

ITEM IV E

Fresno Council of Governments Monthly State Legislative Report
5/8/2015

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

Introduced: 12/1/2014

Status: 5/7/2015-Referred to Com. on GOV. & F.

Location: 5/7/2015-S. G. & F.

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

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

Last Amend: 3/26/2015

Status: 5/7/2015-Read second time. Ordered to third reading.

Location: 5/7/2015-A. THIRD READING

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

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

Position

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

Introduced: 12/1/2014

Status: 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 1/16/2015)

Location: 5/1/2015-A. 2 YEAR

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

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: 4/21/2015-In committee: Set, second hearing. Failed passage. Reconsideration granted.

Location: 4/20/2015-A. TRANS.

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

Summary: Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 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: scoping plan.

Introduced: 12/1/2014

Last Amend: 5/5/2015

Status: 5/6/2015-Re-referred to Com. on APPR.

Location: 5/6/2015-A. APPR.

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 in preparing its scoping plan to consult with specified state agencies regarding matters involving energy efficiency and the facilitation of the electrification of the transportation sector. 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: 3/23/2015-In committee: Set, first hearing. Failed passage. Reconsideration granted.

Location: 3/23/2015-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: 4/22/2015

Status: 5/7/2015-Read second time. Ordered to Consent Calendar.

Location: 5/7/2015-A. CONSENT CALENDAR

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 reflector, a solid red light, or a flashing red 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.

Position

AB 33 (Quirk D) California Global Warming Solutions Act of 2006: Climate Change Advisory Council.

Introduced: 12/1/2014

Last Amend: 4/6/2015

Status: 5/6/2015-In committee: Set, first hearing. Referred to APPR. suspense file.

Location: 5/6/2015-A. APPR. SUSPENSE FILE

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

Last Amend: 4/20/2015

Status: 5/4/2015-In committee: Set, second hearing. Hearing canceled at the request of author.

Location: 4/21/2015-A. TRANS.

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

Summary: Would 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. The bill would state that it is the intent of the Legislature to not replace public transit services.

Position

AB 156 (Perea D) Greenhouse Gas Reduction Fund: technical assistance program.

Introduced: 1/20/2015

Last Amend: 4/27/2015

Status: 4/29/2015-In committee: Set, first hearing. Referred to APPR. suspense file.

Location: 4/29/2015-A. APPR. SUSPENSE FILE

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 establish a comprehensive technical assistance program, upon the appropriation of moneys from the Greenhouse Gas Reduction Fund, for eligible applicants, as specified, assisting disadvantaged communities and other specified communities. This bill contains other related provisions.

Position

Support

Notes 1: Fresno Chamber of Commerce supported in February

AB 227 (Alejo D) Transportation funding.

Introduced: 2/3/2015

Last Amend: 4/15/2015

Status: 4/16/2015-Re-referred to Com. on BUDGET.

Location: 4/16/2015-A. BUDGET

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: 5/7/2015-Read second time. Ordered to third reading.

Location: 5/7/2015-A. THIRD READING

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: 5/7/2015-Referred to Com. on L. & I.R.

Location: 5/7/2015-S. L. & I.R.

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

Last Amend: 4/23/2015

Status: 4/30/2015-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 4/30/2015-S. RLS.

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 and with the Office of Planning and Research, and to mail a copy of the notice to the county clerks of the counties in which the water project is located, as specified. The bill would require the notices to be available for public inspection or posted, as provided. This bill contains other existing laws.

Position

[AB 323](#) (Olsen R) California Environmental Quality Act: exemption: roadway improvement.

Introduced: 2/13/2015

Last Amend: 4/6/2015

Status: 5/7/2015-Referred to Com. on E.Q.

Location: 5/7/2015-S. E.Q.

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

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would extend the above exemption to January 1, 2020. This bill contains other existing laws.

Position

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

Introduced: 2/19/2015

Last Amend: 3/26/2015

Status: 5/7/2015-Referred to Com. on T. & H.

Location: 5/7/2015-S. T. & H.

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 448](#) (Brown D) Local government finance: property tax revenue allocations: vehicle license fee adjustments.

Introduced: 2/23/2015

Status: 4/22/2015-In committee: Set, first hearing. Referred to APPR. suspense file.

Location: 4/22/2015-A. APPR. SUSPENSE FILE

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

Summary: Current property tax law requires the county auditor, in each fiscal year, to allocate property tax revenue to local jurisdictions in accordance with specified formulas and procedures, and generally provides that each jurisdiction shall be allocated an amount equal to the total of the amount of revenue allocated to that jurisdiction in the prior fiscal year, subject to certain modifications, and that jurisdiction's portion of the annual tax increment, as defined. This bill would modify these reduction and transfer provisions, for the 2015-16 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.

Position

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

Introduced: 2/23/2015

Status: 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/5/2015)

Location: 5/1/2015-A. 2 YEAR

Desk	2 year	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

Last Amend: 4/20/2015

Status: 4/29/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 6. Noes 3.) (April 29). Re-referred to Com. on APPR.

Location: 4/29/2015-A. APPR.

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

Summary: The State Air Resources Board is required to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions. Pursuant to the California Global Warming Solutions Act of 2006, the state board has adopted the Low-Carbon Fuel Standard regulations. This bill, commencing January 1, 2017, would 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 3% of the total amount of fuel purchased from very low carbon transportation fuel sources. The bill would require the percentage to be increased by 1% each year thereafter until January 1, 2024.

Position

[AB 904](#) (Perea D) Air Quality Improvement Program: Clean Reused Vehicle Rebate Project.

Introduced: 2/26/2015

Last Amend: 4/29/2015

Status: 4/30/2015-Re-referred to Com. on APPR.

Location: 4/30/2015-A. APPR.

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 establish the Clean Reused Vehicle Rebate Project, as a part of the Air Quality Improvement Program, to provide rebates for the purchase of eligible used vehicles.

Position

[AB 922](#) ([Gallagher R](#)) Sales and use taxes: exemption manufacturing.

Introduced: 2/26/2015

Last Amend: 3/26/2015

Status: 5/4/2015-In committee: Set, first hearing. Hearing canceled at the request of author.

Location: 4/6/2015-A. REV. & TAX

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

Summary: Current law exempts from sales and use taxes, on and after July 1, 2014, and before January 1, 2022, the gross receipts from the sale of, and the storage, use, or other consumption of, qualified tangible personal property purchased by a qualified person for use primarily in manufacturing, processing, refining, fabricating, or recycling of property, as specified; qualified tangible personal property purchased for use by a contractor for specified purposes, as provided; and qualified tangible personal property purchased for use by a qualified person to be used primarily in research and development, as provided. This bill would delete that repeal date, thereby extending the application of the exemption indefinitely. The bill, on or after January 1, 2023, would limit the exemption to a qualified person that is located in a county, city and county, or metropolitan statistical area that had an unemployment rate of 10% or more in the previous calendar quarter.

Position

[AB 946](#) ([Ting D](#)) Electric vehicle charging stations.

Introduced: 2/26/2015

Last Amend: 4/21/2015

Status: 4/28/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (April 27). Re-referred to Com. on APPR.

Location: 4/28/2015-A. APPR.

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

Summary: Current law requires the State Energy Resources Conservation and Development Commission to implement the Alternative and Renewable Fuel Vehicle Technology Program to provide financial assistance to develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies. Current law includes within the program alternative and renewable fuel infrastructure, fueling stations, and equipment. This bill would specify that alternative and renewable fuel infrastructure includes electric vehicle charging infrastructure in disadvantaged communities.

Position

[AB 1005](#) ([Gordon D](#)) Electric vehicles: infrastructure: charging systems.

Introduced: 2/26/2015

Last Amend: 3/26/2015

Status: 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was U. & C. on 4/28/2015)

Location: 5/1/2015-A. 2 YEAR

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

Summary: Would state the intent of the Legislature to encourage and support the widespread deployment of electric vehicles, protect competitive markets for electric vehicle charging equipment and network charging services from unfair competition, support consumer choice, and encourage and support private investment in the equipment and services, and would make legislative findings and declarations in that regard. This bill contains other related provisions and other existing laws.

Position

[AB 1009](#) ([Garcia, Cristina D](#)) Local government: redevelopment: revenues from property tax override rates.

Introduced: 2/26/2015

Status: 4/22/2015-In committee: Set, first hearing. Referred to APPR. suspense file.

Location: 4/22/2015-A. APPR. SUSPENSE FILE

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

Summary: Would authorize a city or county that levies a property tax rate, approved by the voters of a city or county to make payments in support of pension programs and levied in addition to the general property tax rate, to make a request to an oversight board to prohibit revenues derived from that property tax rate from being deposited into a Redevelopment Property Tax Fund. This bill would authorize an oversight board to deny this request based on substantial evidence that a former redevelopment agency made a pledge of revenues that specifically included revenues derived from the imposition of that property tax rate.

Position

[AB 1015](#) (Bloom D) Parking: car share vehicles.

Introduced: 2/26/2015

Last Amend: 4/23/2015

Status: 5/4/2015-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 5/4/2015-S. RLS.

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

Summary: Would authorize a local authority to, by ordinance or resolution, designate certain streets or portions of streets for the nonexclusive parking privilege of motor vehicles participating in a car share vehicle program or ridesharing program.

Position

[AB 1030](#) (Ridley-Thomas D) California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.

Introduced: 2/26/2015

Last Amend: 5/5/2015

Status: 5/6/2015-Re-referred to Com. on APPR.

Location: 5/6/2015-A. APPR.

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

Summary: Current law requires moneys in the Greenhouse Gas Reduction Fund to be used to facilitate the reduction of greenhouse gas emissions and, where applicable and to the extent feasible, to foster job creation by promoting in-state greenhouse gas emissions reduction projects carried out by California workers and businesses. This bill would , for projects involving hiring, require priority be given to projects that include partnerships with training entities that have a proven track record of placing disadvantaged workers in career-track jobs.

Position

[AB 1033](#) (Garcia, Eduardo D) Infrastructure financing.

Introduced: 2/26/2015

Status: 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was J., E.D. & E. on 3/19/2015)

Location: 5/1/2015-A. 2 YEAR

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

Summary: The Bergeson-Peace Infrastructure and Economic Development Bank Act establishes the California Infrastructure and Economic Development Bank, within the Governor's Office of Business and Economic Development, to be governed by a specified board of directors. The act makes findings and declarations, provides definitions, and authorizes the board to take various actions in connection with the bank, including the issuance of bonds, as specified. This bill, among other things, would revise the definition of economic development facilities to include facilities that are used to provide goods movement and would define goods movement-related infrastructure.

Position

[AB 1043](#) (Salas D) Highways: State Highway Route 43.

Introduced: 2/26/2015

Status: 5/7/2015-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 5/7/2015-S. RLS.

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

Summary: Current law requires certain transportation funds made available for transportation capital improvement projects to be programmed and expended in specified amounts for interregional improvements and regional improvements. Current law specifies the state highway routes that are included in the interregional road system and the state highway routes that are eligible interregional and intercounty routes. This bill would include State Highway Route 43 as an eligible interregional and intercounty route.

Position
Support

[AB 1062](#) (Bonta D) Environmental Justice Small Grant Program.

Introduced: 2/26/2015

Last Amend: 4/7/2015

Status: 4/29/2015-In committee: Set, first hearing. Referred to APPR. suspense file.

Location: 4/29/2015-A. APPR. SUSPENSE FILE

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

Summary: Current law establishes the Environmental Justice Small Grant Program under the jurisdiction of the California Environmental Protection Agency, and prescribes specific criteria and procedures for the implementation of the program. Current law requires that grants be awarded on a competitive basis for projects that are based in communities with the most significant exposure to pollution. This bill would additionally include physical projects, including planning, engineering, and construction, monitoring or filtering technology, and environmental assessments that improve the environment or the environmental health of the community, or that address a specific environmental justice need, among the purposes for which a grant may be awarded.

Position

[AB 1068](#) (Allen, Travis R) California Environmental Quality Act: priority projects.

Introduced: 2/26/2015

Status: 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/19/2015)

Location: 5/1/2015-A. 2 YEAR

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

Summary: Would authorize each Member of the Legislature to nominate one project within his or her respective district each year, and the Governor to designate those projects as priority projects if the projects meet specified requirements. The bill would require the Governor to provide a notice of the designation to the appropriate lead agency and to the Office of Planning and Research. The bill would require the lead agency to notify the public and interested stakeholders of the designation, as specified, thereby imposing a state-mandated local program.

Position

[AB 1087](#) (Grove R) Greenhouse Gas Reduction Fund: high-speed rail.

Introduced: 2/27/2015

Status: 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/20/2015)

Location: 5/1/2015-A. 2 YEAR

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

Summary: Would provide that the continuous appropriations from the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority are for specified components of the initial operating segment and Phase I blended system, as described in the authority's 2012 business plan, of the high-speed train system that shall be constructed as specified.

Position

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

Introduced: 2/27/2015

Last Amend: 4/23/2015

Status: 4/28/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 1.) (April 27). Re-referred to Com. on APPR.

Location: 4/28/2015-A. APPR.

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 Energy Resources Conservation and Development Commission, in consultation with the State Air Resources Board, for the purpose of reducing the 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.

Position

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

Introduced: 2/27/2015

Last Amend: 4/29/2015

Status: 5/6/2015-In committee: Set, first hearing. Referred to APPR. suspense file.

Location: 5/6/2015-A. APPR. SUSPENSE FILE

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, as defined, 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. These arrangements are commonly known as public-private partnerships. This bill would provide that a lease agreement shall not be entered into under these provisions on or after January 1, 2030, 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: 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/23/2015)

Location: 5/1/2015-A. 2 YEAR

Desk	2 year	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) Climate adaptation.

Introduced: 2/27/2015

Last Amend: 5/5/2015

Status: 5/6/2015-Re-referred to Com. on APPR.

Location: 5/6/2015-A. APPR.

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

Summary: Would require the Natural Resources Agency, in coordination with the Strategic Growth Council, to address the impacts of climate change and climate adaptation by reviewing and coordinating existing grants and programs to maximize specified objectives, including, among others, establishing policy, guidelines, and guidance at the state level to inform planning decisions and ensuring that state investments consider climate change impacts, as well as promote the use of natural systems, whenever feasible, when developing physical infrastructure to address adaptation.

Position

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

Introduced: 2/27/2015

Status: 4/28/2015-From committee: Be adopted, and re-refer to Com. on REV. & TAX. Re-referred. (Ayes 10. Noes 5.) (April 27). Re-referred to Com. on REV. & TAX.

Location: 4/28/2015-A. REV. & TAX

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

Summary: Would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes. This measure would also provide that it shall become effective immediately upon approval by the voters and shall apply to any local measure imposing, extending, or increasing a special tax for local transportation projects submitted at the same election.

Position

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

Introduced: 12/1/2014

Status: 4/7/2015-April 15 set for second hearing canceled at the request of author.

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: 4/16/2015-April 15 set for second hearing. Failed passage in committee. (Ayes 2. Noes 5. Page 648.) Reconsideration granted.

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: 4/27/2015-April 27 hearing: Placed on APPR. suspense file.

Location: 4/27/2015-S. APPR. SUSPENSE FILE

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

Last Amend: 5/5/2015

Status: 5/5/2015-Read second time and amended. Re-referred to Com. on APPR.

Location: 5/5/2015-S. APPR.

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

Summary: Current law provides various sources of funding for transportation programs, including capital and operating funds for rail services, including intercity, commuter, and urban rail systems, including the Transit and Intercity Rail Capital Program which receives 10% of the annual proceeds of the Greenhouse Gas Reduction Fund as a continuous appropriation. This bill would modify the purpose of the program to delete references to operational investments and instead provide for the funding of large, transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives, including reducing emissions of greenhouse gases, the expansion of transit services to increase ridership, and to improve transit safety.

Position

SB 13

(Pavley D) Groundwater.

Introduced: 12/1/2014

Last Amend: 4/23/2015

Status: 4/30/2015-In Assembly. Read first time. Held at Desk.

Location: 4/30/2015-A. DESK

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) Transportation funding.

Introduced: 12/1/2014

Last Amend: 4/15/2015

Status: 5/6/2015-Do pass as amended, and re-refer to the Committee on Appropriations.

Location: 5/6/2015-S. APPR.

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

Summary: Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would provide for the program to be authorized every 5 years by the Legislature, and would provide that authorization for the 2015-16 through 2019-20 fiscal years. The bill would require the California Transportation Commission to identify the estimated funds to be available for the program and adopt performance criteria to ensure efficient use of the funds.

Position

SB 25

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

Introduced: 12/1/2014

Status: 4/20/2015-April 20 hearing: Placed on APPR. suspense file.

Location: 4/20/2015-S. APPR. SUSPENSE FILE

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

Last Amend: 5/5/2015

Status: 5/5/2015-Read second time and amended. Re-referred to Com. on APPR.

Location: 5/5/2015-S. APPR.

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 emissions 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 the long-term emissions reductions advance specified criteria. The bill would make conforming changes.

Position

SB 39

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

Introduced: 12/1/2014

Last Amend: 4/8/2015

Status: 5/7/2015-In Assembly. Read first time. Held at Desk.

Location: 5/7/2015-A. DESK

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). Current law authorizes the DMV to issue no more than 70,000 of those identifiers. 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

Last Amend: 4/6/2015

Status: 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. & H. on 4/6/2015)

Location: 5/1/2015-S. 2 YEAR

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

Summary: Would require incentives for qualifying zero-emission, battery-electric 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 vehicles to be \$3,500, subject to availability of funds.

Position

SB 45

(Mendoza D) Workforce development: federal Workforce Innovation and Opportunity Act.

Introduced: 12/12/2014

Last Amend: 3/9/2015

Status: 4/16/2015-In Assembly. Read first time. Held at Desk.

Location: 4/16/2015-A. DESK

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

Summary: Would require the state, in conformity with WIOA and after consultation with local boards and chief elected officials, to identify planning regions. The bill would require local boards and chief elected officials to prepare regional plans for those planning regions, as specified. By imposing this requirement on local government, the bill would impose a state-mandated local program. The bill would also require the board to aid the Governor in facilitating system alignment across the core programs of WIOA, as defined, and make related and conforming changes. This bill contains other related provisions and other existing laws.

Position

SB 64

(Liu D) California Transportation Plan.

Introduced: 1/5/2015

Last Amend: 5/6/2015

Status: 5/6/2015-Read second time and amended. Re-referred to Com. on APPR.

Location: 5/6/2015-S. APPR.

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 action -oriented and pragmatic recommendations for 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

Last Amend: 3/26/2015

Status: 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. & H. on 4/7/2015)

Location: 5/1/2015-S. 2 YEAR

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

Summary: Would authorize the Department of Transportation or a regional transportation agency to enter into a comprehensive development lease on or after January 1, 2017, for a proposed transportation project on the state highway system if a draft environmental impact statement or draft environmental impact report for the project was released by the department in March 2015 for public comment. This bill contains other related provisions.

Position

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

Introduced: 2/9/2015

Last Amend: 3/26/2015

Status: 4/27/2015-April 27 hearing: Placed on APPR. suspense file.

Location: 4/27/2015-S. APPR. SUSPENSE FILE

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 prescribe the terms and qualifications of committee members and 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, and to take specified actions in that regard.

Position

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

Introduced: 2/23/2015

Last Amend: 4/23/2015

Status: 5/5/2015-Read second time. Ordered to third reading.

Location: 5/5/2015-S. THIRD READING

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, instead require the board, 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 amount of revenue loss attributable to the exemption, based on estimates made by the board that reflect the combined average of the actual fuel price over the previous 4 fiscal years and the estimated fuel price for the current fiscal year, and continuing to take into account adjustments required by current law to maintain revenue neutrality.

Position

[SB 357](#) (Hall D) Private railroad car tax.

Introduced: 2/24/2015

Status: 4/27/2015-April 27 hearing: Placed on APPR. suspense file.

Location: 4/27/2015-S. APPR. SUSPENSE FILE

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

Summary: Under the Private Railroad Car Tax Law, the State Board of Equalization assesses and taxes private railroad cars operated upon railroads in this state. In making an assessment, the board is required to determine the average number of each class of private railroad cars physically present in the state in the calendar year immediately preceding the fiscal year in which the tax is imposed upon the basis of car days. This bill would instead require the board, in making the assessment, to determine the physical presence of private railroad cars in the state in the calendar year immediately preceding the fiscal year in which the tax is imposed upon the basis of mileage.

Position

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

Introduced: 2/26/2015

Last Amend: 5/6/2015

Status: 5/6/2015-Read second time and amended. Re-referred to Com. on APPR.

Location: 5/6/2015-S. APPR.

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 require that those moneys be used by the service authority for service expenses associated with the implementation, maintenance, and operations of a motorist aid system, including the installation of call boxes.

Position

Support

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

Introduced: 2/27/2015

Status: 5/1/2015-Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 3/19/2015)

Location: 5/1/2015-S. 2 YEAR

Desk	2 year	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

Last Amend: 5/5/2015

Status: 5/5/2015-Read second time and amended. Re-referred to Com. on APPR.

Location: 5/5/2015-S. APPR.

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

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 provide to eligible applicants multiple environmental benefits.

Position

Total Measures: 55

Total Tracking Forms: 56

Washington Friday Report

Volume XVII, Issue 18

May 1, 2015

INSIDE THIS WEEK

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- 2 Transportation Leaders, Budget, AG Lynch, Grants
- 2 FY16 Senate, MFA, MBK, Promise, Japan PM, Music

Baltimore's Agony



It has been especially heartbreaking this past week or so to observe Baltimore's agony. For those of us who have lived in DC for a while, Baltimore has always been part of our extended metropolitan area – a terrific backyard with its magnificent Inner Harbor, great museums, the National Aquarium, renowned parks and cultural institutions and, of course, Orioles Park at Camden Yards. Some of the best urban revitalization in the country is just a short drive north on the Beltway and I-95. And yet, we've all known there has always been two Baltimores.

This week, the one far less visible to visitors suffered mightily. It has been sad to watch, even more so because over the years we've come to know and respect Mayor **Stephanie Rawlings-Blake** and her staff and admired how they face the challenges confronting the City daily. We hope for better Baltimore days ahead. *We thought you would be interested in reading [President Obama's Remarks on Baltimore](#) at his press conference earlier this week, as well as some [thoughts yesterday from Mayor Rawlings-Blake](#). – Len Simon*

COPS Hiring Program and CPD Details Released

Yesterday, you received a memo from us with details on the **FY15 COPS Hiring Program** and **Community Policing Development** program. The application deadline is **June 19**. For more, including the various initiatives associated with the programs, click on our [FY15 COPS Programs Memo](#).

Deep House Cuts in Key Programs

This week, the House Transportation-HUD subcommittee marked up its FY16 spending plan and the news, while not as bad as some expected, was troublesome in key areas. The **CDBG** program would receive near level-funding at \$3.06 billion, which is good news, and **HUD-VASH** vouchers would receive level-funding of \$75 million. But the bill prevents any money from being moved into the **National Housing Trust Fund** (NHTF) by

Congress or any federal agency. The **HOME** program would receive \$767 million, a cut of \$133 million from current levels, but any funding that would be directed into the NHTF would automatically be moved into the HOME program.

HUD's **Public and Indian Housing** office, which funds Section 8 vouchers and other Public Housing programs, is provided \$26.8 billion, an increase of \$353 million from FY15. The **Moving-to-Work** demonstration would continue to move forward. There is no mention of new **Promise Zones** or **Promise Neighborhoods** in the bill text.

The **Federal Transit Administration** would be cut overall by \$161 million, down to \$10.7 billion, but Transit formula grants would be level-funded at \$8.6 billion. Overall, **Capital Investment Grants**, including "New and Small Starts," would receive \$1.9 billion, a cut of \$200 million from FY15. **TIGER Grants** would receive only \$100 million, a \$400 million cut from the current level of \$500 million. The bill provides level-funding \$40.25 billion from the **Highway Trust Fund** to be spent on the Federal-aid Highways Program, assuming Congress finds a way to put enough money into the Fund to make this spending level possible. The **Federal Aviation Administration** would receive \$15.9 billion, \$159 million above current levels. The bill prevents any new **airport passenger facility and general aviation fees**. For more, click on [House Appropriations THUD Summary and Bill Text](#), [APTA Press Release](#), or the National Low-Income Housing Coalition's [Press Release](#) or [FY16 HUD Budget Chart](#).

Meanwhile, this week, the House passed its Military-Construction and Energy-Water spending bills by narrow margins with most Democrats voting no, consistent with a policy Democrats may well adopt this year to oppose all appropriations bills. Appropriations bills sent to the President without significant Democratic support may well be vetoed by him and his veto would almost certainly be sustained. A confrontation of this sort would be unfortunate, which has led some to believe that a negotiated settlement on spending levels, similar to the 2012 compromise budget deal, brokered by Senator **Patty Murray** and Rep. **Paul Ryan**, which could eliminate the lower sequestration spending caps, and allow more spending on domestic and defense programs, could be a directed outcome for all parties. *We'll keep you updated as budget developments continue (see our related story on the next page regarding the Budget resolution).*

As discussed above, the Administration has brought out the veto card for the MilCon-VA and Energy-Water Bills. For more, click on [House Passes MilCon-VA](#), [House Passes Energy-Water](#), or White House Issues Veto Threats Against [MilCon-VA](#) and [Energy-Water](#) Bills.

Former Local Leaders Unite



We were pleased yesterday to be part of a gathering organized by Congressman **Earl Blumenauer**, a former Portland City Council member, featuring Secretary of Transportation **Anthony Foxx**, the former Mayor of Charlotte, designed to spur action on transportation reauthorization.

Both leaders are eager for Congress to get on with enactment of a short term “*patch*” to keep the transportation programs from expiring at the end of this month, followed by a long-term well-funded reauthorization later this year. The Secretary emphasized how funding uncertainty disrupts the transportation planning process, noting, “*Just imagine if you are a Governor or Mayor trying to do a big project.*” But he also made clear that fixing the current shortfalls in transportation spending still leaves large unmet national needs. He urged transportation advocates to think big, as did President **Eisenhower**, when he proposed the National System of Interstate and Defense Highways. The Secretary also promoted the Obama Administration’s GROW AMERICA Act, which vastly expands transportation programs over six years with repatriation of corporate overseas profits. Finally, he discussed how DOT’s “*Ladders of Opportunity*” initiatives are transforming transportation programs.

Rep. Blumenauer, an advocate of raising, indexing, and ultimately getting rid of the federal gas tax, questioned why many states have raised their gas taxes this year yet leaders from those states continue to oppose a federal increase. He noted that the recent Medicare “*Doc Fix*” shows that the parties can work well together when they want to and hopes that the “*governing wings*” of both parties will arrive at a transportation funding solution. *We’ll keep you updated.*

House Narrowly Approves Budget Framework

On Thursday, by a vote of 226-197, the House narrowly approved the concurrent budget resolution between the House and Senate for FY16. It includes overall discretionary spending of \$523 billion for defense, \$493.5 billion for domestic programs, and an additional \$96 billion for the Pentagon through the Overseas Contingency Operations (OCO) account. It goes to the Senate for an expected vote next week. For more, click on [Summary Press Release](#), [Legislative Text](#), or [Conference Report](#).

Attorney General Loretta Lynch’s First Week



Attorney General **Loretta Lynch**, after being sworn in by Vice President **Joe Biden** on Monday, immediately addressed the Baltimore situation and on Tuesday, participated in a local officials teleconference to further and discuss Baltimore. For more, click on [Video of Swearing-In Ceremony](#), [AG Lynch’s Remarks at Swearing-In](#), or [AG Lynch’s Remarks on Baltimore](#).

Grants This Week



This week, we sent many of you grant notices on the [HHS Assets for Independence Demonstration Program](#) and our [FY15 COPS Programs Memo](#).

Please contact Jen Covino with any questions about grants.

FY16 Senate Appropriations Hearings

This week, the Senate Appropriations Committee’s subcommittees held hearings on the [Environmental Protection Agency](#), [Department of Homeland Security](#), and [Department of Health and Human Services](#).

Congressman Chaffetz Pushes Forward on MFA

On Monday, Utah Rep. **Jason Chaffetz** told reporters, “*We have a lot of outside support [for online sales tax legislation]. Governors, and state and local government are begging us to deal with this issue. We can’t ignore it. We need a real solution.*” It is encouraging that his efforts continue despite a number of roadblocks in his way. *We’ll keep you up to date!*

“My Brother’s Keeper” Update

The White House has reached out to remind all involved of their target deadlines for those participating in the My Brother’s Keeper initiative. They expect every MBK Community, by **May 11**, to either release its Local Action Plan or provide the White House with a clear strategy on how it will be completed and a date that the Plan will be released. For more, click on [MBK Update Email](#).

Promise Zones Announced

On Tuesday, the Obama Administration announced eight additional Promise Zone designations, with a third round expected to be announced in the summer. For more, click on [HUD Promise Zones Announcement](#).

Welcoming the Japanese Prime Minister



On Tuesday, thanks to the White House Office of Intergovernmental Affairs, we were privileged to attend the White House welcoming ceremony for Japanese Prime Minister **Shinzo Abe**. For more, click on [Opening Remarks](#) or [Video of Prime Minister’s Address to Congress](#).

♪ Music of the Month ♪

Our telephone’s hold music for the month of May is the great **Tony Bennett**. *Call us and enjoy!*

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

Washington Friday Report

Volume XVII, Issue 17

April 24, 2015

INSIDE THIS WEEK

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- 2 WIOA, LWCF, Bloomberg, Grants This Week
- 2 Bodycams Debate, NCLB Summit, A City's Revival

Enough movement on appropriations to believe "regular order" may be possible, an Attorney General at last, and much more this week! Here's the highlights for your review.

Appropriations Process Update



This week, the House Appropriations Committee adopted allocations for its subcommittees and approved its Energy-Water and Military Construction-VA bills. The White House weighed in with its concerns on the bills, which means there will be battles ahead. The allocations,

known as 302(b), keeps funding level for most programs with some adjustments. The Labor-HHS-Education bill is cut by 2%, down to \$153.05 billion. However, the Transportation-HUD (THUD) bill would be increased by 2.7% from FY15 levels, up to \$55.47 billion. Disagreements over THUD spending levels derailed the Appropriations process in the summer of 2013, and Committee Chairman **Hal Rogers** is trying to avoid a repeat of that situation. The THUD level could mean at least level funding for key programs such as CDBG, transit, public housing, and Section 8.

In addition, the House Report accompanying the MilCon-VA bill makes clear, on Page 19, that the Committee wants the Defense Department to identify which "30 percent of Defense facilities are in excess of mission requirements." Lastly, it's worth noting that as part of the Energy-Water bill, the Committee adopted an amendment by Rep. **David Valadao** putting hard deadlines on the Bureau of Reclamation to finish and submit feasibility studies for three dam expansion projects and two dam creation proposals in California. For more, click on [House Subcommittee Allocations](#), [MilCon-VA Report on "Excess" Defense Facilities](#), [Rep. Valadao Water Amendment](#), [Energy-Water Approved](#), [MilCon-VA Approved](#), or the Administration's Concerns with the House [Energy-Water](#) and [MilCon-VA](#) Bills.

The Senate Appropriations Committee also got to work this week with hearings on its upcoming bills, including witness testimony from FEMA Administrator **Craig Fugate** and DOT Secretary **Anthony Foxx**. For more, click on [Senate FY16 FEMA Hearing](#) or [Senate FY16 DOT Hearing](#). *We'll keep you updated.*

Loretta Lynch Confirmed as Attorney General

On Thursday, after a lengthy delay, **Loretta Lynch** was confirmed to become the country's next Attorney General by a vote of 56 to 43 in the Senate. She is expected to be sworn in shortly. *For more, click on [Vote Breakdown](#).*

Emergency Order for Rail Tank Cars

DOT has announced an Emergency Order to require that trains transporting large amounts of "Class 3" flammable liquid through certain highly populated areas adhere to a maximum authorized operating speed limit of 40 miles per hour in High Threat Urban Areas. In another freight development, on Tuesday, the Coalition for America's Gateways and Trade Corridors released "*Freight Can't Wait*," a report urging Congress to pass transportation policy with dedicated funding for multimodal freight projects. For more, click on [DOT Coordinated Actions](#) or [Freight Can't Wait](#).

Ending Veterans' Homelessness

On Monday, HUD and VA announced nearly \$65 million to fund more than 9,300 vouchers to house homeless veterans under the HUD-VA Supportive Housing (HUD-VASH) Program. That day, First Lady **Michelle Obama** was in New Orleans, along with Mayor **Mitch Landrieu** and other officials, to highlight the Mayors Challenge to End Veteran Homelessness. For more, click on [HUD-VASH Press Release](#), [White House Fact Sheet](#), or [First Lady's Remarks](#).

The Road Ahead for Public Transportation

On Tuesday, the Senate Banking Committee held a hearing on public transit in the next transportation reauthorization, featuring FTA Acting Administrator **Therese McMillan**. Chairman **Richard Shelby** said, "I believe that a long-term reauthorization bill is necessary to provide certainty and stability to cities and states across the country." However, some Senators on the Committee doubt that transit funding will be raised significantly in the next reauthorization, anticipating more flat funding in upcoming years. In related news, FTA has posted guidance to assist recipients in their implementation of the Section 5339 **Bus and Bus Facilities Formula Program**. For more, click on [Senate Hearing Website](#), [Chairman Shelby Opening Statement](#), or [MAP-21 Bus Program Guidance](#).

ASSETS Energy Grants for Transportation

On Tuesday, the Obama Administration released the first-ever installment of the Quadrennial Energy Review (QER),

which provides a roadmap for Federal energy policy objectives, legislative proposals to Congress, Executive Actions, and financing and incentive programs. As part of the QER, the Administration is proposing a new grant program, called *Actions to Support Shared Energy Transport Systems (ASSETS)*, which would be administered by DOT, in close collaboration with DOE. The program would be dedicated to improving energy transportation infrastructure connectors, with an approximately \$2.5 billion federal investment over 10 years, using typical TIGER cost shares. For more, click on [Quadrennial Energy Review](#) or [Fact Sheet](#).

Workforce Rules

The Departments of Labor and Education published five Notices of Proposed Rulemaking in the *Federal Register* to implement the Workforce Innovation and Opportunity Act (WIOA) and seek public comment. The proposed regulations are designed to: update and improve federal workforce programs that serve workers, job seekers, and employers; strengthen accountability and transparency; increase access to work-based learning tools, such as apprenticeships; improve relationships with employers, including through sector partnerships; and foster more cohesive planning within economic regions. The proposed rules would also improve access to education and workforce services for individuals with significant barriers to employment – veterans, individuals with disabilities, disconnected youth, and other vulnerable populations – to help them find good work. A webinar on how to provide comments on the NPRMs will be available the week of **April 27**. For more, click on [WIOA Regulations Press Release](#), [White House Statement](#), or [VP Joe Biden's July 2014 "Ready to Work" Report](#).

LWCF Hearing

On Wednesday, the Senate Energy and Natural Resources Committee held a hearing to receive testimony on the reauthorization of and potential reforms to the Land and Water Conservation Fund (LWCF). Witnesses included U.S. Deputy Secretary of the Interior **Michael Connor** and Executive Director of the National Association of State Park Directors **Lewis Ledeford**. For more, click on [Senate LWCF Hearing](#).

Bloomberg "What Works Cities" Data Initiative

On Monday, Bloomberg Philanthropies launched a \$42 million initiative called "*What Works Cities*." It's a program designed to help 100 mid-sized cities better use data and evidence. Through partners, Bloomberg Philanthropies will help mayors and local leaders use data and evidence to engage the public, make government more effective, and improve people's lives. U.S. cities with populations between 100,000 and 1 million people are invited to apply. As Louisville Mayor **Greg Fischer** noted recently, "*I don't know of any government that's not strapped financially right now, so the question is, how do you do more with less?*" In Louisville, the city analyzed its restaurant inspection data to determine why 11 percent of the City's establishments weren't being inspected on time, and the Louisville Metro was able to cut that rate down to 0.1 percent. For more, click on ["What Works Cities" Initiative](#) or [Michael Bloomberg Statement](#).

Grants This Week



This week, we sent many of you grant notices on [DOJ OJJDP Grant Opportunities](#), the [COPS Anti-Gang Initiative \(CAGI\)](#), the [EPA Source Reduction Assistance \(SRA\) Grant Program](#), [NEH Digital Projects for the Public](#), and [NPS Historic Preservation Fund Grants](#). Please contact [Jen Covino](#) with any questions about grants.

Police Body Cams' Data Storage Debated



The *Washington Post* writes this week on the growing use of police body cameras and how to manage the data that's collected, focusing on Metropolitan DC Police. The city's pilot program for body-worn cameras began in October with 165 officers wearing cameras. Mayor **Muriel Bowser** plans to quickly expand that to 2,800 officers at a cost of \$5.1 million. The District has implemented a policy barring FOIA requests for body cam footage but many groups, including the *Post*, question the ultimate legality of the policy. For more, click on [Body Cam Transparency Debate](#).

Education's "Shake Shack Summit"

As we've told you, the Senate Health, Education, Labor, and Pensions Committee has been working on the details of what may become the law that replaces "*No Child Left Behind*." The details of the bipartisan behind-the-scenes negotiations between Chairman **Lamar Alexander** and Ranking Member **Patty Murray** became public on April 7. But the agreement would not have been reached if it weren't for the multi-week negotiations between Committee staff from both sides of the aisle, which one news source has dubbed the "*Shake Shack Summit*," due to the burgers and shakes fueling the staff from the DC eatery. The linked article below outlines how staff and the two Senators worked diligently to reach an agreement, which was approved by the full Committee on April 16. For more, click on [Shake Shack](#). We'll update you on the NCLB legislation's next steps.

The Future of New Orleans

Politico's "What Works" series focuses on the nearly 10 years of recovery efforts since Hurricane Katrina struck New Orleans in 2005, including the City's blight program which incorporates ideas to combat blight from cities around the country. The City is using the latest data and metrics to rate specific lots and neighborhoods to determine the best use of city resources in that area. As a City economic development official noted, "*Hurricane Katrina was an awful event. But it presented the opportunity for New Orleans to become this country's laboratory and hub for innovation and change.*" For more on the revival, click on [Blight in New Orleans](#).

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

Washington Friday Report

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INSIDE THIS WEEK

- 1 TIGER , No Child Fix, Immigrants, House Mark-ups
- 2 Transportation, Education, Budget, Taxes, Grants
- 2 Affordable Housing, SNAP, Crude-by-Rail, U.S. Trade

The White House, Cabinet, and Congress hard at work on a long list of priorities this week – here's the highlights for your review – come and enjoy Washington's spring – here at last!

DOT's TIGER Summit

TIGER GRANTS

Yesterday, we attended DOT's 7th round **TIGER Summit**, where speakers included DOT Secretary **Anthony Foxx**, his team, and previous TIGER winners. Here's some notes and links for your review.

(1) The **Pre-Application**, due May 4 is **mandatory** – DOT will use it to let you know about "*curable deficiencies*" that can be fixed; (2) the **Grants.gov** system is essential for the June 5 Final Application, so make sure you are up to date with it; (3) be "*vigilant*" on DOT's **primary and secondary criteria** – give them back what they are seeking; (4) "*Overmatch*" – exceeding the 20% statutory non-federal match, makes an application more competitive, but they will factor in varying economic circumstances; (5) a good, professional, **cost-benefit analysis** is critical; (6) a "*debrief*" with TIGER staff on a previous unfunded TIGER application is important if you are resubmitting; (7) **partnerships** for the one TIGER grant should be formed before submission; (8) "*Ladders of Opportunity*" is a key component DOT is seeking; (9) bring your **congressional delegation** into the advocacy phase; (10) effectively **visualize**, in words and pictures, why the TIGER is needed and the impact it will have, using a narrative style understandable for a "*5th grader*"; (10) make clear the ability to **obligate funds** by June 30, 2017; (11) \$10 million is a minimum federal ask - the maximum can be **above** the \$15-20 million average range of recent grants; (12) **segment projects** so that if DOT provides less than asked, they know which project portions are viable; (13) if awarded, no TIGER Grant funds can be spent until a **Grant Agreement** is reached; (14) **hard** in-kind contributions like land can accrue towards the match, but not staff time; (15) show project "*readiness*" such as funding commitments, ability to manage grants, and a detailed budget. *We hope this is helpful!* Let us know if you have questions. For more, click on [TIGER Summit Website](#), [TIGER Summit Agenda](#), or [TIGER Grants Overview](#).

Senate Committee Passes "No Child Left Behind" Fix

On Thursday, the Senate Health, Education, Labor, and Pensions Committee unanimously passed the bipartisan *Every Child Achieves Act of 2015*, with amendments, which would replace the *No Child Left Behind* education law. Three amendments offered by Ranking Member **Patty Murray** were adopted, which would (1) Help ensure that military-connected children are succeeding in school, (2) Help schools and communities in the aftermath of violent or traumatic events, and (3) Improve and expand early learning programs. Chairman **Lamar Alexander** said, "*Seven years is long enough to consider how to fix No Child Left Behind. The committee considered 57 amendments, approved 29, and improved the bipartisan agreement Ranking Member Murray and I reached.*" Education Secretary **Arne Duncan** heaped praise on the bipartisan Senate negotiations, but cautioned to reporters, "*We don't know whether it will lead to anything or whether it will collapse at some point. Lots of unknowns here.*" For more, click on [Committee Hearing Website with Amendments](#), [Senator Alexander Statement](#), [Senator Murray Statement](#), or [Secretary Duncan Statement](#).

Action Plan for Integrating Immigrants

On Tuesday, the White House *New Americans Task Force* submitted its comprehensive action plan on immigrant integration to President Obama. The plan provides 48 recommended actions to help build welcoming communities; strengthen existing pathways to naturalization and promote civic engagement, support skill development, foster entrepreneurship, safeguard workers; and expand opportunities for linguistic integration and education. For more, click on "[New Americans Project](#)" [Website](#), [Fact Sheet](#), or [Action Plan](#).

House Appropriations Committee Work Ramps Up

On Wednesday, the House Appropriations Committee kicked off work considering the 12 annual spending bills for FY16, with its subcommittees on Energy-Water and Military Construction-VA considering their bills in markup sessions. The House Energy-Water bill totals \$35.4 billion, \$1.2 billion above the FY15 enacted level, and \$633 million below the President's request. The **Army Corps of Engineers** is funded at \$5.6 billion, an increase of \$142 million above the FY15 enacted level, and \$865 million above the President's request. The **Bureau of Reclamation** would receive \$1.1 billion, which is \$35 million below the FY15 enacted level, and \$1 million below the President's request. The bill also prevents EPA and the Army Corps from implementing their **Waters of the United States** proposed rule, by prohibiting any changes to federal jurisdiction under the Clean Water Act. The full House

Appropriations Committee is scheduled to mark up the Energy-Water and MilCon-VA bills on Wednesday. For more, click on [House Energy-Water](#) or [House MilCon-VA](#).

Pushing for a Transportation Funding Solution



Transportation advocates, both on and off Capitol Hill, are raising their voices in support of finding a long-term funding solution for the Highway Trust Fund and Mass Transit Account. The top leaders in the Senate and House Transportation Committees, Senators **Jim Inhofe** and **Barbara Boxer** and Congressman **Bill Shuster**, have all indicated to varying degrees that they are open to the idea of taxing repatriated corporate profits to replenish the HTF. Both Chairmen of the tax-writing Committees, Senator **Orrin Hatch** and Congressman **Paul Ryan**, remain opposed to a repatriation tax unless it's part of a broader tax overhaul. On Tuesday, Senator **Hatch** said, "We're not going to use repatriation." Other lawmakers have proposed their own solutions. In February, Congressman **Earl Blumenauer** reintroduced a bill to raise the gas tax by 15 cents. On Thursday, Congressman **Jim Renacci** spearheaded a bipartisan introduction of the *Bridge to Sustainable Infrastructure Act*, which would index the current gas tax to inflation, and would create a kind of "Transportation Supercommittee" to either come up with an alternative funding solution, or trigger enough increases in the gas tax to keep the HTF solvent for ten years. For more, click on [Video of Senators Inhofe and Boxer Press Conference](#) or [Bridge to Sustainable Infrastructure Act](#).

On April 9, the **American Public Transportation Association** organized *Stand Up for Transportation Day*, which brought together more than 350 organizations, including dozens of Mayors and other elected officials, to highlight the urgent need for Congress to renew funding for MAP-21. For more, click on [APTA Press Release](#), [Stand Up for Transportation Website, Background](#), or [FTA Press Release](#).

Senate FY16 Education Appropriations

On Thursday, the Senate Appropriations Subcommittee on Labor-HHS held a hearing to review the Administration's FY16 budget request, for the U.S. Department of Education, featuring Education Secretary **Arne Duncan**. For more, including a webcast, click on [Senate Education Appropriations](#).

White House Budget Amendments

On Tuesday, President Obama submitted thirty FY16 budget amendments to Congress covering numerous federal agencies. For more, click on [FY16 Budget Amendments](#).

Considering a Business Tax Overhaul

On Monday, the Chairmen of the two Congressional tax-writing Committees, Senator **Orrin Hatch** and Congressman **Paul Ryan**, sent a letter to member groups of the Coalition for Fair Effective Tax Rates, indicating that they are open to work on a separate, limited business tax overhaul if they can protect closely held businesses from higher effective rates. They are looking for

suggestions about how to move a business tax overhaul as a separate piece of legislation from an individual tax overhaul. For more, click on [Letter on Business Tax Reform](#).

April Grants



This month, we sent many of you grant notices on [ED Investing in Innovation \(i3\) Fund - Development Grants](#), [HHS Project AWARE Grants](#), the [SAMHSA Offender Reentry Program](#), the [NIST Manufacturing Extension Partnership](#), [DHS FY15 Transit Security Grant Program](#), and the [DOL ETA YouthBuild Program](#). Please contact [Jen Covino](#) with any questions about grants. More to come next week!

Affordable Housing

On Thursday, the House Financial Services Committee's Housing and Insurance Subcommittee held a hearing entitled, "The Future of Housing in America: Increasing Private Sector Participation in Affordable Housing." In addition, HUD released a study showing how Public Housing Agencies across the country are significantly underfunded in managing the Housing Choice Voucher program, which serves 2.1 million households nationwide. For more, click on [Private Sector in Affordable Housing](#) or [HCV Administration Study](#).

Charitable Sector and SNAP

On Wednesday, the House Agriculture Committee held a hearing titled, "The Past, Present, and Future of SNAP: The World of Nutrition and the Role of the Charitable Sector." For more, click on [Hearing on SNAP and the Charitable Sector](#).

Pushing Crude-By-Rail Regs

Frustration in Capitol Hill is running high because DOT has not yet adopted stricter safety standards for transporting crude oil by rail four years after Congress told the agency to do so. On Tuesday, Congressman **Jeff Denham** said, "We can't have any more excuses on these [rules]." Congressman **John Garamendi** suggested that Congress take over the rule-writing process and introduced his own bill to reduce the volatility of oil transported by rail. On a related note, Senator **Tammy Baldwin** applauded the NTSB for recommending that the most dangerous tank cars be removed from crude oil service. For more, click on [House PHMSA Hearing](#), [Rep. Garamendi Statement](#), or [Senator Baldwin Statement](#).

U.S. Trade Report

Commerce Secretary **Penny Pritzker** and U.S. Trade Representative **Michael Froman** released a report, titled the *United States of Trade*, showing that the number of jobs supported by goods exports continues to rise in states across the country. For more, click on [United States of Trade](#).

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