Com. on PUB. S.

**Location:** 1/15/2015-S. PUB. S.

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

**Summary:** Would exempt from medical parole eligibility and compassionate release eligibility a prisoner who was convicted of the first degree murder of a peace officer or a person who had been a peace officer, as provided. This bill contains other existing laws.

**Position**

**[SB 9](#) (Beall D) Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program.**

**Introduced:** 12/1/2014

**Status:** 3/3/2015-Set for hearing March 18.

**Location:** 1/15/2015-S. E.Q.

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

**Summary:** Would, under the Greenhouse Gas Reduction Fund, modify the purpose of the program to delete references to operational investments and instead provide for the funding of large, transformative capital improvements with a total cost exceeding \$100,000,000. The bill would require the Transportation Agency, in prioritizing and selecting projects for funding, to consider the extent to which a project reduces greenhouse gas emissions, and would add additional factors to be considered in evaluating applications for funding. This bill contains other existing laws.

**Position**

**[SB 13](#) (Pavley D) Groundwater.**

**Introduced:** 12/1/2014

**Last Amend:** 2/24/2015

**Status:** 2/24/2015-From committee with author's amendments. Read second time and amended. Referred to Com. on N.R. & W.

**Location:** 2/24/2015-S. N.R. & W.

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

**Summary:** Would specify that the State Water Resources Control Board is authorized to designate a high- or medium-priority basin as a probationary basin. This bill would provide a local agency or groundwater sustainability agency 90 or 180 days, as prescribed, to remedy certain deficiencies that caused the board to designate the basin as a probationary basin. This bill would authorize the board to develop an interim plan for certain probationary basins one year after the designation of the basin as a probationary basin. This bill contains other related provisions and other existing laws.

**Position**

**SB 16**

**(Beall D) Department of Transportation: budgetary cost-savings plan.**

**Introduced:** 12/1/2014

**Last Amend:** 3/2/2015

**Status:** 3/2/2015-From committee with author's amendments. Read second time and amended. Referred to Com. on RLS.

**Location:** 3/2/2015-S. RLS.

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

**Summary:** Would require the Department of Transportation, by April 1, 2016, and as part of its budget for the 2016-17 fiscal year, to prepare a plan to identify up to \$200,000,000 annually in cost savings from its budget, and to submit the plan to the appropriate policy committees of the Senate and the Assembly. This bill contains other existing laws.

**Position**

**SB 25**

**(Roth D) Local government finance: property tax revenue allocation: vehicle license fee adjustments.**

**Introduced:** 12/1/2014

**Status:** 1/15/2015-Referred to Com. on GOV. & F.

**Location:** 1/15/2015-S. G. & F.

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

**Summary:** Would modify specified reduction and transfer provisions for a city incorporating after January 1, 2004, and on or before January 1, 2012, for the 2014-2015 fiscal year and for each fiscal year thereafter, by providing for a vehicle license fee adjustment amount calculated on the basis of changes in assessed valuation. This bill contains other related provisions and other existing laws.

**Position**

**SB 32**

**(Pavley D) California Global Warming Solutions Act of 2006: emissions limit.**

**Introduced:** 12/1/2014

**Status:** 1/15/2015-Referred to Com. on E.Q.

**Location:** 1/15/2015-S. E.Q.

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

**Summary:** Would require the State Air Resources Board to approve a statewide greenhouse gas emission limit that is equivalent to 80% below the 1990 level to be achieved by 2050, as specified. The bill would authorize the state board to adopt interim greenhouse gas emissions level targets to be achieved by 2030 and 2040. The bill also would state the intent of the Legislature for the Legislature and appropriate agencies to adopt complementary policies that ensure long-term emissions reductions advance specified criteria.

**Position**

**SB 39**

**(Pavley D) Vehicles: high-occupancy vehicle lanes.**

**Introduced:** 12/1/2014

**Status:** 1/15/2015-Referred to Com. on T. & H.

**Location:** 1/15/2015-S. T. & H.

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

**Summary:** Current federal law, until September 30, 2017, authorizes a state to allow specified labeled vehicles to use lanes designated for high-occupancy vehicles (HOVs). This bill would increase the number of those identifiers that the DMV is authorized to issue to an unspecified amount. This bill contains other related provisions and other current laws.

**Position**

**SB 40**

**(Gaines R) Air Quality Improvement Program: vehicle rebates.**

**Introduced:** 12/1/2014

**Status:** 1/15/2015-Referred to Coms. on T. & H. and E.Q.

**Location:** 1/15/2015-S. T. & H.

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

**Summary:** Would require incentives for qualifying passenger vehicles under the Clean Vehicle Rebate Project of the Air Quality Improvement Program to be limited to passenger vehicles with a manufacturer's suggested retail price of \$40,000 or less. The bill would require the rebate for qualifying passenger vehicles to be \$3,500, subject to availability of funds.

**Position**

**SB 45**

**(Mendoza D) Economic development.**

**Introduced:** 12/12/2014

**Status:** 1/15/2015-Referred to Com. on RLS.

**Location:** 1/15/2015-S. RLS.

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

**Summary:** Current law provides for various economic development programs throughout the state that foster community sustainability and community and economic development. Current law also authorizes local agencies to finance the purchase, construction, expansion, improvement, or rehabilitation of certain types of facilities. This bill would state the intent of the Legislature to enact legislation that would authorize local governmental entities to use tax increment financing for the development of economic planning, infrastructure, and educational facilities.

**Position**

**SB 64**

**(Liu D) California Transportation Plan.**

**Introduced:** 1/5/2015

**Status:** 1/15/2015-Referred to Com. on T. & H.

**Location:** 1/15/2015-S. T. & H.

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

**Summary:** Would require the California Transportation Commission to review recommendations in the update to the California Transportation Plan prepared by the department in 2015, and every 5 years thereafter, to prepare specific recommendations for statewide integrated multimodal transportation system improvements, and to submit a report in that regard to the Legislature and the Governor by December 31, 2016 and every 5 years thereafter.

**Position**

**SB 158**

**(Huff R) Transportation projects: comprehensive development lease agreements.**

**Introduced:** 2/3/2015

**Status:** 2/19/2015-Referred to Com. on RLS.

**Location:** 2/19/2015-S. RLS.

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

**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**



**[SB 189](#) (Hueso D) Clean Energy and Low-Carbon Economic and Jobs Growth Blue Ribbon Committee.**

**Introduced:** 2/9/2015

**Status:** 2/19/2015-Referred to Coms. on B., P. & E.D. and E.Q.

**Location:** 2/19/2015-S. B., P. & E.D.

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

**Summary:** Would create the Clean Energy and Low-Carbon Economic and Jobs Growth Blue Ribbon Committee, comprised of 7 members appointed by the Governor, the Speaker of the Assembly, and the Senate Committee on Rules, as provided. The bill would require the committee to advise state agencies on the most effective ways to expend clean energy and GHG related funds and implement policies in order to maximize California's economic and employment benefits. The bill would also require the committee to provide an annual update to the Governor and the appropriate policy and fiscal committees of the Legislature on its activities.

**Position**

**[SB 321](#) (Beall D) Motor vehicle fuel taxes: rates: adjustments.**

**Introduced:** 2/23/2015

**Status:** 2/24/2015-From printer. May be acted upon on or after March 26.

**Location:** 2/23/2015-S. PRINT

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

**Summary:** Current law, as of July 1, 2010, exempts the sale of, and the storage, use, or other consumption of, motor vehicle fuel from specified sales and use taxes and increases the excise tax on motor vehicle fuel, as provided. This bill would, for the 2015-16 fiscal year and each fiscal year thereafter, require the State Board of Equalization, on or before July 1, 2015, or March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the average amount of revenue loss attributable to the exemption over the next five fiscal years, based on estimates made by the board, and continuing to take into account adjustments required by existing law to maintain revenue neutrality.

**Position**

**[SB 516](#) (Fuller R) Transportation: motorist aid services.**

**Introduced:** 2/26/2015

**Status:** 2/27/2015-From printer. May be acted upon on or after March 29.

**Location:** 2/26/2015-S. PRINT

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

**Summary:** Current law requires moneys received by a service authority to be used for the implementation, maintenance, and operation of a motorist aid system of call boxes and authorizes moneys received by a service authority in excess of what is needed for that system to be used for additional motorist aid services, including, among other things, changeable message signs and lighting for call boxes. This bill would instead require that those moneys be used for service expenses associated with the implementation, maintenance, and operations of a motorist aid system.

**Position**

Support

**[SB 698](#) (Cannella R) Active Transportation Program: school zone safety projects.**

**Introduced:** 2/27/2015

**Status:** 3/2/2015-Read first time.

**Location:** 2/27/2015-S. PRINT

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

**Summary:** Would continuously appropriate an unspecified amount from the Greenhouse Gas Reduction Fund to the State Highway Account in the State Transportation Fund for purposes of funding school zone safety projects within the Active Transportation Program. This bill contains other existing laws.

**Position**

**[SB 760](#) (Mendoza D) Disadvantaged Community Enhancement Act of 2015.**

**Introduced:** 2/27/2015

**Status:** 3/2/2015-Read first time.

**Location:** 2/27/2015-S. PRINT

<b>Desk</b>	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf.	Enrolled	Vetoed	Chaptered
	1st House			2nd House			Conc.				

**Summary:** Would require the Strategic Growth Council to develop and implement the Disadvantaged Community Enhancement Program to award grants to disadvantaged communities, as defined, to facilitate projects for community enhancement improvements that reduce greenhouse gas emissions in furtherance of the goals of the California Global Warming Solutions Act of 2006 and that provide to disadvantaged communities multiple environmental benefits. The bill would authorize the council, upon appropriation by the Legislature, to expend moneys in the fund to implement the program. This bill contains other existing laws.

**Position**

**Total Measures: 39**

**Total Tracking Forms: 40**

## Highway Trust Fund Update

**Summary:** The continued debate over a multi-year authorization bill for federal transportation programs is still in flux. In 2012, Congress adopted MAP-21, a two-year transportation authorization bill that originally expired in September 2014. However, in July 2014, Congress realized that a long-term authorization bill would not be agreed upon so they approved legislation to extend the authorization of the transportation bill through May 31, 2015, and to keep the Highway Trust Fund solvent until then by transferring additional General Fund to the Highway Trust Fund. *By way of background, since 1956, federal excise gas tax revenues have been funding the Highway Trust Fund and in 1993, the gas tax was increased to 18.4 cents/gallon. However, it has not changed since then and after losing pace with inflation for more than 20 years, that revenue source has lost approximately one-third of its purchasing power. Since 2008, Congress has transferred a total of \$65.3 billion from General Treasury funds to offset HTF shortfalls.*

Because the federal excise tax on gasoline continues to generate less than MAP-21 authorized, Congress will need to come up with alternative funding sources or raise the gas tax in order to make the Highway Trust Fund whole. Even with gas prices currently falling to the lowest levels in many years, there continues to be a lack of agreement on whether to raise the gas tax or to use another form of revenue. Congress understands that the current “pay-as-you-go” principle of user fees paying for transportation infrastructure is no longer effective, but trying to pass a viable option continues to be debated. Chairman Shuster seems to favor a switch to a vehicle-miles-travelled fee rather than a gasoline tax increase or motorist user fees (similar to what California is currently studying). Other options that have been discussed include adjusting spending levels to coincide with the lower gas tax revenues, adopt some form of a hybrid approach that combines general funds and fuel tax revenues, and eliminate the HTF in its entirety and pay for surface transportation through the General Fund. Although external groups as diverse as labor unions, environmental organizations and the U.S. Chamber of Commerce support increasing the gas tax, neither the White House, nor most members of Congress are supporting any such proposals. Nonetheless, there is a proposal introduced in Washington to increase the gas tax by 15 cents over the next three years, and then to index the tax to inflation so that Congress doesn’t have to authorize future increases. Fresno COG’s Washington, DC legislative and policy consultant, reported that on February 25<sup>th</sup>, the Senate Environment and Public Works (EPW) Committee described another option at the hearing entitled, *“The Importance of MAP-21 Reauthorization: Perspectives from Owners, Operators, and Users of the System.”* At the hearing, Chairman James Inhofe made a strong case for the role of the federal government in transportation funding, countering the argument being made by some lawmakers who want to “devolve” transportation funding primarily to the state level – a view he once shared. Ranking Member Barbara Boxer called on the Senate Finance Committee to work faster to resolve the biggest transportation question: How to keep the Highway Trust Fund solvent in the long-term? Adding to the pressure on Congress to reach a long-term solution, Rep. Reid Ribble spearheaded a letter signed by 285 Members of Congress from both sides of the aisle saying, in part, *“we support efforts to develop a long-term sustainable revenue source for our nation’s transportation network as soon as possible,”* without endorsing a specific policy solution. For more, click on <http://ribble.house.gov/press-release/congressman-ribble-releases-bipartisan-supermajority-letter-secures-secretary-foxxs> .

On January 30, Representative John Delaney (D-MD) introduced the *Infrastructure 2.0 Act*. The bill proposes to repatriate offshore earnings for investment in domestic infrastructure, sets an 18-month deadline for international tax reform, and offers fallback solutions for international tax reform. Click [HERE](#) to view the bill. And on February 2, 2015, Senators Rand Paul (R-KY) and Barbara Boxer (D-CA) announced that they will introduce legislation to reduce the tax rate on repatriated corporate earnings and commit the resulting tax collections to funding transportation projects. To encourage corporations

to bring overseas earnings back onshore, the *Invest in Transportation Act* would reduce the tax rate on those earnings from 35 percent to 6.5 percent. That could bring as much as \$2 trillion in earnings back to the U.S. according to Senators Paul and Boxer, and the taxes collected on the repatriated dollars would be committed to infrastructure. The proposal has potential political viability because it does not involve a tax increase, just taxes collected on dollars otherwise parked overseas. There is also significant political opposition to the tax holiday idea, as expressed by Senate Finance Committee Chairman Orrin Hatch (R-UT), whose committee will have final say on how any increase for infrastructure will be funded. A major concern is that this approach increases tax collections in the near term, but would have much higher long-term costs (based on the assumption that those overseas dollars would eventually come home, and at the higher rate). Click [HERE](#) for a white paper on the proposal.

Fresno COG staff attended the National Association of Regional Council's (NARC) Conference in Washington, DC during the week of February 9<sup>th</sup>. Former Secretary of Transportation Ray LaHood spoke at the conference and very loudly called for support of a gas tax increase. Other transportation experts also suggested raising the gas tax, but didn't rule out repatriation, and implementing road usage fees. Through coordinated efforts with CALCOG, Fresno COG staff also participated in various meetings with House Transportation Infrastructure Committee staff and Senate EPW staff, and it was discussed that Republican majorities in the House and Senate believe that there is some hope that a transportation authorization bill will move forward this year, but funding remains a significant obstacle. COG staff **also attended the Transportation and Infrastructure (T&I) hearing where Transportation Secretary Anthony Foxx testified and** discussed the surface transportation reauthorization bill proposed by the Administration-the Grow America Act. Foxx emphasized the need for a long-term funding solution, pleading for Congress to 'budget for results' and 'set the ceiling, not the floor' for transportation infrastructure investments. Though there was a clear consensus that long-term funding is necessary, there was clear disparity of opinion on the best mechanism for acquiring such funding.. The full committee hearing is available for online viewing [HERE](#).

Since the current extension of the transportation authorization bill, MAP-21 ends this May. The most likely scenario is several short-term extensions of MAP-21 until after the 2016 presidential election, funded by transfers from the general fund or other existing revenues.

# Washington Friday Report

Volume XVII, Issue 10

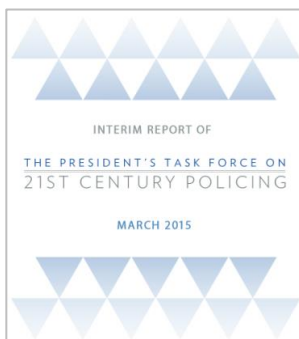
March 5, 2015

## INSIDE THIS WEEK

- 1 21<sup>st</sup> Century Policing, Local Hiring, Mayor Deedee
- 2 DHS, Transportation, Ferguson, Amtrak, Broadband
- 2 Grants, Sen. Mikulski, Hearings, VAWA, Build, MFA

*Greetings from a snowy shutdown Washington. Despite everything being closed today, it's been an important week, as the highlights below indicate. Your Friday Report to you on Thursday, because who knows what tomorrow might bring!*

### The Task Force on 21st Century Policing Reports



On Monday, members of the White House Task Force on 21<sup>st</sup> Century Policing met with **President Obama** to discuss their recommendations contained in an Interim Report, which was released the same day, to help communities and law enforcement agencies across the country to strengthen trust and collaboration, while continuing to reduce crime. Over the last three

months, the Task Force held seven public listening sessions, heard from over 100 witnesses, and has developed 59 recommendations and dozens of specific action items. Each recommendation fits into one of six “pillars” and has a number of associated “action steps” to help drive implementation. The premise of the report is that trust depends on all components of a community treating one another fairly and justly and being invested in maintaining public safety in an atmosphere of mutual respect. The Task Force calls upon law enforcement to embrace the mindset that they are a part of the community and must protect it from within – and stresses the importance of both transparency and accountability to building and maintaining public trust.

COPS Office Director **Ron Davis** who served as Executive Director of the Task Force, noted: *“As a former police executive, an African American, and father of a 17-year-old son, I am profoundly optimistic about the progress we are poised to make as a result of the Task Force’s recommendations and growing support for community leaders, law enforcement, state and local officials.”* **President Obama** said, *“A lot of our work is going to involve local police chiefs, local elected officials, states recognizing that the moment is now for us to make these*

*changes... This is something I’m going to stay very focused on in the months to come. I’m going to be pushing my Justice Department and COPS program and others to continue to work on it.”* For more, click on [Interim Report](#), [One-Page Summary](#), [Task Force Website](#), [President Obama Statement](#), [Director Davis Statement](#), or [USCM Statement](#).

### DOT Local Hiring Program

On Tuesday, Transportation Secretary **Anthony Foxx** announced a proposal for a pilot program that will explore new ways to make it easier for states and cities to hire local residents for transportation projects. Federal contracting rules have traditionally prohibited FHWA and FTA from allowing recipients to use contract provisions that do not directly relate to the performance of work, but further social or economic goals, functionally prohibiting local hire provisions. The pilot program will allow both agencies to test and evaluate the merits of such provisions and whether the existing competitive bidding process can be improved. For more, click on [DOT Local Hiring Program](#).

### A Remarkable Leader Leaves Too Soon



**Deedee Corradini**, Mayor of Salt Lake City, 1992-2000, President of the U.S. Conference of Mayors 1998-1999, and a great friend for 22 years, passed away on Sunday. A non-smoker, she succumbed to lung cancer, the only battle I know of she ever lost. Deedee was indefatigable – she had aspirations for Salt Lake City that were as high as the Wasatch Mountains, and the talent and energy to make those dreams a reality. Salt Lake City Mayor **Ralph Becker** put it best: *“Deedee was a visionary, and when it came to Salt Lake City, she was able to see our community in the context of a big, bold future and do the work to ensure her vision would come to fruition.”* She played a key role in light rail development, downtown revitalization, and bringing the 2002 Winter Olympic Games to her city.

As Mayor during the first seven years of the Clinton Administration, she forged great ties with the White House and Cabinet leaders, and worked very effectively with the Utah Congressional delegation and many other members of Congress who were taken with her drive, charm, and

transformative goals. As USCM President, she focused on children's fitness and stemming violence during a challenging time in our nation's history. On a personal level, she was great to work for – hard-charging, but kind and considerate. She set high goals, but worked as long hours as anyone on her team to see them to victory.



After City Hall, her leadership continued – heading the successful effort to make Women's Ski Jump an Olympic event, becoming President of the International Women's Forum, teaching and working in the private sector. *Thank you, Deedee - you'll be remembered for a long time in Salt Lake City and beyond. – Len Simon*

For more, click on [Mayor Becker Statement](#), [Deseret News Obituary](#), or [USCM Statement](#).

### DHS Funded for FY15

On Wednesday, the President signed the *Department of Homeland Security Appropriations Act of 2015*, a “clean bill” for FY15 funding, with no provisions preventing the DHS from implementing the President's Immigration Executive Actions. However, the implementation of those actions remains in limbo as an injunction from the Fifth Circuit Court of Appeals remains in effect, likely for many months. On Friday, last week, the Senate voted 68-31 to pass the clean bill. On Tuesday, the House, primarily with the support of Democrats, voted 257-167 on passage. For more, click on [Senate Vote Breakdown](#), [House Vote Breakdown](#), [Secretary Johnson on House Passage](#), or [Secretary Johnson Thanks Supporters of Full Funding](#).

### Transportation and Opportunity

In honor of Black History Month, last week, DOT re-published an earlier speech by **Secretary Foxx**, distilling his views on the intersection of race, class, and transportation. For more, click on [Transportation and Opportunity](#).

### Findings of Civil Rights Investigation in Ferguson

On Wednesday, the Justice Department announced the troubling findings of its two civil rights investigations related to Ferguson, MO, which show a long term pattern of discrimination by the police towards African Americans. For more, click on [DOJ Reports](#) or [AG Holder Statement](#).

### House Passes Amtrak Bill

On Wednesday, by a vote of 316-101, the House voted to pass a four-year \$7 billion Amtrak reauthorization bill. For more, click on [Chairman's Statement](#) or [White House Statement in Support](#).

### Blocking Muni Broadband

Last week, soon after the FCC voted to override state laws to allow community broadband to expand in two cities, lawmakers

from those states introduced legislation to prevent the FCC from overriding state and local municipal broadband laws. For more, click on [Blackburn-Tillis Legislation](#).

### Grants This Week



This week, we sent many of you a grant notice on [NEH Challenge Grants](#). Please contact [Jen Covino](#) with any questions about grants.

### Senator Barbara Mikulski Set to Retire



On Monday, in her Baltimore hometown, the longest-serving woman in U.S. Senate history, Senator **Barbara Mikulski**, announced that she will not seek a sixth term in office

in 2016. An outstanding Appropriator, she has been a great friend of cities, fighting hard to secure funding for COPS, Homeland Security, HUD, VA, and the EPA. For more, click on [Senator Mikulski Statement](#), [President Obama Statement](#), [Senator Reid Statement](#), or [Secretary Johnson Statement](#).

### A Week of Hearings

On Tuesday, FAA Administrator **Michael Huerta** testified in the House about the FAA Reauthorization. The Committee has sent a letter to him on vulnerabilities to the agency's information systems. For more, click on [FAA Hearing](#), or [FAA Vulnerabilities](#). In addition, this week, the Secretaries of **DOT**, **Commerce**, **Interior**, **VA** and the **EPA** Administrator testified to congressional committees about their agencies' FY16 budget proposals. For more, click on [FY16 Transportation and Commerce](#), [FY16 Interior](#), [FY16 VA](#) or [FY16 EPA](#).

### New White House Advisor on Violence Against Women

On Wednesday, Vice President **Joe Biden** announced the appointment of **Caroline “Carrie” Bettinger-López** as the new White House Advisor on Violence Against Women. For more, click on [New VAWA Advisor](#).

### Build America

On Tuesday, at APTA, we participated in a discussion with White House staff, who discussed the Administration's Build America Investment Initiative, and efforts to use innovative financing such as P3s. For more, click on [Build America](#).

### New Push for Marketplace Fairness Act

Wyoming Senator **Mike Enzi**, a former Mayor and Governor, plans to reintroduce the *Marketplace Fairness Act* this week. MFA passed in the Senate in 2013, but didn't make it through the House. *We'll update you on progress.*

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

## Washington Friday Report 2

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# Washington Friday Report

Volume XVII, Issue 9

February 27, 2015

## INSIDE THIS WEEK

- 1 Historic FCC Votes, DHS, NCLB, Transportation
- 2 DOT Mayors' Challenge, SNAP, FY16 Hearings
- 2 Grants, SIF Competition, E-Rate, Extremism, Music

*An historic week for telecommunications, another possible federal shutdown and at least some "regular order" activity on next year's budget – a fascinating week in Washington! Here's the highlights for your review!*

### Historic FCC Votes on Net Neutrality & Muni Broadband

Yesterday, by a vote of 3-2, the Federal Communications Commission voted to enact strong, sustainable "Open Internet" rules, in part, by ordering that broadband providers cannot **block** access to legal content, applications, services, or non-harmful devices; **throttle** speed by impairing or degrading lawful Internet traffic on the basis of content, applications, services, or non-harmful devices; or implement **paid prioritization** by creating internet "fast lanes" for some content providers and internet service providers over others. The FCC gave itself the power to enforce these restrictions on broadband providers, in part, by reclassifying "broadband Internet access service" as a telecommunications service under Title II of the *Communications Act of 1934*. FCC Chairman **Tom Wheeler** wrote, "Today is a red letter day both for an Open Internet, and for a broadband future of investment and expansion." **President Obama** wrote, "To all the people who participated in this conversation, I have a simple message: Thank You." For more, click on [FCC Open Internet Press Release](#), [Chairman Wheeler Statement](#), or [President Obama Statement](#).

Also at yesterday's meeting, by a vote of 3-2, the FCC voted to preempt state laws in Tennessee and North Carolina to allow community broadband providers in the Cities of Chattanooga and Wilson to expand service. Chairman **Tom Wheeler** said, "When local leaders have their hands tied by bureaucratic state red tape, local businesses and residents are the ones who suffer the consequences." For more, click on [FCC Community Broadband Press Release](#) or [Chairman Wheeler Statement](#).

Lastly, the FCC is implementing rules to increase the accuracy of location data sent by cellphone users to emergency responders, which is currently notoriously inaccurate. The rules, intended to update the "Enhanced 911" (E911) rules that are already in place, establish clear and measurable timelines for wireless providers to meet indoor location accuracy benchmarks, both for horizontal

and vertical location information. Since the updated rules are intended to specifically address location problems associated with callers in tall buildings, this is an issue of particular interest in dense urban areas. For more, click on [FCC Rules to Help Emergency Responders Better Locate Wireless 911 Callers](#) or [Chairman Wheeler Statement](#).

### DHS Shutdown Countdown

With funding for the Department of Homeland Security set to run dry by midnight tonight, Congress is scrambling to decide whether to fund the agency long-term, short-term, or not at all – resulting in a shutdown. Just hours ago, the Senate passed a "clean" full-year spending bill for the agency by a vote of 68-31. Meanwhile, the House is planning to send a "Continuing Resolution" measure (H.J. Res 35) to the Senate, today, which would only keep the Department open for **three more weeks**, until March 19, to give both chambers more time to negotiate with the White House over a disagreement with the President's Executive Actions on Immigration. However, final passage on the House CR hasn't happened, yet. *We'll keep you up to date on the latest!* In the meantime, USCM has prepared a memo showing what would happen to local FEMA grants, if a DHS shutdown occurs. For more, click on [Local Impact of Potential DHS Shutdown](#).

### Reforming "No Child Left Behind"

Yesterday afternoon, debate began on the House floor to amend the *Student Success Act* (H.R. 5), a bill to reform the "No Child Left Behind" Education Law. A final House vote is expected on the bill today. Among the amendments, which was adopted by voice vote within about two minutes of its introduction on the House floor, was one introduced by Rep. **John Delaney** to make "Pay for Success" initiatives an allowable use of funds for State and Local Educational Agencies to improve outcomes and save money. One aspect of the House bill, which has drawn criticism from the White House, are provisions that would lock-in sequestration funding levels and allow states to shift federal **Title I** funding from high-poverty schools to more affluent districts. Meanwhile, the Senate is taking a bipartisan approach to reform NCLB, under the leadership of Senators **Lamar Alexander** and **Patty Murray**, who are pursuing an open amendments process to get the 60 votes needed for Senate passage of their bill. For more, click on [House Education Chairman John Kline's Floor Statement](#) or [White House Domestic Policy Council Report](#).

### Transportation Reauthorization

On Wednesday, the Senate Environment and Public Works (EPW) Committee held a hearing entitled, "The Importance of

MAP-21 Reauthorization: Perspectives from Owners, Operators, and Users of the System.” At the hearing, Chairman **James Inhofe** made a strong case for the role of the federal government in transportation funding, countering the argument being made by some lawmakers who want to “devolve” transportation funding primarily to the state level – a view he once shared! Ranking Member **Barbara Boxer** called on the Senate Finance Committee to work faster to resolve the biggest transportation question: How to keep the Highway Trust Fund solvent in the long-term? For more, click on [Transportation Reauthorization Hearing](#).

Adding to the pressure on Congress to reach a long-term solution, Rep. **Reid Ribble** spearheaded a letter signed by 285 Members of Congress from both sides of the aisle saying, in part, “we support efforts to develop a long-term sustainable revenue source for our nation’s transportation network as soon as possible,” without endorsing a specific policy solution. For more, click on [Bipartisan Supermajority Letter](#).

### Challenge for Safer People and Safer Streets

On Tuesday, U.S. DOT announced that more than 85 cities had signed up so far to participate in the “Mayors’ Challenge for Safer People and Safer Streets. There’s a follow-up meeting for them in Washington on March 12. For more, including the list of cities, click on [DOT Mayors’ Challenge](#).

### A SNAP Review

On Wednesday, the House Agriculture Committee began a full-scale review of the Supplemental Nutrition Assistance Program (SNAP), in order to have a complete and clear understanding of its mission and purpose. This was followed up on Thursday by a hearing held by the Subcommittee on Nutrition, Chaired by Rep. **Jackie Walorski**, to review the characteristics and dynamics of SNAP recipients. For more, click on [Opening Hearing to Review SNAP](#) and [Hearing on SNAP Recipients](#).

### FY16 Budget Hearings

Members of the President’s Cabinet were highly visible on Capitol Hill this week, attending a slew of House Appropriations Subcommittee hearings and other hearings focusing on the FY16 Budget. On Thursday, Transportation Secretary **Anthony Foxx** testified to the House Appropriations Transportation-HUD (THUD) Subcommittee. On Wednesday, HUD Secretary **Julian Castro** testified to the House Appropriations THUD Subcommittee on his agency’s budget proposal. For more, click on [FY16 DOT - House](#) or [FY16 HUD - House](#).

On Tuesday, Interior Secretary **Sally Jewell** testified to the Senate Energy and Natural Resources Committee and on Wednesday, she testified to the House Appropriations Interior-Environment Subcommittee, on the Interior Department’s budget proposal. For more, click on [FY16 Interior - Senate](#) or [FY16 Interior - House](#).

On Wednesday, Health and Human Services Secretary **Sylvia Burwell** testified to the House Appropriations Labor-HHS Subcommittee on her agency’s budget proposal. For more, click on [FY16 HHS - House](#).

On Wednesday, EPA Administrator **Gina McCarthy** testified to the House Energy & Commerce Committee and on Thursday, she testified to the House Appropriations Interior-Environment Subcommittee on the EPA Budget. For more, click on [FY16 EPA – House Energy & Commerce](#) or [FY16 EPA – House Appropriations](#).

On Wednesday, Energy Secretary **Ernest Moniz** testified to the House Science, Space, and Technology Committee and on Thursday, he testified to the House Appropriations Energy-Water Subcommittee on his department’s budget. For more, click on [FY16 Energy – House Science](#) or [FY16 Energy – House Appropriations](#).

### Grants This Week



This week, we sent many of you grant notices on [BJA Grant Opportunities](#) and the [USDA Community Food Projects Program](#).

Please contact [Jen Covino](#) with any questions about grants.

### Social Innovation Fund Grant Competition

Earlier this week, we participated in a conference call with officials from the Corporation for National and Community Services to discuss the Social Innovation Fund, which will support innovative, evidence-based solutions to challenges facing low-income communities. We sent many of you this [Grant Notice](#) on February 12. Existing grant-making institutions and eligible partnerships involving a chief executive officer of a unit of local government may apply. The deadline is **March 17**. For more, click on [SIF Program](#).

### Education Department Promotes E-Rate

Education Secretary **Arne Duncan** called on all local superintendents and technology directors to request E-Rate support for internal Wi-Fi network upgrades. For those of you who submitted preliminary information, the deadline to submit applications is **March 26**. For more, click on [Secretary Duncan’s Message](#) or [Future Ready Schools: Infrastructure Guide](#).

### Countering Local Violent Extremism

Congressman **Mark Walker**, a member of the House Homeland Security Committee, announced that he will soon introduce legislation to assist state and local authorities on the frontlines of combating domestic radicalization by authorizing the use of UASI and State Homeland Security Grants. For more, click on [Countering Violent Extremism](#).

### ♪♪ Music of the Month ♪♪

Our telephone’s hold music of the month for March is **James Taylor**. We hope you enjoy!

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

### Washington Friday Report 2

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# Washington Friday Report

Volume XVII, Issue 8

February 20, 2015

## INSIDE THIS WEEK

- 1 Immigration, FBI: Hard Truths, 21<sup>st</sup> Century Policing
- 2 Small Drones, Safety & Justice, DHS Tech, FTA
- 2 Grants, Madison, Governing, USCM, InnovateHER

*Greetings from frigid Washington – 18 degrees today, and snow bad enough to close down the City on Tuesday! But your Nation’s Capital quickly regrouped to make it a very interesting week. Here’s the highlights and more for your review.*

### Immigration Executive Actions Halted Indefinitely

On Monday night, U.S. District Judge **Andrew Hanen** of the Fifth Circuit Court of Appeals issued a temporary injunction preventing the federal government from implementing any “aspects or phases of” the President’s expanded Deferred Action for Childhood Arrivals (DACA) program, which was set to occur on Wednesday. The injunction also prevents the Deferred Action for Parents of Americans and Lawful Permanent Residents (DAPA) program from being implemented, which was originally slated for mid-May.

On Tuesday, Homeland Security Secretary **Jeh Johnson** issued a statement, saying, “*I strongly disagree with Judge Hanen’s decision... The Department of Justice will appeal that temporary injunction; in the meantime, we recognize we must comply with it.*” The existing DACA program, however, remains in effect. A statement from the White House says, in part, “*The Supreme Court and Congress have made clear that the federal government can set priorities in enforcing our immigration laws – which is exactly what the President did when he announced commonsense policies to help fix our broken immigration system.*” Judge Hanen issued the injunction because he thinks that there’s a substantial chance that he will ultimately rule that the executive actions are illegal under the *Administrative Procedures Act*, or rule that they are unconstitutional.

Though the Justice Department is starting the appeals process, it could take four to five months for the Fifth Circuit to decide whether or not to uphold Judge Hanen’s injunction, if they decide to “fast track” the case. Without a fast track, that decision could take seven to eight months. Meanwhile, the Judge could decide to issue a final ruling on whether or not the executive actions were constitutional. At that point, the Supreme Court could decide to begin considering the case in the fall, if they decide to consider it. **President Obama** told the press, “*The law is on our side and history is on our side. This is not the first time where a lower*

*court judge has blocked something or attempted to block something that ultimately is going to be lawful and I’m confident that it is well within my authority to execute” this policy.*

It’s worth noting that funding for the Department of Homeland Security is set to expire one week from today, and Congress returns on Monday, giving them five working days to resolve the funding question. Judge Hanen’s ruling, which ties up the immigration question in the courts for months, gives Republicans a political opportunity to pass a clean funding bill for the agency. The real question is: Will Congress ultimately pass a short-term “Continuing Resolution” or a long-term bill to fund the agency through the end of September? *We will stay tuned to next week’s interesting legislative developments.* For more, click on [White House Statement](#), [Secretary Johnson Statement](#), [USCIS Website](#), or [Order of Temporary Injunction](#).

### FBI “Hard Truths” Speech



FBI Director **James Comey** delivered an important speech at Georgetown University about the complicated relationship between law enforcement and the diverse communities that they are supposed to protect. He said, “*We can roll up our car windows, turn up the radio and drive around these problems, or we can choose to have an open and honest discussion about what our relationship is today – what it should be, what it could be, and what it needs to be – if we took more time to better understand one another.*” He highlighted the disconnect between police agencies and many citizens, predominantly in communities of color. For more, click on [Speech Text](#) or [Speech Video](#).

### Task Force on 21st Century Policing Teleconferences

The Task Force on 21<sup>st</sup> Century Policing, which is coordinated by the COPS Office, plans to hold three teleconferences next week, in order to identify best practices on how policing practices can promote effective crime reduction while building public trust. The calls are also intended to examine, among other issues, how to foster strong, collaborative relationships between local law enforcement and the communities they protect. Those calls are tentatively scheduled for February 25, 26, and 27. For more, click on [Best Practices and Recommendations Teleconferences](#).

The Task Force is directed to provide an initial report on recommendations to the President by March 2, a little over a week away. On **March 1**, the COPS Office will hold another teleconference focusing specifically on the Task Force Report

itself. For more, click on [Task Force Report Teleconference](#) or [Task Force Website](#).

### FAA Small Drones Regulations

On Sunday, the Federal Aviation Administration proposed a “framework of regulations” that would allow routine use of certain small unmanned aircraft systems (UAS or “drones”) in today’s aviation system, while maintaining flexibility to accommodate future technological innovations. The FAA proposal offers safety rules for small UAS (under 55 pounds) conducting non-recreational operations. The rule would limit flights to daylight and visual line-of-sight operations, among other restrictions. The public will be able to comment on the proposed regulation for 60 days from publication in the *Federal Register*, which hasn’t happened yet. For more, click on [Press Release](#), [Fact Sheet](#), [2-Page Summary](#), or [Text of the Proposed Rule](#). *This could impact your airspace – we’ll keep you updated!*

### Safety and Justice Challenge

The MacArthur Foundation has announced an initial five-year, \$75 million investment in the **Safety and Justice Challenge**, seeking to reduce over-incarceration by changing the way America thinks about and uses jails. The competitive grant will support jurisdictions working to safely reduce over-reliance on jails, with a particular focus on addressing disproportionate impact on low-income individuals and communities of color. Up to 20 jurisdictions will receive funding to design and implement plans for creating fairer, more effective local justice systems using innovative, collaborative, and evidence-based solutions. Applications are due by **March 31**, and three webinars are scheduled over the next two weeks to discuss and answer questions regarding the competition and application process. For more, click on [Press Release](#), [Competition Website](#), [RFP](#), or our [Grant Memo](#).

### National Conversation on Homeland Security Technology

The Department of Homeland Security Science and Technology Directorate (S&T) launched a public engagement strategy, titled the “*National Conversation on Homeland Security Technology*,” to connect partners and the public on research and development supporting the missions of homeland security. The Conversation is a series of online and in-person discussions aimed at creating a dialogue between the public as well as the nation’s first responders, industry representatives, academia, and government officials to shape the future of homeland security technology. For more, click on [DHS IGA Email](#), [Press Release](#), or [National Conversation Website](#).

### FTA FY15 Apportionments and Allocations

The Federal Transit Administration has published its FY15 Apportionments, Allocations, and Program Information, providing funding for FTA’s programs as authorized by the MAP-21 transportation law, pursuant to the FY15 Appropriations Act. For FTA’s formula assistance programs, the amounts apportioned are approximately 8/12th or \$5.722 billion in contract authority at this time. For more, click on [Notice and Apportionment Tables](#).

### Grants This Week



In addition to the MacArthur grant, this week, we sent many of you a grant notice on the [OVW Consolidated Youth Program](#). Please contact [Jen Covino](#) with any questions about grants.

### Congratulations, Mayor Soglin!



Mayor **Paul Soglin** of Madison received 53 percent of the vote in a five person primary for a new term as Mayor! The run-off is April 7. He has served in the Mayor’s office from 1973-1979, 1989-1997, and since 2011. He is as a member of the U.S. Conference of Mayors leadership, serving on the Advisory Board, as Chairman of the Food Policy Committee, and as Vice Chairman of the Transportation and Communications Committee. *Congratulations, Mayor!*

### Summit on Government Performance & Innovation



We learned a great deal last week in Louisville about civic innovation and measuring public sector success at the Summit on Government Performance & Innovation, hosted by Louisville Metro Mayor **Greg Fischer** and *Governing* Magazine, and attended by over 300 leaders from around the country. Click on [Summit](#) to review the excellent program.

### USCM Leadership Meeting



We were very pleased to attend the U.S. Conference of Mayors Leadership Meeting in New York City last week, which focused to a considerable extent on the economic and social impacts of the sports industry on cities. It featured leadership from a number of the professional sports leagues talking to Mayors about how their worlds connect. Click on [Agenda](#) to see more about the deliberations.

### Innovating for Women Business Challenge

Yesterday, we participated in a teleconference to learn more about the Small Business Administration’s (SBA) “InnovateHER” business challenge. The purpose of the Challenge is to unearth innovative products and services that help impact and empower the lives of women and families. It is open to individuals and private entities. Organizations planning to host a local competition under this Challenge must send an email to SBA no later than **February 27**, the Challenge opens up on March 1, and host organizations must submit a nomination package to SBA no later than **April 1**. For more, click on [InnovateHER](#).

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

# Washington Friday Report

Volume XVII, Issue 7

February 13, 2015

## INSIDE THIS WEEK

- 1 Transportation, Net Neutrality & Muni Broadband
- 2 Justice, IGA Director, WOTUS, NCLB, Housing
- 2 Grants, Immigration, Climate, FY16, President's Day

A busy week in Washington - with the State of the Union Address and the FY16 budget introduction behind us, Congress and the White House moved on to the mechanics of governing. Here's the highlights.

### A Busy Week in Transportation



Transportation Secretary and former Charlotte, NC Mayor **Anthony Foxx** is taking his sales pitch for the Administration's new-and-improved six-year *GROW AMERICA Act* from the halls of Congress to towns across America. DOT is still writing the legislative language for their beefed-up proposal, which the agency hopes to release soon. Starting on Tuesday, next week, the Secretary will participate in a four-day bus tour to promote a long-term bill, with stops in Florida, Georgia, South Carolina, North Carolina, Virginia, and DC. On Wednesday, this week, Secretary Foxx testified to the House Transportation and Infrastructure Committee, Chaired by Rep. **Bill Shuster**. Prior to the hearing, the two transportation leaders participated in a Twitter Townhall, using the hashtag **#StuckInTraffic**, answering questions from an array of groups, citizens, and even other members of Congress. At the hearing, Secretary Foxx answered questions about the six-year \$478 billion proposal, including how the Administration proposes to pay for it – partially through a repatriation of overseas corporate profits. The Secretary warned that, if Congress fails to extend transportation spending by the end of May, *"We expect that at current spending levels, we'll likely have to notify states in the June timeline of our cash management measure."* The current federal 18.4 cent-per-gallon gas tax underfunds the Highway Trust Fund by about \$13 billion a year, according to CBO. For more, click on [GROW AMERICA Act Website](#), [House Transportation Bill Hearing](#), [#StuckInTraffic Twitter Townhall](#), or [Secretary Foxx Bus Tour](#).

Secretary Foxx also participated in a public conversation with Google Chairman **Eric Schmidt**, which we watched, where he unveiled DOT's draft framework for the next thirty years of transportation development, titled *"Beyond Traffic 2045."* The

purpose is not to advocate for specific policy solutions, but to underscore critical decision points facing the county, by means of data-driven analysis, research, expert opinions, and public engagement. For more, click on [Beyond Traffic Website](#), [322-Page Draft Framework](#), or [Conversation with Eric Schmidt](#).

The *Washington Post* highlighted the ongoing work of Rep. **John Delaney**, who was one of the first in Congress to propose the idea of "repatriation" to fund infrastructure two years ago, as an alternative to the gas tax. *"The concept... seems to have lots of parents on Capitol Hill these days,"* the article notes. This is evidenced by the recent introduction of the *Invest in Transportation Act* by Senators **Rand Paul** and **Barbara Boxer**, which would tax corporate foreign earnings at a rate of 6.5 percent, and allocate the revenue to surface transportation. For more, click on [Momentum Grows Behind Rep. Delaney's Repatriation Idea](#) or [Invest in Transportation Act](#).

Meanwhile, Rep. **Earl Blumenauer** continues to strongly advocate for an idea supported by groups such as APTA, the U.S. Chamber of Commerce, and the American Trucking Association: Increase the federal gas tax. His proposal, the *UPDATE Act*, would increase the tax by a total of fifteen cents over three years to keep the Highway Trust Fund solvent. For more, click on [UPDATE Act](#).

A new report from the Center for American Progress, written in large part by former staff colleague **Kevin DeGood**, shows that nearly 40 percent of National Highway System miles fail to generate sufficient user fees to cover their long-term maintenance costs. Another report from the BlueGreen Alliance shows that manufacturing of rail car and components supports 90,000 jobs in 32 states. For more, click on [CAP Report](#) or [BlueGreen Alliance Report](#).

The **Federal Transit Administration** released proposed guidance on its *Emergency Relief Program* for states and transit agencies that may be affected by a declared emergency or disaster that are seeking emergency funding. Comments must be submitted by **April 6**. Additionally, the agency has issued guidance in the form of a circular to assist recipients of financial aid under the *State of Good Repair* Grants Program. The circular is effective on **February 27**. For more, click on [FTA Emergency Relief](#) or [State of Good Repair](#).

### FCC Defends Net Neutrality and Community Broadband

On February 2, FCC officials leaked to the press that Chairman **Tom Wheeler** will proposed historic new rules to preserve the principle of "net neutrality" by reclassifying broadband internet access under Title II of the *Communications Act* and using FCC authority under Section 706 of the

*Telecommunications Act of 1996* to guarantee a free and open internet. Also, later this month the FCC will move to pre-empt state laws in North Carolina and Tennessee that restrict municipalities from offering internet service. Chairman Wheeler indicated that the FCC will act in the future to support community broadband. For more click on [Chairman Wheeler on Open Internet](#), [Chairman Bob Goodlatte Statement on Net Neutrality](#), or [Chairman Wheeler on Community Broadband](#).

### Justice Innovation Awards

The National Council of Juvenile and Family Court Judges is seeking nominations for its inaugural *Justice Innovation Awards* honoring those who “rethink, reimagine, and redefine” justice for children and families. The application deadline is **February 28**. For more, click on [Justice Innovation Awards](#).

### Jerry Abramson at the White House

The *Louisville Courier-Journal* recently wrote an article highlighting the accomplishments and enthusiasm of former longtime Mayor of Louisville **Jerry Abramson** in his new role at the White House as Director of Intergovernmental Affairs. For more, click on [Jerry Abramson at the White House](#).

### Bicameral Joint Hearing Highly Critical of WOTUS

The House Transportation and Infrastructure and Senate Environment and Public Works Committees held a rare joint hearing on “*State & Local Impacts of the Administration’s Proposed Expansion of Waters Regulation*,” focusing on EPA’s proposed “Waters of the United States” (WOTUS) Rule, which would significantly expand EPA’s authority. Committee Chairmen **Bill Shuster** and **James Inhofe** released a joint statement, saying in part, “*If the rule is flawed it should be withdrawn. Small changes will not be sufficient.*” For more, click on [WOTUS Hearing Website](#) or [Joint Statement](#).

### Bipartisan Senators’ Statement on NCLB Reform

Senate Health, Education, Labor, and Pensions Committee Chairman **Lamar Alexander** and Ranking Member **Patty Murray** signaled a bipartisan tone in a joint statement where they said, “*Our staffs will begin working today with each other and with the staffs of other senators on the committee*” to reform *No Child Left Behind*. The Education Department released their principles for NCLB reform in January and on Wednesday, the House Education and the Workforce Committee approved its *Student Success Act* (H.R. 5). For more, click on [Senators’ Statement](#) or [House NCLB Reform Moves Forward](#).

### Housing Trust Fund Regulations

HUD has released regulations that will govern the *Housing Trust Fund*, which will provide grants to State governments to increase and preserve the supply of rental housing for extremely low- and very low-income families, including homeless families, and to increase homeownership for these groups. The rule goes into effect on **March 31**. For more, click on [Housing Trust Fund Regulations](#) or our [Summary Memo](#).

### Grants This Week



This week, we sent many of you grant notices on [BJA “Smart Suite” Grant Opportunities](#), [EDA Economic Development Assistance Programs](#), [HHS SAMHSA Drug Free Communities Support Program](#), and [CNCS FY 2015 Social Innovation Fund](#). Please contact [Jen Covino](#) with any questions about grants.

### Immigration Executive Actions Becoming Effective

Over the past two weeks, we have participated in several calls with the White House and U.S. Citizenship and Immigration Services (USCIS) to learn more about what the Administration is doing to implement **President Obama’s** Immigration Executive Actions. USCIS will expand its Deferred Action for Childhood Arrivals (**DACA**) program on Wednesday, **February 18**. We expect the new Deferred Action for Parents of Americans and Lawful Permanent Residents (**DAPA**) program to begin accepting applications around **May 19**. For more, click on [DACA Expansion](#) or [How the Actions Will Impact Your State](#).

### Federal Flood Risk Management Standard

At the recommendation of the State, Local, and Tribal Task Force on Climate Preparedness and Resilience, **President Obama** issued an Executive Order to establish a new *Federal Flood Risk Management Standard*. The Administration seeks comments from Governors, Mayors, and other stakeholders about the new standard. Some Senators have expressed concern that the Executive Order is too far-reaching and may violate legal restrictions set by Congress last December. For more, click on [Fact Sheet](#), [Executive Order](#), or [Senators’ Letter](#).

### FY16 Sequestration Order

President Obama has issued an order setting up automatic spending reductions in FY16, as he was required to do by law. However, the Administration’s proposed Budget would turn off sequestration for FY16, but only if Congress agrees to do so. For more, click on [Sequestration Order](#).

### FY16 Budget Process: Key Dates and Glossary

As the federal budget scene heats up, *Congressional Quarterly* has prepared a couple of handy documents that summarize the key dates and definitions involved in the annual Budget process. For more, click on [Key Dates](#) or [Budget Glossary](#).

### Happy President's Day



*We wish you and your loved ones a very Happy President’s Day weekend!*

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

### Washington Friday Report 2

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# Washington Friday Report

Volume XVII, Issue 6

February 6, 2015

## **SPECIAL REPORT:** **THE PRESIDENT'S FY16 BUDGET**

### Overview



On Monday, **President Obama** submitted his Fiscal Year 2016 proposed budget to the Congress.

This year's budget request to Congress comes in the context of a significantly different political and fiscal landscape than last year's. With both chambers of Congress now controlled by Republicans, there is additional pressure on both sides of Pennsylvania Avenue to reach a compromise. Part of the FY15 Appropriations process remains unresolved, with only about eleven scheduled legislative days left for Congress to agree on a Homeland Security spending bill, amid tension over President Obama's Immigration Executive Actions. Congress is also expected to consider extending surface transportation spending, either short-term or long-term, by the end of May.

On the fiscal front, the President's FY16 proposal exceeds the Administration's and Congress's self-imposed spending caps for discretionary spending, challenging lawmakers to turn off **sequestration**. The **Ryan-Murray compromise** of 2013 only provided higher spending caps through the end of FY15. It is unclear if Congress will agree to turn off sequestration cuts in FY16, even though the President has proposed a boost in defense spending as an incentive. Many of the President's proposals for new spending are positive initiatives for local governments. *Here's our analysis – we hope you find it helpful. We'll continue to update you as this proposed budget journeys through the Congressional appropriations process.*

### **The Big Picture: Overall Spending, Taxes, Revenues**

Including mandatory programs, such as Social Security and Medicare, and discretionary programs, the President proposes budget outlays of **\$3.99 trillion** in FY16. With estimated tax revenues of \$3.53 trillion, this would result in a deficit of \$474 billion in FY16, and cumulative debt held by the public to be about \$13.484 trillion. The President proposes \$1.017 trillion in base discretionary spending for FY16, comprised of \$523.1 billion for defense spending and \$493.5 billion for non-defense (domestic) spending, not including emergency spending related to

wars and disasters. FY15 discretionary spending was \$1.014 trillion.

In an effort to kick off **tax reform** efforts, the President is proposing to lower the top corporate tax rate from 35 percent to 28 percent, not far from an earlier proposal from former House Ways and Means Chairman **Dave Camp** of 25 percent. In a bid to boost infrastructure spending, the President proposes a one-time 14 percent tax on **overseas corporate profits** to generate \$238 billion, which would be used in conjunction with dwindling gas tax revenues to shore up the **Highway Trust Fund** for six more years. He also proposes a 19 percent tax on U.S. companies' future foreign earnings, which would be lower than the current 35 percent rate.

As in previous budgets, the President proposes limiting the tax rate at which high-income taxpayers can reduce their tax liability to a maximum of 28 percent, which would include interest earned from **tax-exempt municipal bonds**. Under the President's proposal, comprehensive **Immigration Reform** would also reduce the annual deficits in following fiscal years. For more, click on the [President's 150-Page FY16 Budget Proposal](#), [White House FY16 Budget Proposal Main Website](#), [Agency-By-Agency Budget Proposal Summaries](#), or [Cuts, Consolidations, and Savings](#).

### Agency Highlights

#### Department of Transportation (DOT)

U.S. DOT would be funded with \$94.7 billion in total. The centerpiece of the President's FY16 budget for the agency is a six-year \$478 billion **surface transportation reauthorization**, which is two years longer than last year's **GROW AMERICA** proposal. Notably, the **Highway Trust Fund** would be renamed the **Transportation Trust Fund**. The Budget provides \$18 billion over six years to a dedicated regional **freight infrastructure program** to reduce freight bottlenecks. **TIGER grants** would be funded at \$1.25 billion annually, up from the current \$500 million for FY15, and would be permanently authorized. **TIFIA loans** would be level-funded with \$1 billion. The budget again proposes a six-year \$6 billion competitive program called **Fixing and Accelerating Surface Transportation (FAST)** grants, which would provide a financial incentive for states and local governments to adopt federal initiatives like reducing distracted driving and encouraging less car-centric regional growth plans. As part of the President's proposal to streamline the federal permitting process, the budget requests \$4 million for a new **Interagency Infrastructure Permitting Improvement Center** to coordinate the efforts of 20 federal agencies and bureaus. The total FY16 budget request for the Pipeline and Hazardous

Materials Safety Administration (**PHMSA**) is \$288.7 million, an increase of \$44.2 million from FY15.

FTA would receive \$18.4 billion in total, an increase of \$11 billion from FY15. Capital Investment Grants, including funding for **New Starts and Small Starts**, would receive \$3.25 billion, an increase of \$1.13 billion from FY15. A new **Bus Rapid Transit** discretionary grant program would receive \$500 million and **transit formula grants** would receive a total of \$13.9 billion, an increase of \$5.1 billion. **State of Good Repair** would be increased by \$3.6 billion and grants for new **buses and related facilities** would be increased by \$1.5 billion.

FHWA would receive \$51.3 billion in total, an increase of \$10.4 billion from FY15. A **freight planning program** for local and state governments would receive \$1 billion. The **Surface Transportation Program** would receive \$10.3 billion in total, with \$2.3 billion reserved for **CMAQ**, \$320 million for the **Metropolitan Transportation Planning Program**, and \$847 million for the **Transportation Alternatives Program**.

The Federal Railroad Administration (FRA) would receive \$979 million in total, up from \$884 million in FY15. There is no specific set-aside for **High-Speed Rail**, but the **National High-Performance Rail System** would receive \$4.8 billion. One of the components of the system is the **Rail Service Improvement Program**, which would receive \$2.3 billion, and of that amount \$1.3 billion would be reserved for “**high performance passenger rail networks.**” A **Local Rail Facilities and Safety program** would receive \$125 million for grade crossing enhancements and other projects.

Within the FAA, **Airport Improvement Grants** would be cut by \$450 million, down to \$2.9 billion in FY16. The Administration would eliminate funding for large airports but give them greater passenger facility charge flexibility as a trade-off in return. For more, click on [DOT FY16](#).

#### **Department of Housing and Urban Development (HUD)**

HUD would receive \$49.3 billion overall, an increase of \$4 billion. A new initiative, the **Upward Mobility Project**, would allow up to ten communities, States, or consortia of States and communities to combine funds from four existing HUD and HHS block grant programs to promote opportunity and reduce poverty. Those programs: HUD’s CDBG and HOME programs, and HHS’s Social Services and Community Services Block Grant programs. Under the initiative, HHS would be able to add up to an additional \$300 million per year on top of the four combined block grants. **CDBG formula grants** would be reduced from \$3.07 billion in FY15 to \$2.88 billion in FY16 and **HOME** would be increased from \$900 million in FY15 to \$1.05 billion in FY16.

**Section 8 tenant-based rental assistance** contract renewals would receive \$21.1 billion, up from \$19.3 billion in FY15. **Project-based rental assistance** contract renewals would receive \$10.8 billion, up from \$9.8 billion in FY15. The **Moving to Work** initiative would expand to up to 15 more high-capacity PHAs, in addition to the current cap of 39 that can participate.

In support of Administration’s **Promise Zones** initiative, an additional 15 Promise Zones are expected to be designated. **Choice Neighborhoods** would receive a total of \$248 million, an increase of \$168 million. The **Jobs-Plus** program would receive \$100 million, an \$85 million increase from FY15. The **Rental Assistance Demonstration (RAD)** cap would be eliminated and \$50 million would be spent to revitalize housing units.

The proposal continues the Administration’s push to **End Homelessness**, with the goal of ending veterans’ homelessness this year, and ending chronic homelessness in 2017. **HUD-VASH** vouchers would not receive a new FY16 appropriation, but HUD believes it has sufficient resource to serve this target population. **Homeless Assistance Grants** would receive \$2.5 billion in FY16, up from FY15’s \$2.1 billion. For more, click on [HUD FY16](#).

#### **Department of Justice (DOJ)**

The Justice Department would receive \$28.7 billion overall in discretionary funding. The Office of Justice Programs (OJP) would receive a total of \$2.7 billion. The **COPS Office** requests \$303.5 million as part of the OJP. The **COPS Hiring Grants (CHP)** would receive a total of \$249.5 million, an increase of \$69.5 million from FY15. Of this amount for CHP, \$20 million is reserved for Community Policing Development, \$15 million for Tribal Law Enforcement, and \$5 million for new grants to improve **diversity** in law enforcement, leaving \$209.5 million for other CHP purposes. A new **Body Worn Camera Partnership Program** would receive \$30 million to provide a 50% match for states and localities to purchase body worn cameras and requisite storage. The **Byrne JAG formula** allocation in FY16 to states and localities would be cut by \$11.75 million, down to \$319.5 million. **Byrne Competitive Grants** would receive \$15 million and new **Byrne Incentive Grants** would receive \$15 million to supplement the formula grants. The **Byrne Justice Innovation Program** would receive \$29.5 million to reestablish funding as a separate line-item. The **National Forum on Youth Violence Prevention** would receive \$4 million to reestablish funding. The budget proposes to eliminate the \$185 million **State Criminal and Alien Assistance Program (SCAAP)**. For more, click on [DOJ FY16](#) or [State, Local, and Tribal Assistance Fact Sheet](#).

#### **Department of Education (ED)**

In support of the President’s goal to provide more access to higher education, the budget includes \$60.3 billion in mandatory funding over the next decade for **America’s College Promise**, a partnership with states to make the first two years of community college free for eligible students. A new **Teaching for Tomorrow** program would be funded with \$5 billion in mandatory spending over five years to support changes in how teachers are recruited and trained. **Preschool Development Grants** would increase by \$500 million, to \$750 million. Funding for **Title I** grants to LEAs would increase by \$1 billion, to \$15.41 billion, and **IDEA Grants** to states would increase by \$175 million, to \$11.67 billion. For more, click on [Education FY16](#).

### Department of Labor (DOL)

The Labor Department would receive \$13.2 billion overall in discretionary funding. The budget includes a \$2 billion **Apprenticeship Training Fund**, which would provide flexible grants to states and regions to double Registered Apprenticeships over five years. A new **American Technical Training Fund** would receive \$200 million to support job training in high-demand fields that provide a path to the middle class for low-income individuals. Mandatory funding of \$16 billion over 10 years would be provided to double the number of workers receiving training through the **workforce development system**, as authorized by the Workforce Innovation and Opportunity Act (WIOA). For more, click on [DOL FY16](#).

### Department of Commerce (DOC)

Within the Commerce Department, the **Economic Development Administration (EDA)** would receive \$273 million overall, an increase of \$23 million from FY15. Of this amount, \$25 million would be reserved for the Regional Innovation Strategies Program. The **SelectUSA** initiative would expand with a new \$20 million appropriation. The budget includes discretionary funding for seven new **manufacturing innovation institutes** as part of the National Network for Manufacturing Innovation, including \$140 million for the first two Commerce-led institutes, and includes an additional \$1.9 billion proposal to expand the network up to 45. For more, click on [Commerce FY16](#) or [EDA FY16](#).

### Department of Health and Human Services (HHS)

In HHS, the **Community Services Block Grant** would be increased by \$324 million, to \$674 million. **The Low-Income Home Energy Assistance Program** would be level-funded at \$3.39 billion. **Head Start** would receive \$10.12 billion, an increase of \$1.5 billion from FY15, including \$150 million more to expand access to high-quality early learning. The budget includes new funding of \$810 million for a **National Health Service Corps**, which would place and maintain 15,000 health care providers in high-need areas. For more, click on [HHS FY16](#).

### Environmental Protection Agency (EPA)

A major focus of the EPA budget is to support the **President's Climate Action Plan** and the **Clean Power Plan**. EPA's **Brownfields program** for local governments would receive \$110 million, an increase of \$25 million. The budget proposes new **local-level** efforts, including 20 Community Resource Coordinators, \$2 million for "Circuit Riders," and \$5 million to coordinate local efforts in "overburdened and vulnerable communities." The budget provides \$2.3 billion for the **Clean Water and Drinking Water State Revolving Funds (SRFs)**, and a new \$50 million program to provide **technical assistance** to communities and states to plan and finance wastewater infrastructure improvements. For more, click on [EPA FY16](#).

### Department of Homeland Security (DHS)

For the fourth year in a row, the President's budget would propose consolidating the suite of homeland security local grant

programs into a single state-centric **National Preparedness Grant Program**, funded at \$1.043 billion, representing an 18 percent cut from the current funding level of the affected programs. The budget calls on Congress to pass comprehensive **Immigration Reform** legislation. **Assistance to Firefighter Grants** and **SAFER Grants** would each be cut by \$5 million, to \$335 million each in FY16. Competitive **Pre-Disaster Mitigation** grants would be significantly increased, from \$25 million to \$200 million. For more, click on [DHS FY16](#).

### Department of the Interior (DOI)

In 2016, the National Park System will celebrate its **Centennial**, and the Budget proposes \$150 million for a Centennial Challenge matching program to leverage private donations to parks. On the 50<sup>th</sup> anniversary of the **Land and Water Conservation Fund**, the Budget proposes full funding of \$900 million in FY16. While no money was allocated to the **Urban Parks and Recreation Fund (UPARR)** in FY15 enacted appropriations, \$25 million is proposed for FY16. For more, click on [Interior FY16](#).

### Department of Agriculture (USDA)

A newly-authorized **Healthy Food Financing Initiative** will invest \$13 million for loans and grants to support increased access to healthy foods in underserved areas. The budget provides \$6.6 billion for the Special Supplemental Nutrition Program for Women, Infants, and Children (**WIC**). Discretionary and Mandatory funding for **SNAP** is expected to be about \$84 billion in FY16. For more, click on [USDA FY16](#).

### Department of Energy (DOE)

Within the Energy Department, \$2.72 billion is devoted to **Energy Efficiency and Renewable Energy** for FY16 and \$270.1 million is allocated to a unified **grid modernization** strategy. For more, click on [Energy FY16](#).

### U.S. Army Corps of Engineers – Civil Works

Following enactment of a **WRRDA** reauthorization in 2014, in FY16, the Corps is allocated a total of \$4.7 billion, an increase of about \$200 million from FY15. For more, click on [Army Corps FY16](#).

### Corporation for National and Community Service (CNCS)

The budget proposes **\$1.18 billion** for CNCS in FY16, an increase of \$129.5 million from FY15. CNCS provides opportunities for Americans of all ages to serve their community and country through volunteerism and related activities. For more, click on [CNCS FY16](#).

### ♪♪ Music of the Month ♪♪

Our telephone's hold music of the month for February is **Linda Ronstadt**. We hope you enjoy!

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