

## Fresno Council of Governments Monthly State Legislative Report 9/17/2015

**AB 2****(Alejo D) Community revitalization authority.****Current Text:** Enrolled: 9/14/2015 [pdf](#) [html](#)**Introduced:** 12/1/2014**Last Amend:** 9/4/2015**Status:** 9/12/2015-Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 58. Noes 15.)**Location:** 9/12/2015-A. ENROLLMENT

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.

**Position****AB 6****(Wilk R) Bonds: transportation: school facilities.****Current Text:** Introduced: 12/1/2014 [pdf](#) [html](#)**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.****Current Text:** Amended: 5/5/2015 [pdf](#) [html](#)**Introduced:** 12/1/2014**Last Amend:** 5/5/2015**Status:** 9/11/2015-Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/11/2015)**Location:** 9/11/2015-S. 2 YEAR

Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	2 year	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.****Current Text:** Introduced: 12/1/2014 [pdf](#) [html](#)**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.**

**Current Text:** Enrollment: 9/15/2015 [pdf](#) [html](#)

**Introduced:** 12/1/2014

**Last Amend:** 8/31/2015

**Status:** 9/15/2015-Enrolled and presented to the Governor at 4 p.m.

**Location:** 9/15/2015-A. ENROLLED

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 or a solid or flashing red light with a built-in 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.

**Position**

**AB 156**

**(Perea D) California Global Warming Solutions Act of 2006: disadvantaged communities.**

**Current Text:** Amended: 8/18/2015 [pdf](#) [html](#)

**Introduced:** 1/20/2015

**Last Amend:** 8/18/2015

**Status:** 8/28/2015-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. on 8/27/2015)

**Location:** 8/28/2015-S. 2 YEAR

Desk	Policy	Fiscal	Floor	Desk	Policy	2 year	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 Air Resources 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. Current law requires the 3-year investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities. This bill would require the state board to prepare and post on its Internet Web site a specified report on the projects funded to benefit disadvantaged communities.

**Position**

Support

**Notes 1:** Fresno Chamber of Commerce supported in February

**AB 194**

**(Frazier D) High-occupancy toll lanes.**

**Current Text:** Enrolled: 9/16/2015 [pdf](#) [html](#)

**Introduced:** 1/28/2015

**Last Amend:** 9/4/2015

**Status:** 9/11/2015-Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 58. Noes 20.).

**Location:** 9/11/2015-A. ENROLLMENT

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

**Summary:** Current law authorizes a regional transportation agency, as defined, in cooperation with the Department of Transportation to apply to the California Transportation Commission to develop and operate high-occupancy toll (HOT) lanes. This bill would authorize a regional transportation agency or the department to apply to the commission to develop HOT lanes and other toll facilities, as specified, and would delete the January 1, 2012, deadline for HOT lane applications and remove the existing limitation on the number of facilities that may be approved.

**Position**



**AB 232****(Obernolte R) Hospitals: seismic safety.****Current Text:** Enrolled: 9/16/2015 [pdf](#) [html](#)**Introduced:** 2/4/2015**Last Amend:** 9/4/2015**Status:** 9/11/2015-From committee: That the Senate amendments be concurred in. (Ayes 15. Noes 0.) (September 11). Assembly Rule 63 suspended. Urgency clause adopted. Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 79. Noes 0.).**Location:** 9/11/2015-A. ENROLLMENT

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

**Summary:** Current law provides that, after January 1, 2008, a general acute care hospital building that is determined to be a potential risk of collapse or to pose significant loss of life in the event of seismic activity be used only for nonacute care hospital purposes, except that the Office of Statewide Health Planning and Development may grant a 5-year extension under prescribed circumstances. This bill would authorize a critical access hospital located in the City of Tehachapi to submit a seismic safety extension application, notwithstanding specified deadlines that are earlier than the effective date of this bill, and would require the application to include a timetable, as specified.

**Position****AB 400****(Alejo D) Department of Transportation: changeable message signs.****Current Text:** Enrollment: 9/16/2015 [pdf](#) [html](#)**Introduced:** 2/19/2015**Last Amend:** 8/31/2015**Status:** 9/16/2015-Enrolled and presented to the Governor at 4 p.m.**Location:** 9/16/2015-A. ENROLLED

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 June 30, 2016, to update its internal policies to allow displays of safety, transportation-related, and voting-related messages on changeable message signs, as defined, subject to approval by the United States Department of Transportation, as provided .

**Position****AB 448****(Brown D) Local government finance: property tax revenue allocations: vehicle license fee adjustments.****Current Text:** Introduced: 2/23/2015 [pdf](#) [html](#)**Introduced:** 2/23/2015**Status:** 8/27/2015-In committee: Held under submission.**Location:** 8/27/2015-S. APPR.

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 692****(Quirk D) Low-carbon transportation fuels.****Current Text:** Enrolled: 9/14/2015 [pdf](#) [html](#)**Introduced:** 2/25/2015**Last Amend:** 9/4/2015**Status:** 9/10/2015-Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 52. Noes 27.).**Location:** 9/10/2015-A. ENROLLMENT



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, except as provided, at least 3% of the aggregate amount of bulk transportation fuel purchased by the state government to be procured from very low carbon transportation fuel sources.

**Position**

**AB 857 (Perea D) California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.**

**Current Text:** Amended: 8/18/2015 [pdf](#) [html](#)

**Introduced:** 2/26/2015

**Last Amend:** 8/18/2015

**Status:** 8/28/2015-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. on 8/27/2015)

**Location:** 8/28/2015-S. 2 YEAR

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

**Summary:** Would, between January 2, 2018, and January 1, 2023, inclusive, annually require no less than 50% or \$100,000,000, whichever is greater, of the moneys allocated for technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology be allocated and spent to support the commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology that meets or exceeds a specified emission standard. This bill contains other existing laws.

**Position**

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

**Current Text:** Amended: 7/13/2015 [pdf](#) [html](#)

**Introduced:** 2/26/2015

**Last Amend:** 7/13/2015

**Status:** 8/28/2015-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. on 8/27/2015)

**Location:** 8/28/2015-S. 2 YEAR

Desk	Policy	Fiscal	Floor	Desk	Policy	2 year	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 or other incentives for the acquisition of an eligible used vehicle, as defined; the replacement or refurbishment of a battery and related components for an eligible used vehicle or an extended warranty for the battery or related components; or an extended service warranty to cover unexpected vehicle repairs not covered by the manufacturer's warranty related to unique problems in eligible used vehicles, as specified.

**Position**

**AB 922 (Gallagher R) Sales and use taxes: exemption manufacturing.**

**Current Text:** Amended: 3/26/2015 [pdf](#) [html](#)

**Introduced:** 2/26/2015

**Last Amend:** 3/26/2015

**Status:** 5/11/2015-In committee: Hearing postponed by committee.

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

**Current Text:** Introduced: 2/26/2015 [pdf](#) [html](#)

**Introduced:** 2/26/2015

**Status:** 5/28/2015-In committee: Held under submission.

**Location:** 5/28/2015-A. APPR.

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

**Current Text:** Amended: 7/7/2015 [pdf](#) [html](#)

**Introduced:** 2/26/2015

**Last Amend:** 7/7/2015

**Status:** 8/28/2015-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. on 8/27/2015)

**Location:** 8/28/2015-S. 2 YEAR

Desk	Policy	Fiscal	Floor	Desk	Policy	2 year	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 require priority be given to projects involving hiring that support the targeted training and hiring of workers from disadvantaged communities for career-track jobs.

**Position**

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

**Current Text:** Enrolled: 9/10/2015 [pdf](#) [html](#)

**Introduced:** 2/26/2015

**Status:** 9/8/2015-In Assembly. Ordered to Engrossing and Enrolling.

**Location:** 9/8/2015-A. ENROLLMENT

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 1171** ([Linder R](#)) **Construction Manager/General Contractor method: regional transportation agencies: projects on expressways.**

**Current Text:** Enrollment: 9/16/2015 [pdf](#) [html](#)

**Introduced:** 2/27/2015

**Last Amend:** 6/19/2015

**Status:** 9/16/2015-Enrolled and presented to the Governor at 4 p.m.

**Location:** 9/16/2015-A. ENROLLED

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



**Summary:** Would authorize regional transportation agencies, as defined, to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain expressways that are not on the state highway system if: (1) the expressways are developed in accordance with an expenditure plan approved by voters, (2) there is an evaluation of the traditional design-bid-build method of construction and of the Construction Manager/General Contractor method, and (3) the board of the regional transportation agency adopts the method in a public meeting.

**Position**

**AB 1176 (Perea D) Vehicular air pollution.**

**Current Text:** Amended: 8/18/2015 [pdf](#) [html](#)

**Introduced:** 2/27/2015

**Last Amend:** 8/18/2015

**Status:** 8/27/2015-In committee: Held under submission.

**Location:** 8/27/2015-S. 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. This bill contains other related provisions.

**Position**

**AB 1482 (Gordon D) Climate adaptation.**

**Current Text:** Enrolled: 9/11/2015 [pdf](#) [html](#)

**Introduced:** 2/27/2015

**Last Amend:** 9/1/2015

**Status:** 9/9/2015-Assembly Rule 77 suspended. (Ayes 52. Noes 28.) Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 65. Noes 14.).

**Location:** 9/9/2015-A. ENROLLMENT

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

**Summary:** Would require the Natural Resources Agency, by July 1, 2017, and every 3 years thereafter, to update the state's climate adaptation strategy, as provided. The bill would require the agency, by January 1, 2017, and every 3 years thereafter, to release a draft climate adaptation strategy, as provided. The bill would require state agencies to maximize specified objectives, including, among others, promoting the use of the climate adaptation strategy to inform planning decisions and ensure that state investments consider climate change impacts, as well as promote the use of natural systems and natural infrastructure, as defined, when developing physical infrastructure to address adaptation.

**Position**

**AB 1533 (Committee on Jobs, Economic Development, and the E) Infrastructure financing.**

**Current Text:** Enrollment: 9/16/2015 [pdf](#) [html](#)

**Introduced:** 3/24/2015

**Last Amend:** 8/31/2015

**Status:** 9/16/2015-Enrolled and presented to the Governor at 4 p.m.

**Location:** 9/16/2015-A. ENROLLED

Desk	Policy	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 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. The bill would revise the definition of port facilities to specifically reference airports, landports, waterports, and railports.

**Position**



**ABX1 1** (Alejo D) Transportation funding.

**Current Text:** Introduced: 6/23/2015 [pdf](#) [html](#)

**Introduced:** 6/23/2015

**Status:** 6/24/2015-From printer.

**Location:** 6/23/2015-A. PRINT

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**

**ABX1 3** (Frazier D) Transportation funding.

**Current Text:** Amended: 9/3/2015 [pdf](#) [html](#)

**Introduced:** 7/9/2015

**Last Amend:** 9/3/2015

**Status:** 9/10/2015-Assembly refused to concur in Senate amendments. To Conference Committee.

**Location:** 9/10/2015-A. CONFERENCE COMMITTEE

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

**Summary:** Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair highways, local roads, bridges, and other critical infrastructure.

**Position**

**ABX1 4** (Frazier D) Transportation funding.

**Current Text:** Introduced: 7/9/2015 [pdf](#) [html](#)

**Introduced:** 7/9/2015

**Status:** 9/3/2015-Referred to Com. on RLS.

**Location:** 9/3/2015-S. RLS.

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

**Summary:** Current law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.

**Position**

**ABX1 13** (Grove R) Greenhouse Gas Reduction Fund: streets and highways.

**Current Text:** Introduced: 8/31/2015 [pdf](#) [html](#)

**Introduced:** 8/31/2015

**Status:** 9/1/2015-From printer.

**Location:** 8/31/2015-A. PRINT

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

**Summary:** Would reduce the continuous appropriation to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program by half. This bill contains other related provisions.

**Position**

**ABX1 15** (Patterson R) State Highway Operation and Protection Program: local streets and roads: appropriation.

**Current Text:** Introduced: 8/31/2015 [pdf](#) [html](#)



**Introduced:** 8/31/2015  
**Status:** 9/1/2015-From printer.  
**Location:** 8/31/2015-A. PRINT

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

**Summary:** Would reduce the \$663,287,000 appropriation for Capital Outlay Support by \$500 million, and would appropriate \$500 million from the State Highway Account for the 2015-16 fiscal year, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to be made available to the Controller for apportionment to cities and counties by formula for street and road purposes. This bill contains other existing laws.

**Position**

**ACA 4**

**(Frazier D) Local government transportation projects: special taxes: voter approval.**

**Current Text:** Amended: 8/17/2015 [pdf](#) [html](#)

**Introduced:** 2/27/2015

**Last Amend:** 8/17/2015

**Status:** 8/27/2015-In committee: Hearing postponed by committee.

**Location:** 8/19/2015-A. APPR. SUSPENSE FILE

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 sales and use tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or a transactions and use tax imposed in accordance with the Transactions and Use Tax Law by a county, city, city and county, or special district 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.

**Position**

**SB 1**

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

**Current Text:** Introduced: 12/1/2014 [pdf](#) [html](#)

**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.**

**Current Text:** Introduced: 12/1/2014 [pdf](#) [html](#)

**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 9**

**(Beall D) Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program.**

**Current Text:** Enrollment: 9/10/2015 [pdf](#) [html](#)

**Introduced:** 12/1/2014

**Last Amend:** 9/1/2015

**Status:** 9/10/2015-Enrolled and presented to the Governor at 3:30 p.m.

**Location:** 9/10/2015-S. ENROLLED

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

**Summary:** Would modify the purpose of the Transit and Intercity Rail Capital Program to delete references to operational investments and instead provide for the funding of transformative capital improvements, as defined, 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, expanding and improving transit services to increase ridership, and improving transit safety.

**Position**

**SB 13**

**(Pavley D) Groundwater.**

**Current Text:** Chaptered: 9/3/2015 [pdf](#) [html](#)

**Introduced:** 12/1/2014

**Last Amend:** 7/6/2015

**Status:** 9/3/2015-Chaptered by Secretary of State - Chapter 255, Statutes of 2015.

**Location:** 9/3/2015-S. CHAPTERED

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.

**Position**

**SB 16**

**(Beall D) Transportation funding.**

**Current Text:** Amended: 6/1/2015 [pdf](#) [html](#)

**Introduced:** 12/1/2014

**Last Amend:** 6/1/2015

**Status:** 9/9/2015-Ordered to inactive file on request of Senator Beall.

**Location:** 9/9/2015-S. INACTIVE FILE

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.**

**Current Text:** Enrollment: 9/8/2015 [pdf](#) [html](#)

**Introduced:** 12/1/2014

**Last Amend:** 8/28/2015

**Status:** 9/8/2015-Enrolled and presented to the Governor at 4:30 p.m.

**Location:** 9/8/2015-S. ENROLLED



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 2014-15 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.**

**Current Text:** Amended: 9/10/2015 [pdf](#) [html](#)

**Introduced:** 12/1/2014

**Last Amend:** 9/10/2015

**Status:** 9/11/2015-Failed Deadline pursuant to Rule 61(a)(14). (Last location was NAT. RES. on 9/10/2015)

**Location:** 9/11/2015-A. 2 YEAR

Desk	Policy	Fiscal	Floor	Desk	2 year	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 40% below the 1990 level to be achieved by 2030. 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. This bill contains other related provisions and other existing laws.

**Position**

**SB 39**

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

**Current Text:** Amended: 4/8/2015 [pdf](#) [html](#)

**Introduced:** 12/1/2014

**Last Amend:** 4/8/2015

**Status:** 5/22/2015-Referred to Com. on TRANS.

**Location:** 5/22/2015-A. TRANS.

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 64**

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

**Current Text:** Enrollment: 9/8/2015 [pdf](#) [html](#)

**Introduced:** 1/5/2015

**Last Amend:** 6/24/2015

**Status:** 9/8/2015-Enrolled and presented to the Governor at 4:30 p.m.

**Location:** 9/8/2015-S. ENROLLED

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

**Summary:** The California Transportation Commission is required to adopt and submit to the Legislature, by December 15 of each year, an annual report summarizing the commission's prior-year decisions in allocating transportation capital outlay appropriations, and identifying timely and relevant transportation issues facing the state. This bill would require that the annual report also include specific, action-oriented, and pragmatic recommendations for legislation to improve the transportation system.

**Position**

**SB 189**

**(Hueso D) Clean Energy and Low-Carbon Economic and Jobs Growth Blue Ribbon Committee.**

**Current Text:** Amended: 8/17/2015 [pdf](#) [html](#)

**Introduced:** 2/9/2015

**Last Amend:** 8/17/2015



**Status:** 8/28/2015-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/26/2015)

**Location:** 8/28/2015-A. 2 YEAR

Desk	Policy	Fiscal	Floor	Desk	Policy	2 year	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 in the California Environmental Protection Agency, comprising 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 hold its first meeting on or before December 1, 2016.

**Position**

**SB 321**

**(Beall D) Motor vehicle fuel taxes: rates: adjustments.**

**Current Text:** Amended: 8/18/2015 [pdf](#) [html](#)

**Introduced:** 2/23/2015

**Last Amend:** 8/18/2015

**Status:** 9/11/2015-Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/11/2015)

**Location:** 9/11/2015-S. 2 YEAR

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

**Summary:** Would, for the 2016- 17 fiscal year and each fiscal year thereafter, require the State Board of Equalization on 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 existing law to maintain revenue neutrality for each year. This bill contains other existing laws.

**Position**

**SB 357**

**(Hall D) Private railroad car tax.**

**Current Text:** Introduced: 2/24/2015 [pdf](#) [html](#)

**Introduced:** 2/24/2015

**Status:** 5/28/2015-May 28 hearing: Held in committee and under submission.

**Location:** 5/28/2015-S. APPR.

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.**

**Current Text:** Enrollment: 9/1/2015 [pdf](#) [html](#)

**Introduced:** 2/26/2015

**Last Amend:** 8/24/2015

**Status:** 9/1/2015-Enrolled and presented to the Governor at 4:30 p.m.

**Location:** 9/1/2015-S. ENROLLED

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

**Summary:** Current law authorizes the establishment of a service authority for freeway emergencies in any county if the board of supervisors of the county and the city councils of a majority of the cities within the county adopt resolutions providing for the establishment of the service authority. Current law authorizes a service authority to impose a fee of \$1 per year on vehicles registered in the counties served by the service authority. This bill would require each service authority to determine how those moneys received by it are to be used by the service authority for the implementation, maintenance, and operations of a motorist aid system, including call boxes.



Position  
Support

**SBX1 1**

**(Beall D) Transportation funding.**

**Current Text:** Amended: 9/1/2015 [pdf](#) [html](#)

**Introduced:** 6/22/2015

**Last Amend:** 9/1/2015

**Status:** 9/1/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.

**Location:** 9/1/2015-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 and for other specified purposes. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund.

Position

**SBX1 2**

**(Huff R) Greenhouse Gas Reduction Fund.**

**Current Text:** Introduced: 6/30/2015 [pdf](#) [html](#)

**Introduced:** 6/30/2015

**Status:** 9/1/2015-SEN. T. & I.D. Vote - Do pass, but re-refer to the Committee on Appropriations. (AYES 3. NOES 9.) (FAIL)

**Location:** 6/30/2015-S. T. & I.D.

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

**Summary:** Would provide that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail. This bill contains other existing laws.

Position

**SBX1 3**

**(Vidak R) Transportation bonds: highway, street, and road projects.**

**Current Text:** Amended: 8/17/2015 [pdf](#) [html](#)

**Introduced:** 7/1/2015

**Last Amend:** 8/17/2015

**Status:** 9/14/2015-Returned to Secretary of Senate pursuant to Joint Rule 62(a).

**Location:** 9/14/2015-S. SENATE

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 from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.

Position

**SBX1 4**

**(Beall D) Transportation funding.**

**Current Text:** Amended: 9/4/2015 [pdf](#) [html](#)

**Introduced:** 7/7/2015

**Last Amend:** 9/4/2015

**Status:** 9/10/2015-Senate refused to concur in Assembly amendments. (Ayes 1. Noes 39.) Ordered to Conference Committee.

**Location:** 9/10/2015-S. CONFERENCE COMMITTEE

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

**Summary:** Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the



intent of the Legislature to enact statutory changes to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure.

**Position**

**SBX1 5**

**(Beall D) Transportation funding.**

**Current Text:** Introduced: 7/7/2015 [pdf](#) [html](#)

**Introduced:** 7/7/2015

**Status:** 9/1/2015-In Assembly. Read first time. Held at Desk.

**Location:** 9/1/2015-A. DESK

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

**Summary:** Current law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.

**Position**

**SBX1 6**

**(Runner R) Greenhouse Gas Reduction Fund: transportation expenditures.**

**Current Text:** Introduced: 7/13/2015 [pdf](#) [html](#)

**Introduced:** 7/13/2015

**Status:** 9/14/2015-Returned to Secretary of Senate pursuant to Joint Rule 62(a).

**Location:** 9/14/2015-S. SENATE

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

**Summary:** Would delete the continuous appropriations from the Greenhouse Gas Reduction Fund for the high-speed rail project, and would prohibit any of the proceeds from the fund from being used for that project. The bill would continuously appropriate the remaining 65% of annual proceeds of the fund to the California Transportation Commission for allocation to high-priority transportation projects, as determined by the commission, with 40% of those moneys to be allocated to state highway projects, 40% to local street and road projects divided equally between cities and counties, and 20% to public transit projects.

**Position**

**SBX1 13**

**(Vidak R) Office of the Transportation Inspector General.**

**Current Text:** Amended: 9/3/2015 [pdf](#) [html](#)

**Introduced:** 7/16/2015

**Last Amend:** 9/3/2015

**Status:** 9/3/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.

**Location:** 9/3/2015-S. APPR.

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

**Summary:** Would create the Office of the Transportation Inspector General in state government, as an independent office that would not be a subdivision of any other government entity, to build capacity for self-correction into the government itself and to ensure that all state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws.

**Position**

**Total Measures: 47**  
**Total Tracking Forms: 47**

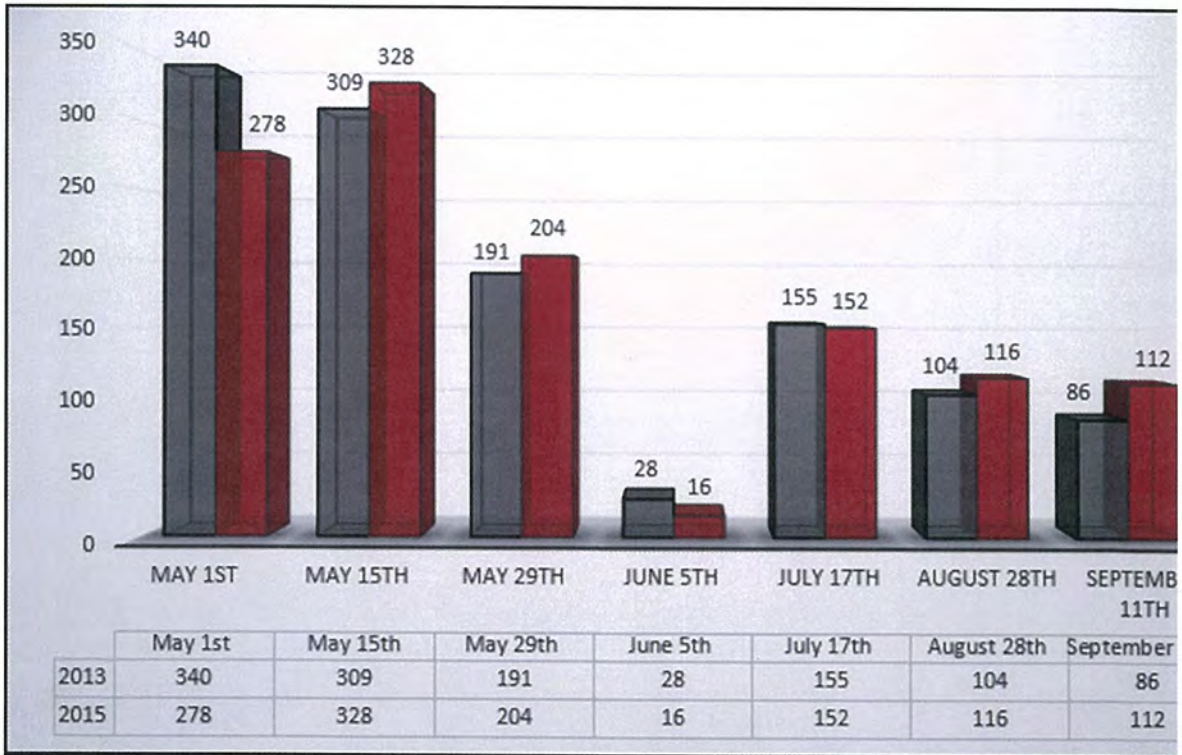




## CapitolTrack Analysis and Tips

### The 2015 Legislative Session

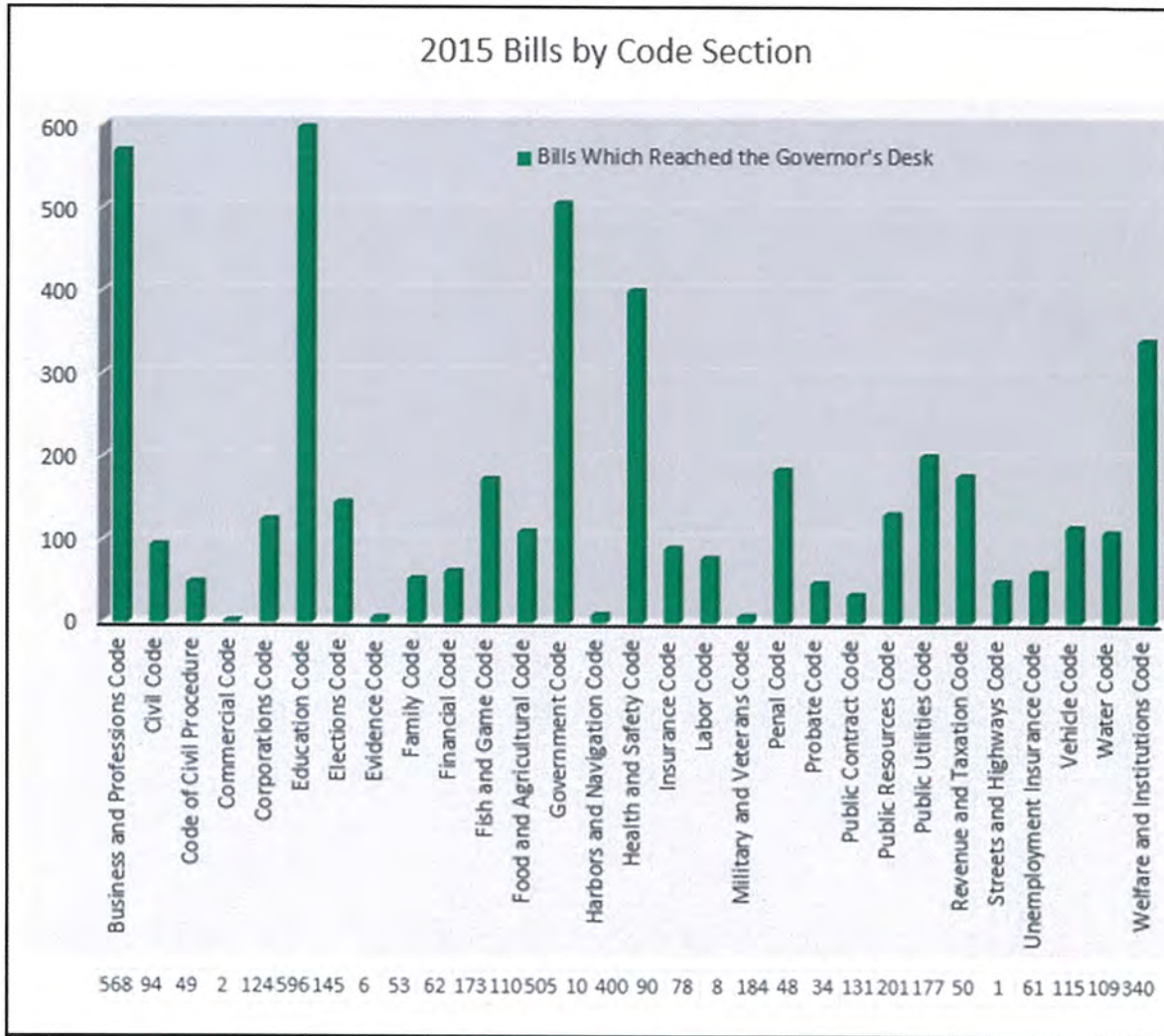
September 11th brought the last deadline for 2015, and the Legislative Interim has begun. With the 2015 Legislative Deadlines behind us, here is a comparison of how many bills failed each deadline in 2013 (grey) and 2015 (red):





This is a great time to check on the CA Law Code Index located under CTAnalyze. The index shows all the bills which are currently Chaptered or Enrolled, sorts them by Legal Code, and shows the Code Sections. Use it to find common code sections and watch for chaptering out problems with your bills.

Based on the index, here are the number of bills sent to the Governor's Desk for each Code Section:



We'll have another update after the Governor finishes signing legislation.

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**FROM: Len Simon  
Brandon Key**

**SUBJECT: FY16 Appropriations *Special Report* Update**

**DATE: August 4, 2015**

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We are pleased to provide you with an update to our July 10 *FY16 Appropriations Special Report*. Both the House and Senate Appropriations Committees have approved all 12 regular annual spending bills. The full House has passed six of its bills on the floor, but in the Senate, Democrats are blocking floor consideration as long as those bills contain sequestration spending levels. The appropriations process is on hold for now until Congress returns after Labor Day. Sometime in September they will likely pass a short-term continuing resolution (CR) to keep the government open after the new Fiscal Year starts on October 1. At that point, talks on adjusting the sequester levels will likely occur – but how or with whom is unclear.

The White House has said that the President will not sign any bills with current sequestration levels. Democratic leaders have asked for an increase of \$75 billion for a one-year deal with any increases equally split between defense and domestic spending. Senate Majority Leader Mitch McConnell has vigorously defended the current spending caps under sequestration. New spending means new revenues. House Ways and Means Chairman Paul Ryan is focusing on international tax reform as the source, likely the repatriation of nearly \$2.1 trillion estimated in overseas corporate profits at a rate lower than currently allowed. Various repatriation proposals have been estimated to increase revenues between \$150 billion and \$300 billion over 10 years, which could raise spending caps and provide a revenue stream for transportation projects.

In summary, September-December is likely to be a period of intense budget negotiation in Washington. We will continue to follow deliberations between the House, Senate, and the White House, and update you regularly.

*Below is our updated summary of the overall appropriations process to date for key domestic bills of concern to local government.*

Overall Spending by Appropriations Bill			
Bill	FY15 Enacted Level	FY16 House Level	FY16 Senate Level
<i>THUD</i>	\$53.7 billion	\$55.3 billion	\$55.56 billion
<i>CJS</i>	\$50.1 billion	\$51.4 billion	\$51.06 billion
<i>DHS</i>	\$39.6 billion	\$39.3 billion	\$47.09 billion
<i>Labor-HHS</i>	\$156.7 billion	\$153 billion	\$153.2 billion
<i>Interior-EPA</i>	\$30.4 billion	\$30.17 billion	\$30.01 billion
<i>Energy-Water</i>	\$34.2 billion	\$35.4 billion	\$35.4 billion
<i>Agriculture</i>	\$147.7 billion	\$143.9 billion	\$143.8 billion



**Transportation-HUD (THUD)**

The House passed its \$55.3 billion THUD bill, on June 9, by a vote of 216-210. The Senate Appropriations Committee passed its \$55.56 billion bill on June 25, by a vote of 20-10. For more, click on [House THUD Press Release](#), [House THUD Committee Report](#), [White House Letter on House THUD](#), [White House SAP on House THUD](#), [Senate THUD Press Release](#), [Senate THUD Committee Report](#), or [White House Letter on Senate THUD](#). *Below is a summary table and highlights for your review.*

<b>Transportation-HUD Bill (HUD Programs)</b>			
<b>Program/Item</b>	<b>FY15 Enacted Level</b>	<b>FY16 House Level</b>	<b>FY16 Senate Level</b>
CDBG Formula Grants	\$3 billion	\$3 billion	\$2.9 billion
HOME	\$900 million	\$900 million	\$66 million
Choice Neighborhoods	\$80 million	\$20 million	\$65 million
Tenant-Based Rental Assistance	\$19.3 billion	\$19.92 billion	\$19.93 billion
Project-Based Rental Assistance	\$9.7 billion	\$10.65 billion	\$10.83 billion
Public Housing Capital Fund	\$1.87 billion	\$1.68 billion	\$1.74 billion
Public Housing Operating Fund	\$4.44 billion	\$4.44 billion	\$4.5 billion
Homeless Assistance Grants	\$2.14 billion	\$2.185 billion	\$2.235 billion
HUD-VASH	\$75 million	\$0	\$75 million

**Department of Housing and Urban Development.** The House bill provides level-funding of \$3 billion for **CDBG** formula grants, while the Senate bill would cut CDBG by \$100 million. The House bill also provides level-funding of \$900 for the **HOME** program. However, \$133 million of that amount would come from a transfer from the **Housing Trust Fund**, which would zero-out the fund. The Senate bill devastates **HOME** by a staggering \$834 million, down to just \$66 million. The House bill provides just \$20 million for **Choice Neighborhoods**, down \$60 million from FY15 levels while the Senate bill cuts it by \$15 million. For **Promise Zones**, there’s no new dedicated funding but HUD can continue to run it with internal resources.

The House bill allocates \$19.92 billion for **Tenant-Based Rental Assistance**, an increase of \$614.5 million; \$10.65 billion for **Project-Based Rental Assistance**, an increase of \$924 million; \$1.68 billion for the **Public Housing Capital Fund**, a decrease of \$194 million; and \$4.44 billion for the **Public Housing Operating Fund**, level-funding. The Senate bill allocates \$19.93 billion for **Tenant-Based Rental Assistance**, an increase of \$630.5 million; \$10.83 billion for **Project-Based Rental Assistance**, an increase of \$1.1 billion; \$1.74 billion for the **Public Housing Capital Fund**, a decrease of \$132 million; and \$4.45 billion for the **Public Housing Operating Fund**, an increase of \$60 million.

The House bill establishes that **Moving to Work (MTW)** Public Housing Agencies (PHAs) be funded pursuant to their MTW agreements. The Senate bill expands the MTW program by 300 “*high-performing*” PHAs over the current 39 PHAs in the MTW program. The Committee writes, “*Adding 300 PHAs to the MTW program cannot and should not be accomplished in 1 year. Steady expansion over several years is proposed not just for developing HUD capacity, but to also incentivize PHAs to improve their physical quality and financial management in order to qualify for MTW status.*” Neither the House nor the Senate bills provide additional funding for the **Rental Assistance Demonstration (RAD)**. The FY15 enacted appropriations bill extended RAD to 2018, and raised the cap on units eligible for conversion from 60,000 units to 185,000



units. The House bill allocates \$2.185 billion for **Homeless Assistance Grants**, an increase of \$50 million, while the Senate bill allocates \$2.235 billion, an increase of \$100 million. The House bill eliminates funding for **HUD-VASH** vouchers, while the Senate bill provides level-funding of \$75 million.

Transportation-HUD Bill (DOT Programs)			
Program/Item	FY15 Enacted Level	FY16 House Level	FY16 Senate Level
TIGER	\$500 million	\$100 million	\$500 million
Capital Investment Grants (Overall)	\$2.12 billion	\$1.92 billion	\$1.585 billion
Full Funding Grant Agreements Signed for the Fiscal Year	\$1.5 billion	\$1.25 billion	\$1.25 billion
New Starts (Yet to be signed under a FFGA)	\$325 million	\$250 million	\$210 million
Small Starts	\$171.7 million	\$353 million	\$30 million
Core Capacity	\$120 million	\$40 million	\$75 million
Expedited Project Delivery Pilot Program	\$0	\$0	\$5 million
Transit Formula Grants (Obligated)	\$8.595 billion	\$8.595 billion	\$8.595 billion
Amtrak	\$1.29 billion	\$1.139 billion	\$1.39 billion
Grants-in-Aid for Airports	\$3.2 billion	\$3.6 billion	\$3.6 billion

**Department of Transportation.** The House bill would cut **TIGER Grants** by 80%, a \$400 million decrease from FY15 levels, down to \$100 million in FY16. The Senate bill would maintain **TIGER Grants** at \$500 million, the same as FY15.

The House bill spends \$1.92 billion on **Capital Investment Grants**, which includes **New Starts** and **Small Starts** grants for rail or other fixed guideway transit systems, a cut of \$198.6 million. This appropriation includes \$1.25 billion for all current and on-going full funding grant agreements (FFGA). The Committee's recommendation provides \$250 million for projects that will be signed under a FFGA by September 30, 2016. In addition, \$353 million is provided for nine new **Small Start** projects proposed in the budget, including: \$11 million for **Fresno's FAX Blackstone/Kings Canyon BRT** project and \$75 million for **Sound Transit's Tacoma Link Expansion**. The Senate bill spends \$1.585 billion on **Capital Investment Grants**, a cut of \$535 million. This appropriation includes \$1.25 billion for all current and on-going full funding grant agreements (FFGA). In addition, \$210 million is provided for **New Starts** projects that the Administration has recommended for FFGAs in its budget request. For such projects, FTA is directed to give funding priority to projects that require a Federal share of 40% or less. In sharp contrast with the House bill, the Senate provides only \$30 million for new **Small Starts**, a cut of 83% or \$141.7 million from FY15 levels. The House and Senate bills provide the same amount of level funding for obligated **Transit Formula Grants**, \$8.595 billion.

The House Appropriations Committee encourages other House Committees of jurisdiction to consider expanding the **freight network system** in an upcoming surface transportation bill. They also encourage DOT to continue efforts to work cooperatively with other federal and state agencies, and local governments, to implement **environmental streamlining** provisions from *MAP-21*. The Senate Appropriations Committee encourages DOT to continue its efforts implementing **environmental streamlining** provisions, and recognizes the efforts made by the Administration to work cooperatively with other Federal agencies and with state governments,



including its “work with the *State of Utah* on its *Mountain Accord* approach for a regional transportation, land use, natural resource and economic solution.”

### Commerce-Justice-Science (CJS)

The House passed its \$51.4 billion CJS bill, on June 3, by a vote of 242-183. The Senate Appropriations Committee passed its \$51.06 billion bill on June 11, by a vote of 27-3. For more, click on [House CJS Press Release](#), [House CJS Committee Report](#), [White House Letter on House CJS](#), [White House SAP on House CJS](#), [Senate CJS Press Release](#), [Senate CJS Committee Report](#), or [White House Letter on Senate CJS](#).

Commerce-Justice Science Bill			
Program/Item	FY15 Enacted Level	FY16 House Level	FY16 Senate Level
COPS Hiring Program	\$180 million	\$0	\$187 million
COPS Office	\$208 million	\$5 million	\$212 million
Byrne/JAG Program	\$396.75 million	\$409 million	\$382 million
BJA-Administered “Community Trust Initiative”	\$0	\$52 million	No Senate Mention
Body-Worn Camera Partnership Initiative	None	\$15 million	\$20 million
Office on Violence Against Women	\$430 million	\$479 million	\$479 million
Bulletproof Vest Partnership Program	\$0	\$22.5 million	\$22.5 million
SCAAP	\$185 million	\$220 million	\$75 million
Sexual Assault Kit Backlog	\$41 million	\$41 million	\$41 million
Comprehensive School Safety Initiative	\$75 million	\$75 million	\$75 million
Economic Development Administration	\$250 million	\$250 million	\$250 million
NOAA	\$5.44 billion	\$5.17 billion	\$5.38 billion

**Justice Department.** The House bill eliminates the **COPS Hiring Program** entirely, while the Senate bill increases the program by \$7 million, to \$187 million. In the House, the **COPS Office** would only receive \$5 million for “*collaborative reform.*” The Senate bill, however, increases total funding for the COPS Office by \$4 million, to \$212 million. In the House the money saved by the elimination of COPS would be reallocated to other Justice Department agencies with similar functions, including a new \$52 million **Community Trust Initiative**, which would be administered by the Bureau of Justice Assistance (BJA), and reflects the work of the **Task Force on 21<sup>st</sup> Century Policing**. It includes \$15 million for a **Body-Worn Camera Partnership Initiative**. The Senate bill funds this body cam initiative at a level of \$20 million. The House bill also funds the **Byrne/JAG Program** at \$409 million, an increase of \$12.25 million, and the Committee notes that “*Byrne/JAG funding can be used for law enforcement purposes, including the hiring of law enforcement officers.*” The Senate bill funds **Byrne/JAG** at \$382 million, a cut of \$14.75 million.

**Commerce Department.** Both the House and Senate bills recommend a level-funding of \$250 million for the **Economic Development Administration**. The House bill provides the **National Oceanic and Atmospheric Administration (NOAA)**, \$5.17 billion, a cut of \$273.7 million. The Senate bill provides NOAA \$5.38 billion, a cut of \$59.4 million.



### **Department of Homeland Security (DHS)**

The House Appropriations Committee passed its \$39.3 billion DHS bill on July 14, by a vote of 32-17. The Senate Appropriations Committee passed its \$47.09 billion bill on June 18, by a vote of 26-4. For more, click on [House DHS Press Release](#), [House DHS Committee Report](#), [White House Letter on House DHS](#), [Senate DHS Press Release](#), [Senate DHS Committee Report](#), or [White House Letter on Senate DHS](#).

<b>Department of Homeland Security Bill</b>			
<b>Program/Item</b>	<b>FY15 Enacted Level</b>	<b>FY16 House Level</b>	<b>FY16 Senate Level</b>
State and Local Grants (Overall)	\$1.5 billion	\$1.5 billion	\$1.5 billion
Assistance to Firefighter Grants (not including SAFER)	\$340 million	\$340 million	\$340 million
SAFER Grants	\$340 million	\$340 million	\$340 million
Emergency Management Performance Grants	\$350 million	\$350 million	\$350 million
Urban Area Security Initiative	\$600 million (\$13 million for eligible non-profits)	\$600 million (\$13 million for eligible non-profits)	\$600 million (\$25 million for eligible non-profits)
State Homeland Security Grant Program	\$467 million	\$467 million	\$467 million

The House bill does not include funding to implement the President's **Executive Actions on Immigration** from November 2014, and bars the use of funds for these activities for the duration of ongoing legal proceedings on the issue. State and Local Grants receive mostly level-funding in the House and Senate bills, as indicated in the chart above, including level-funding for **AFG** and **SAFER** grants, at \$340 million each. In the carve-outs for non-profit groups eligible to receive **UASI** funding, the House bill maintains level funding of \$13 million, while the Senate bill increases that carve-out to \$25 million.

### **Labor-HHS-Education (Labor-HHS)**

The House Appropriations Committee passed its \$153 billion Labor-HHS bill, on June 24, by a vote of 30-21. The Senate Appropriations Committee passed its \$153.2 billion bill on June 25, by a vote of 16-14. For more, click on [House Labor-HHS Press Release](#), [House Labor-HHS Draft Committee Report](#), [White House Letter on House Labor-HHS](#), [Senate Labor-HHS Press Release](#), [Senate Labor-HHS Committee Report](#), or [White House Letter on Senate Labor-HHS](#).

<b>Labor-HHS-Education Bill</b>			
<b>Program/Item</b>	<b>FY15 Enacted Level</b>	<b>FY16 House Level</b>	<b>FY16 Senate Level</b>
Education – Title I Grants	\$14.4 billion	\$14.4 billion	\$14.56 billion
School Improvement Grants	\$505.8 million	\$0	\$450 million
Preschool Development Grants	\$0	\$0	\$0
21 <sup>st</sup> Century Community Learning Centers	\$1.15 billion	\$1.15 billion	\$1.04 billion
Promise Neighborhoods	\$56.8 million	\$56.8 million	\$37 million
Head Start	\$8.6 billion	\$8.79 billion	\$8.7 billion
LIHEAP	\$3.39 billion	\$3.37 billion	\$3.39 billion
Child Care and Development Block Grant	\$2.44 billion	\$2.44 billion	\$2.59 billion



<b>Program/Item</b>	<b>FY15 Enacted Level</b>	<b>FY16 House Level</b>	<b>FY16 Senate Level</b>
Social Services Block Grant	\$1.7 billion	\$1.7 billion	\$1.7 billion
Community Services Block Grant	\$674 million	\$674 million	\$674 million
Employment and Training Administration	\$3.14 billion	\$3 billion	\$2.94 billion
Youthbuild	\$79.7 million	\$82 million	\$79.7 million
Corporation for National and Community Service (CNCS)	\$758.3 million	\$612.5 million	\$614 million

**Education Department.** The House bill allocates level-funding of \$14.4 billion for **Title I Grants**, and the Senate bill increases funding by \$169 million, to \$14.56 billion. **School Improvement Grants** would receive no funding under the House bill, a cut of \$505.8 million, while the Senate would spend \$450 million, which is a cut of \$55 million. The **Preschool Development Grants** program, which the President requested \$750 million for, would receive no funding in either the House or Senate bills. **21<sup>st</sup> Century Community Learning Centers** would receive level-funding of \$1.15 billion in the House bill, but a cut of \$110 million in the Senate bill, down to \$1.04 billion. **Promise Neighborhoods** receives level-funding of \$56.8 million in the House bill, but a cut of \$19.8 million in the Senate bill, down to \$37 million.

**Health and Human Services.** In the House bill, **Head Start** receives a total of \$8.79 billion, an increase of \$192 million, including \$650 million for **Early Head Start** grants, an increase of \$150 million. The Senate bill provides \$8.7 billion for **Head Start**, an increase of \$102 million, including \$600 million for **Early Head Start** grants, an increase of \$100 million. For the **Low Income Home Energy Assistance Program**, the Senate bill provides level-funding of \$3.39 billion, while the House bill cuts LIHEAP by \$25 million, down to \$3.37 billion. HHS's major block grant programs either receive level-funding or a proposed increase. The House and Senate bills both provide level-funding for the **Social Services Block Grant** at \$1.7 billion and **Community Services Block Grant** at \$674 million. The House bill provides level-funding for the **Child Care and Development Block Grant** at \$1.7 billion and the Senate provides an increase of \$150 million, to \$2.59 billion.

**Department of Labor.** The **Employment and Training Administration**, which provides funding for federal government job training and employment service programs, authorized primarily by the *Workforce Innovation and Opportunity Act of 2014 (WIOA)*, receives \$3 billion in the House bill, a cut of \$136.4 billion. The Senate bill provides the agency \$2.94 billion, a cut of \$203.5 million. The **Youthbuild** program receives level-funding in the Senate bill of \$79.7 million, while the House bill provides an increase of \$2.3 million, to \$82 million. Lastly, though the House Appropriations Committee "*supports the Department's promotion and oversight of the National Registered Apprenticeship system in cooperation with State Apprenticeship Agencies,*" no additional funding is provided specifically for **Registered Apprenticeships**. Registered Apprenticeships are not specifically mentioned in the Senate Committee report.

**Corporation for National and Community Service.** The House bill provides \$612.5 million for the **Corporation for National and Community Service**, a cut of \$145.78 million. The Senate bill provides \$614 million, a cut of \$144.3 million.

**Interior-Environment (Interior-EPA)**

The House Appropriations Committee passed its \$30.17 billion Interior-EPA bill, on June 16, by a vote of 30-21. The Senate Appropriations Committee passed its \$30.01 billion bill on June 18, by a vote of 16-14. This bill was abruptly pulled from the House floor on July 9 following an eruption from members over an amendment regarding the presence of Confederate flags at federal cemeteries, which effectively ended the regular FY16 appropriations process in the House.

For more, click on [House Interior-EPA Press Release](#), [House Interior-EPA Committee Report](#), [White House Letter on House Interior-EPA](#), [White House SAP on House Interior-EPA](#), [Senate Interior-EPA Press Release](#), [Senate Interior-EPA Committee Report](#), or [White House Letter on Senate Interior-EPA](#).

<b>Interior-Environment Bill</b>			
<b>Program/Item</b>	<b>FY15 Enacted Level</b>	<b>FY16 House Level</b>	<b>FY16 Senate Level</b>
National Park Service	\$2.29 billion	\$2.34 billion	\$2.32 billion
LWCF (Land Acquisition and State Assistance)	\$99 million	\$84.4 million	\$106.28 million
LWCF State Assistance Grants, Competitive Grant Program	\$3 million	\$3 million	\$3 million
State and Tribal Assistance Grants (including Clean Water and Drinking Water Funds)	\$3.55 billion	\$2.98 billion	\$3.03 billion
Clean Water SRF	\$1.45 billion	\$1.02 billion	\$1.05 billion
Drinking Water SRF	\$906.9 million	\$757 million	\$775.9 million
Diesel Emissions Grants	\$30 million	\$50 million	\$20 million
Brownfields Grants	\$25.59 million	\$23.68 million	\$27.56 million
WIFIA	None	\$4.4 million over two years	\$5 million over two years
Puget Sound Restoration	\$28 million	\$28 million	\$29.998 million
National Endowment for the Arts	\$146.02 million	\$146.02 million	\$146.02 million
National Endowment for the Humanities	\$146.02 million	\$146.02 million	\$146.02 million

**Department of the Interior.** The **Land and Water Conservation Fund (LWCF)** receives \$84.4 million in the House bill, a cut of \$14.59 million, while the Senate bill provides \$106.28 million, an increase of \$7.3 million. The **LWCF Competitive Grant Program**, is provided level-funding of \$3 million in both bills.

**Environmental Protection Agency.** The House bill provides \$1.02 billion for the **Clean Water SRF** while the Senate bill provides \$1.05 billion, both representing a cut of nearly \$400 million. The House bill provides \$757 million for the **Drinking Water SRF** while the Senate bill provides \$775.9 million, another set of cuts. The House bill would cut **Brownfields Grants** by \$1.91 million, to \$23.68 million while the Senate bill increases the grants by \$1.97 million, to \$27.56 million. For the first time, funding would be provided in both the House and Senate bills for the **Water Infrastructure Finance and Innovation Act (WIFIA)** pilot program, which is modeled off of DOT’s TIFIA program. The House bill provides \$4.4 million over the course of two years while the Senate bill provides \$5 million.



**NEA and NEH.** The House and Senate bills both provide level-funding for NEA and NEH. The **National Endowment for the Arts** would receive \$146.02 million and the **National Endowment for the Humanities** would receive \$146.02 million.

### **Energy-Water**

The House passed its \$35.4 billion Energy-Water bill, on May 1, by a vote of 240-177. The Senate Appropriations Committee passed its \$35.4 billion bill on May 25, by a vote of 26-4. For more, click on [House Energy-Water Press Release](#), [House Energy-Water Committee Report](#), [White House Letter on House Energy-Water](#), [White House SAP on House Energy-Water](#), [Senate Energy-Water Press Release](#), [Senate Energy-Water Committee Report](#), or [White House Letter on Senate Energy-Water](#).

<b>Energy-Water Bill</b>			
<b>Program/Item</b>	<b>FY15 Enacted Level</b>	<b>FY16 House Level</b>	<b>FY16 Senate Level</b>
US Army Corps of Engineers (Civil Works Programs)	\$5.45 billion	\$5.6 billion	\$5.5 billion
Bureau of Reclamation	\$1.13 billion	\$1.09 billion	\$1.13 billion
Energy Efficiency and Renewable Energy	\$1.94 billion	\$1.67 billion	\$1.95 billion

**U.S. Army Corps of Engineers.** For U.S. Army Corps of Engineers' Civil Works Programs, the House bill provides \$5.6 billion, an increase of \$142.23 million. The Senate bill provides \$5.5 billion, an increase of \$42 million.

**Department of Energy.** Energy Efficiency and Renewable Energy programs are provided a total of \$1.67 billion in the House bill, a cut of \$266.16 million. The Senate bill provides \$1.95 billion, an increase of \$26.07 million.

### **Agriculture**

The House Appropriations Committee passed its \$143.9 billion Agriculture bill, on July 8, by voice vote. The Senate Appropriations Committee passed its \$143.8 billion bill on July 16, by a vote of 28-2. For more, click on [House Agriculture Press Release](#), [House Agriculture Committee Report](#), [White House Letter on House Agriculture](#), [Senate Agriculture Press Release](#), [Senate Agriculture Committee Report](#), or [White House Letter on Senate Agriculture](#).

<b>Agriculture Bill</b>			
<b>Program/Item</b>	<b>FY15 Enacted Level</b>	<b>FY16 House Level</b>	<b>FY16 Senate Level</b>
Supplemental Nutrition Assistance Program (SNAP)	\$81.8 billion	\$81.7 billion	\$81.6 billion
Child Nutrition Programs	\$21.3 billion	\$21.5 billion	\$21.5 billion
Special Supplemental Nutrition Program for Women, Infants, and Children (WIC)	\$6.6 billion	\$6.5 billion	\$6.5 billion

Both the House and Senate Appropriations Committees note that the spending for the **SNAP** and **Child Nutrition** programs is largely mandatory, which is outside the discretionary funding

jurisdiction of their Committees. The House bill provides \$81.7 billion for **SNAP** while the Senate bill provides \$81.6 billion, both a cut of nearly \$100 million from last year. The House bill provides \$21.5 billion for **Child Nutrition** programs while Senate bill provides \$21.5 billion, both an increase of a little over \$200 million. Both the House and Senate cut discretionary funding to the **WIC** program by roughly \$100 million from last year's levels, down to about \$6.5 billion in both bills.

### **Conclusion**

We hope you found this report helpful. As we indicated in the introductory sections of this memo, there is a long way to go on the appropriations process over the next several months, and the deep divisions among all parties make predicting the outcome a challenge. But we'll continue to update you as the White House and Congress consider and pursue next steps.

Please let us know if you have any questions as the FY16 appropriations and budget process continues to unfold.

We look forward to talking with you soon.



# Washington Friday Report

Volume XVII, Issue 36

September 4, 2015

## INSIDE THIS WEEK

- 1 Fair Housing, FY16 Budget, HUD Leaders, WOTUS
- 2 FTA, Kids in Parks, Clean Power, Gas Tax, Grants
- 2 Voting, Low-Income, Entrepreneurship, Labor Day

*It was an event filled week with important activity at HUD and other agencies and considerable speculation on what happens next on a broad number of important issues when Congress returns on Tuesday. Here's the highlights and we hope that everyone has a Happy Labor Day weekend!*

### National Fair Housing Conference at HUD



Mayor Fischer speaks at HUD Fair Housing Meeting

Courtesy of Louisville Mayor **Greg Fischer**, we were pleased to attend a portion of the 2015 National Fair Housing Conference at HUD on Tuesday. The Mayor spoke about how investments at the local level further the important goals and objectives of fair housing laws and regulations. The theme of

the conference was “*A Call to Advance Housing Rights and Opportunities*” and presented an opportunity for leaders from around the country to gather and focus on ongoing issues such as the problem of residential segregation, reintroducing Affirmatively Furthering Fair Housing, increasing access to economic opportunity, and developing a balanced approach to addressing segregation and poverty in cities and states. Among the speakers was former Vice President and Senator **Walter Mondale**, who spoke about his co-sponsorship of the 1968 Fair Housing Act and the challenges he encountered in getting it passed through Congress. Other speakers included HUD Secretary **Julian Castro**, Attorney General **Loretta Lynch**, and Virginia Senator **Tim Kaine**. For more, click on [Conference Agenda](#) or [Video from the Conference](#).



Former VP Mondale at HUD

### FY16 Budget: A Fall Top Priority

On Monday, Senate Majority Leader **Mitch McConnell** said that his top priority when Congress returns to Washington next week is to ensure that the federal government remains funded past the end of the month. Current FY15 appropriations are set to

expire at midnight on September 30. It remains to be seen how the negotiations will develop between Congress and the White House in September, but most observers believe budget authority will be extended into FY16 through the use of a Continuing Resolution (CR) of indeterminate length. The White House and Senate Democrats remain opposed to any spending deal that wouldn't raise the reduced spending caps under sequestration, which are set to resume in FY16. The President has said that any deal that increases in defense spending should include an equal increase in spending for domestic programs. The debate over FY16 appropriations is expected to remain separate from the coming debates over funding the Highway Trust Fund, reauthorizing education programs, and extending expiring tax provisions, which will be discussed further starting by early October. For more, click on [Leader McConnell](#) or our [FY16 Appropriations Special Report](#).

### Conversations with HUD Leaders

During Mayor Fischer's trip to Washington, we also had the opportunity to meet with senior HUD leadership including Principal Deputy Assistant Secretary **Lourdes Castro Ramirez**, Deputy Assistant Secretary **Val Piper**, Deputy Assistant Secretary **Dominique Blom**, and their staffs. We learned that this is a time of great opportunity and activity in HUD. In addition to the implementation of the *Affirmatively Furthering Fair Housing* rule, HUD is also preparing for the next round of *Promise Zone* designations, estimating that the Requests for Proposal will be rolled out in early winter following the current comment period. In addition, after announcing nine finalists in August, HUD is preparing to select the 2015 *Choice Neighborhoods* grantees, likely by the end of September. Other high priorities within the agency include the *Moving to Work* agreements with housing authorities which allow greater flexibility between public housing programs, ending *Veterans Homelessness*, and, of course, the uncertainty associated with the *FY16 appropriations* to be negotiated this fall, with major funding questions on many key HUD programs. *We appreciated the opportunity to listen and learn with HUD leaders and will update you on further developments in this area.*

### WOTUS Rule Blocked in 13 States

A day before EPA's rule on “*Waters of the United States*” was set to go into effect on August 28, a federal judge in North Dakota ordered a preliminary injunction, stopping the new provisions of the Clean Water Rule from being implemented in 13 states: Alaska, Arizona, Arkansas, Colorado, Idaho, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, South Dakota, and Wyoming. In a statement, EPA



said, "In all other respects, the rule is effective on August 28. The Agencies [EPA and the Army Corps of Engineers] are evaluating these orders and considering next steps in the litigation." For more, click on [EPA Clean Water Rule Litigation Statement](#).

#### FTA: XPEDITE Transit Investments

FTA is undertaking an effort to speed up planning, approval, and delivery of its capital investments and better support innovative financing methods that support capital investments in transit. The *Expedited Public Transportation Improvement* (XPEDITE) Initiative is intended to enhance and increase the transit industry's access to: improved public transportation technologies; proven methods to speed up planning, development, approval and delivery of FTA supported capital investments; and enhanced financing methods and opportunities for public-private partnerships through "value capture" that support improved capital project delivery. To gather public comments on the initiative, FTA will launch an Online Dialogue on **September 8** that will run through **October 16**. For more, click on [XPEDITE Initiative Overview](#) or [Preview the Online Dialogue](#).

#### "Every Kid in a Park"



On Tuesday, the Administration officially launched the *Every Kid in a Park* program. Fourth graders can visit a new website to obtain a pass that provides free access to students and their families to all federally managed lands and waters – including national parks, forests, wildlife refuges, and marine sanctuaries. The pass is valid for the 2015-2016 school year and grants free entry for fourth graders and three accompanying adults, or an entire car for drive-in parks, at more than 2,000 federally-managed sites. For more, click on [Program Overview](#) or [Program Website](#).

#### Clean Power Plan

EPA is inviting communities to participate in a webinar that will be held on **September 9** from **1:00-2:30 PM (EDT)**. This webinar will discuss the *Clean Power Plan* and the first-ever national standards that address carbon pollution from power plants. It will also focus on what communities need to know about the plan. Pre-registration is not required and materials from the webinar will be posted on EPA's Clean Power Plan Community Page afterwards. For more, click on [Clean Power Plan Webinar Information](#).

#### Funding Transportation: A Survey

The Mineta Transportation Institute released a report titled, "What Do Americans Think About Federal Tax Options to Support Public Transit, Highways, and Local Streets and Roads? Results from Year Six of a National Survey." The report shows that, after surveying 1,503 people over the phone, a majority of Americans would support higher taxes for transportation, under certain conditions. For example, a gas tax increase of ten cents per gallon to improve road maintenance was supported by 71% of respondents, but support levels dropped to just 31% if the revenues were to be used more generally to maintain and improve

the transportation system. With respect to public transit, the survey results show that most people want good public transit service in their state. For more, click on [Mineta Report](#).

#### Grants This Week



This week, we sent many of you a grant notice on the [USDA FY16 National Urban and Community Forestry Challenge](#). Please contact [Jen Covino](#) with any questions about grants.

#### National Voter Registration Day



On Monday, we participated in a teleconference hosted by the White House to learn more about this year's National Voter Registration Day, which is being held on **September 22**. President Obama has called on Americans to take action to strengthen our democracy by participating in the event, to help ensure that all eligible Americans can vote. We heard from California Secretary of State **Alex Padilla**, who spoke about the importance of voting, and representatives from various organizations, including Rock the Vote, Voto Latino, and NationalVoterRegistrationDay.org. The event organizers encouraged communities to go to the website and sign on to join the more than 1,400 "partners" who are participating in the event. For more, click on [National Voter Registration Day](#).

#### Low-Income Programs

We thought you would be interested in this overview report from the Government Accountability Office (GAO), which answers basic questions about the role of the federal government in providing aid to people with low incomes. GAO identified about 80 such federal programs, including Medicaid (the largest by far), SNAP, Supplemental Security Income, and the refundable portion of the Earned Income Tax Credit (EITC). For more, click [Federal Low-Income Programs](#).

#### Mayors and Entrepreneurship

The Kauffman Foundation will hold its third annual Mayors Conference on Entrepreneurship in Albuquerque this year, from **October 6-8**, to explore what local factors truly foster entrepreneurial activity. This is an invitation-only event. For more, click on [Mayors Conference on Entrepreneurship Website](#). Invitees are asked to register by September 9.

#### Happy Labor Day!



We wish you and your loved ones a very happy and warm Labor Day weekend! We'll look forward to seeing you on your next trip to DC!

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



# Washington Friday Report

Volume XVII, Issue 35

August 28, 2015

## INSIDE THIS WEEK

- 1 Clean Energy, CR Priorities, Deficit, Immigration
- 2 FTA FY15, Traffic, Bike-Ped, Transportation Jobs
- 2 Homelessness, Grants, Pre-K, Public Housing, Music

*A big week for energy, transportation, and budgetary information and maneuvers. Only one more full week of recess before Congress comes roaring back for a crowded fall agenda. Here's the highlights for your review.*

### National Clean Energy Summit



On Monday, **President Obama** delivered remarks at the National Clean Energy Summit in Las Vegas, where he announced a robust set of executive actions and private sector commitments to accelerate the country's transition to cleaner sources of energy and ways to cut energy waste. According to the White House, these actions and commitments will continue to promote the use and development of smart, simple, low-cost technologies to help households save on their energy bills and help the U.S. transition to cleaner and more distributed energy resources. The Department of Energy is providing up to \$1 billion in additional loan guarantee authority through its current Solicitations for new Renewable Energy and Energy Efficiency Projects and Fossil Energy Projects.

As part of the summit, HUD's Federal Housing Administration announced that, under guidance to be issued soon, properties with subordinated Property-Assessed Clean Energy (PACE) loans can be purchased and refinanced with an FHA insured mortgage. PACE financing allows homeowners to benefit from energy improvements immediately, and pay back the cost over time through their property taxes. HUD is issuing a preliminary statement indicating the conditions under which borrowers purchasing or refinancing properties with existing PACE assessments will be eligible to use FHA-insured financing.

Finally, 15 more U.S. communities signed on to the Compact of Mayors, a global coalition of Mayors and city officials that have pledged to reduce greenhouse gas emissions and enhance resilience to climate change, joining the 19 U.S. communities that have already signed on. For more, click on [White House Fact Sheet](#), [FHA PACE Loan Changes](#), [Video of President's Remarks](#), or [Sen. Harry Reid's Remarks](#).

### White House Announces its CR Priorities

On Monday, the White House Office of Management and Budget sent a list of special funding requests, known as "anomalies," to the House and Senate Appropriations Committees, which would be added to any short-term Continuing Resolution that Congress may need to consider to keep the federal government open after September 30. The anomalies are mostly considered relatively small "tweaks" to the current FY15 appropriations language that the White House thinks Congress would need to make if it decides to simply extend the authority of that spending language into FY16. The Administration is requesting \$450 million in additional emergency money to fight wildfires in the Western states, with a transfer to the prevention accounts of the Forest Service. In a sister document to the list of anomalies, the White House also calls extension of authority for the Export-Import Bank "necessary" but does not describe how long the extension should last. Authority for the E-Verify immigration program would also need to be extended into the new fiscal year. For more, click on [Anomalies Required for a Short FY16 CR](#) or [FY16 Authorization Issues](#).

### FY15 Budget Deficit Estimate Revised

On Tuesday, CBO revised downward the estimated FY15 federal budget deficit to \$426 billion, which is \$60 billion less than what CBO projected in March. This would be the smallest annual shortfall since 2007. In a separate report, CBO estimates that if Congress fails to raise the debt limit, the Treasury Department will run out of cash between mid-November and early December, sending the U.S. into default. For more, click on [FY15 Deficit Report](#) or [Debt Limit Report](#).

### Immigration Reform and the Deficit

In a broader pair of reports on the macroeconomic effects of the President's proposed budget for FY16, CBO projected that the proposal would increase the size of the economy and reduce the deficit, primarily by expanding the workforce through comprehensive immigration reform. By 2025, 11 million more people would be living in the U.S., increasing income and payroll tax receipts, as well as spending on federal benefit programs. CBO estimates that, under the President's proposals, the nation's real gross national product (GNP) would be 0.4 percent higher, on average, during the 2016-2020 period, and 1.7 percent higher during the 2021-2025 period, than under current law. Under the President's proposals, deficits would be \$1.4 trillion smaller during the 2016-2025 period than under current law. For more, click on [Macroeconomic Effects of President's FY16 Budget](#).



## FTA Funding

The Federal Transit Administration announced that it is distributing the remainder of FY15 authorized contract authority among program recipients according to statutory formulas under MAP-21. Most of the remaining Capital Improvement Grant funding is being distributed to projects with existing Full Funding Agreements (FFGA) or projects recommended to receive an FFGA. For more, click on [Supplemental FY15 FTA Apportionments](#) or [Apportionment Tables](#).

## Urban Mobility



On Wednesday, the Texas A&M Transportation Institute released its *2015 Urban Mobility Scorecard*, showing that traffic congestion in the U.S. has returned to pre-recession levels. Travel delays due to congestion cost the U.S. \$160 billion in lost productivity. The DC metro area was ranked the most gridlock-plagued in terms of traffic, followed closely by Los Angeles, San Francisco, New York, and San Jose. For more, click on [Urban Mobility Scorecard](#).

## Bike-Ped Projects

FHWA is clarifying the funding, design, and environmental review process for bike-ped projects in a new report titled, *"Bicycle and Pedestrian Funding, Design, and Environmental Review: Addressing Common Misconceptions."* The agency notes that TAP is not the only federal funding source for these projects – CMAQ and STP are among the other potential sources. FHWA also notes that bike-ped projects do not need to be within the existing Right-of-Way to be eligible for a Categorical Exclusion under NEPA. For more, click on [FHWA Bike-Ped Funding](#).

## Transportation Jobs

The Departments of Transportation, Education, and Labor have teamed up to issue a joint report titled, *"Strengthening Skills Training and Career Pathways across the Transportation Industry."* The report details the future growth areas or employment "hot spots" in transportation by industry subsectors, occupations, career areas, and geographic areas. It also identifies good-paying, high-demand transportation jobs and analyzes the patterns in the education and work experience required for entry, including on-the-job training requirements for new entrants to gain full competency. From 2012-2022, employers will need to hire and train a total of 4.6 million new workers, 1.2 times the current transportation workforce. For more, click on [Transportation Jobs Report](#).

## Veteran Homelessness

A new brief from the U.S. Interagency Council on Homelessness describes emerging strategies for intercepting and assisting veterans involved with the criminal justice system. About one-half of all veterans experiencing homelessness who have participated in VA homeless assistance programs are

involved in the justice system. Last month, the VA's Veterans Justice Programs and the National Coalition for Homeless Veterans participated in a webinar with USICH, which was recorded, to provide information to help communities integrate criminal justice system partnerships into their effort to prevent and end homelessness among veterans. For more, click on [USICH Brief](#) or [Webinar on Veteran Homelessness](#).

## Grants This Week



This week, we sent many of you a grant notice on the [HUD VAWA-HOPWA Project Demonstration](#).

Please contact Jen Covino with any questions about grants.

## Preschool Cuts

OMB Director **Shaun Donovan** and Education Secretary **Arne Duncan** participated in a teleconference with the press to highlight the impact of proposed cuts to federal Preschool Development Grants, as both the House and Senate Appropriations Committees have proposed this summer. In 2014, 18 states received grants to expand the number of children in high-quality preschool programs, by funding new preschool classrooms as well as improving the quality of existing preschool programs. The Education Department estimates that eliminating this funding in the last two years of the grant would jeopardize those state's plans to serve nearly 100,000 children in high-quality preschool programs. For more, click on [Pre-School Teleconference](#) or [Impact of Cutting Preschool Grants](#).

## Income and Public Housing

A report from HUD's Office of the Inspector General shows that there are more than 25,000 "over income" families earning more than the maximum allowed income for government-subsidized housing. In one case, a family of four in New York City makes nearly \$500,000 a year, while paying \$1,574 a month to live in public housing in a three-bedroom subsidized apartment. There are currently more than 300,000 families across the country who qualify for subsidized housing on waitlists. In its initial response to the IG report, HUD noted that there are positive social benefits from having families with varying income levels residing in the same property and that forcing families to leave public housing could impact their ability to maintain employment if they are not able to find suitable housing in the neighborhood. Responding to further media inquiries, HUD officials said that the agency anticipates additional guidance on the topic for PHAs this fall. For more, click on [Report on Overincome Families in Public Housing](#).

## ♪♪ Music of the Month ♪♪

Our telephone's hold music for the month of September is **Herman's Hermits**. Call us and enjoy!

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



# Washington Friday Report

Volume XVII, Issue 34

August 21, 2015

## INSIDE THIS WEEK

- 1 Heroin, Budget, Policing, Methane, DRIVE, Transit
- 2 LWCF, WH Initiatives, FirstNet, Grants, Wheeler
- 2 Worker Voice, Multifamily Emergency Toolkit

*Washington's Congressional and Presidential vacation continued this week, but, nevertheless, lots of news of interest to you - here's the highlights!*

### Fighting the Heroin Epidemic

On Monday, Director of the White House Office of National Drug Control Policy (ONDCP) **Michael Botticelli** announced \$13.4 million in funding for High Intensity Drug Trafficking Areas (HIDTA). Of that, \$5 million will be directed to a broad range of efforts that will reduce the trafficking, distribution, and use of heroin. A new Heroin Response Strategy, funded with \$2.5 million, will be used to fight opioid abuse in five HIDTA regions, including Appalachia, which contains 26 counties in Kentucky. Senate Majority Leader **Mitch McConnell** appreciated the additional federal assistance to combat the heroin crisis in his state particularly in the more rural areas. The five HIDTAs will utilize the funding to target the emergence and resurgence of heroin by sharing intelligence, analyzing trends, providing law enforcement training, and strengthening partnerships between public health and public safety. For more, click on [ONDCP Announcement](#) or [Sen. McConnell Statement](#).

### Senate Democrats Call for Immediate Budget Talks

On Tuesday, all 46 members of the Senate Democratic Caucus, including two independents, sent a joint letter to Majority Leader **Mitch McConnell**, urging him to immediately schedule the first round of bipartisan budget negotiations, before Labor Day, to prevent what they call a "totally predictable and completely preventable crisis" in the fall over funding the federal government for FY16. Senate Democrats and the White House have stated that they will block any FY16 appropriations bills that adhere to the current spending caps under reduced sequester-levels. For more, click on [Senate Democrats' Letter](#).

### President Obama Speaks on Community Policing

In a recent weekly address to the nation, **President Obama** talked about the work the Administration is doing to enhance trust between communities and law enforcement in the year since the death of Michael Brown. The President highlighted the final



report of the Task Force on 21<sup>st</sup> Century Policing, released in May, which sets out concrete proposals to build trust and enhance public safety. He also talked about broader efforts to fundamentally reform the criminal justice system and make new investments in education and career pathways. For more, click on [Community Policing Address](#).

### EPA Proposes New Standards on Methane Emissions

On Tuesday, EPA proposed new standards that would reduce emissions of a particularly potent greenhouse gas, methane, by the oil and natural gas industry, in order to mitigate the negative consequences of climate change. The proposed standards for new and modified sources are expected to reduce methane emissions from the oil and gas sector by 40 to 45 percent from 2012 levels by 2025. They are also expected to reduce 170,000 to 180,000 tons of ozone-forming volatile organic compounds (VOCs) in 2025, along with 1,900 to 2,500 tons of other air toxics. For more, click on [EPA Methane Reduction Proposal](#).

### Transportation Alternatives and the DRIVE Act

A new report from the Rails to Trails Conservancy analyzes states' use of the Transportation Alternatives Program (TAP), formerly known as Transportation Enhancements, from FY1992 to FY2014. Over the past 23 years, 67 percent of TE and TAP funding went toward walking and biking, but in the past two years, 97 percent of TAP went to these projects. Under the current TAP program, 50% of TAP funds are controlled by states while the other 50% is allocated directly to local MPOs. Under the Senate's proposed *DRIVE Act*, 100% would go directly to MPOs, and overall funding would be increased to \$850 million, up from the current level of \$836 million in FY15. Current funding under *MAP-21* expires at the end of October. For more, click on [Transportation Alternatives Report](#) or our [Special Report – Forward on Transportation: The Drive Act and Beyond](#).

### Public Transportation Safety Program

FTA announced a proposed rule to establish a *Public Transportation Safety Program* under FTA's new safety oversight authority established by *MAP-21*. The proposed rule would create an overall framework for FTA to monitor, oversee, and enforce safety in the public transit industry, and is based on the principles and practices of Safety Management Systems (SMS). It would implement FTA's authority to

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conduct inspections, audits, and examinations; testing of equipment, facilities, rolling stock, and the operations of public transit systems; and for FTA to take appropriate enforcement actions,

including directing the use or withholding of Federal funds and issuing directives and advisories. SMS would be established as the foundation for FTA's safety program, which focuses on organization-wide safety policy and accountability, proactive hazard identification, and risk-based decision-making.

The proposed rule also defines the contents of a National Public Transportation Safety Plan (National Safety Plan), which FTA expects to publish in a separate Federal Register notice for public review and comment in the next several months. The National Plan will include safety performance criteria for all modes of public transportation, minimum safety performance standards for transit vehicles used in revenue operations, the definition of "state of good repair," a Safety Certification Training Program, and other content determined by FTA. Public comments on the proposed rule must be received by **October 13**. For more, click on [FTA Press Release](#), [Proposed Rule](#), or [Statement by FTA Acting Administrator Therese McMillan](#).

#### LWCF State and Local Assistance Grants

The Interior Department announced \$42 million in funding to states to promote outdoor recreation and conservation through the Land and Water Conservation Fund (LWCF) State and Local Assistance Grant program (State-side). States match the funding by at least 50 percent and determine how to leverage it to support the priorities of local communities, such as building parks and ballfields, providing hunters and anglers access to rivers or public lands, and conserving natural landscapes for public use and enjoyment. Local governments should work with their states to apply directly for funding for local projects. Interior Secretary **Sally Jewell** called on Congress to reauthorize and fully fund the LWCF, which is set to expire on September 30. For more, click on [LWCF Funding Announcement](#) or [State-by-State Breakdown](#).

#### White House Initiatives at the Local Level

On Tuesday, the White House released a report titled, "*Taking Action on the Ground: Progress on the President's Priorities in State and Local Communities*," highlighting how the President's initiatives are being implemented at the state and local level. Issues highlighted in the report include: the minimum wage, paid leave, early childhood education, climate change, community college, My Brother's Keeper, veteran homelessness, Let's Move!, ConnectED, ConnectHome, TechHire, and Startup in a Day. For more, click on [Report on State and Local Actions](#).

#### Members Serving on FirstNet Board Include Mayor

On Wednesday, Commerce Secretary **Penny Pritzker** named four experts to serve three-year terms on the First Responder Network Authority (FirstNet) Board, including Houston Mayor

**Annis Parker**, who was appointed to another term. FirstNet is mandated by Congress to develop, build, and operate the first nationwide public safety broadband network. There are 15 Board members in total, who play a critical role in deciding how the new network will best serve the needs of local governments, states, regions, tribes, and federal government personnel. For more, click on [FirstNet Board Members Announced](#).

#### Grants This Week



This week, we sent many of you a grant notice on the [FY16 Community-based Marine Debris Removal Program](#). Please contact

*Jen Covino with any questions about grants.*

#### Chairman Wheeler on Public Safety Technology

On Wednesday, FCC Chairman **Tom Wheeler** delivered remarks at the 81<sup>st</sup> annual conference of the Association of Public-Safety Communications Officials (APCO) to discuss great technological changes taking place in the public safety industry. He discussed FCC's text-to-911 rules, wireless 911 location accuracy rules, and Next Generation 911. For more, click on [Chairman Wheeler's Remarks](#).

#### White House Summit on Worker Voice

On October 7, the White House is convening a *Summit on Worker Voice*, bringing together workers, employers, unions, organizers, and other advocates and experts to highlight the value of collective bargaining, examine challenges facing workers trying to organize in the 21<sup>st</sup> century, bring attention to new, innovative ways that workers are coming together to have a voice in their workplaces, and engage employers who are collaborating with their workers to create meaningful partnerships that are good for both workers and businesses.

Labor Secretary **Tom Perez** is calling on workers to share their individual stories about how they, or someone they know, have stepped up in their workplace to receive better treatment from their employers. For more, click on [Summit on Worker Voice](#).

#### Emergency Preparedness Toolkit for Multifamily Housing

HUD released a national emergency preparedness staffing toolkit for multifamily housing, to help affordable housing organizations build emergency plans that promote business continuity, resident engagement, and building protection in response to a natural disaster. The toolkit is the first of its kind dedicated to multifamily housing emergency planning in the U.S. Several live online events will be held in September and October on the new disaster staffing toolkit. For more, click on [Ready to Respond: Disaster Staffing Toolkit](#).

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



# Washington Friday Report

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August 14, 2015

## INSIDE THIS WEEK

- 1 Higher Education, Homelessness, Policing, EB-5
- 2 Extenders, Deficit, PTC, Pedestrians, Local Foods
- 2 Grants, Guns, ACA Fix, Social Security, Green Bonds

*August in Washington – the House and Senate on recess, the President on vacation and all is well! Quiet though it may be, but still stuff happening, and lots of interesting information for you review below!*

### A New Vision for Higher Education



Education Secretary **Arne Duncan** delivered a speech at the University of Maryland-Baltimore County outlining his vision for America's higher education system of the future. He focused on the education gap, where for too many students, the higher education system fails to deliver what they need and deserve.

The Secretary touched on key themes, including the importance of a postsecondary credential, rising college costs, and executive actions already taken by the Obama Administration to make college more affordable. He argues that we must shift our focus toward creating an accountability and incentive structure that provides educational opportunity by ensuring that students are graduating on time with an affordable, meaningful degree or credential. The Secretary highlighted the **America's College Promise** (ACP) proposal in the President's budget, which would encourage community colleges to strengthen their programs and increase the number of students who graduate by adopting evidence-based institutional reforms and innovative practices to improve student outcomes. He hinted that further executive actions by the Administration may be necessary to control college costs and help students graduate on time with a meaningful degree.

Secretary Duncan called on states to reverse a quarter-century-long trend of disinvestment in higher education, promote reforms to support student success, and embrace their role in overseeing institutions. He believes that Congress must do more to protect students from unscrupulous career colleges that deceive students into taking on debt they will never be able to repay and pass the bill onto taxpayers. He encouraged Congress to partner with the Administration to raise academic standards for the six regional organizations that give accreditation to the nation's four-year

colleges. For more, click on [Speech Text](#), [Fact Sheet](#), [Blog Post](#), or [Website on Higher Ed](#).

### Homelessness: Jobs and Encampments

The U.S. Interagency Council on Homelessness (USICH) and its partners released a report, *Partnerships for Opening Doors*, highlighting the Administration's commitment to increasing employment and economic security for people experiencing or at risk of homelessness. It provides examples of ways communities across the country, including **Salt Lake County**, have better coordinated their employment and assistance programs and gives recommendations on how the federal government can best support local efforts. For more, click on [Opening Doors](#).

In addition, last week, the Justice Department filed a statement of interest in a federal district court, arguing that it is unconstitutional to make it a crime to sleep in public places where there is insufficient shelter space for people experiencing homelessness. To help communities better address the needs of people experiencing unsheltered homelessness, USICH has released *Ending Homelessness for People Living in Encampments*, a framework for developing local action plans that link people with permanent housing opportunities. For more, click on [Justice Department Statement of Interest](#) or [Encampments Report](#).

### The Attorney General on Community Policing

We thought you would be interested in recent public addresses by Attorney General **Loretta Lynch** on community policing at the National Fraternal Order of Police's National Biennial Conference and at a roundtable of local leaders in Pittsburgh. She highlighted the work the COPS Office and the Bureau of Justice Assistance are undertaking to implement a \$20 million Body-Worn Camera Pilot Partnership Program to ensure officer protection and accountability, and the importance of the Bulletproof Vest Partnership. For more, click on [Remarks to the National Fraternal Order of Police](#) or [Remarks at a Community Policing Roundtable](#).

### EB-5 Update

A recent White House report on immigration, *Modernizing and Streamlining Our Legal Immigration System for the 21<sup>st</sup> Century*, includes a wide range of new actions that federal agencies will undertake to improve the visa experience. The report specifically addresses EB-5 visas, designed for foreign nationals who invest money in the U.S., by updating standards for the EB-5 program, and clarifying options for potential EB-5 investors to obtain visitor visas. On Monday, USCIS released

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draft guidance on the EB-5 Immigrant Investor Program, providing clarity on the job creation requirement of the program up for renewal in Congress this fall. On Wednesday, GAO released a report reviewing fraud risks and the economic benefits of the EB-5 program. For more, click on [White House Report, Draft Guidance](#), or [GAO Report](#).

### Extending the Extenders

As we enter the last half of the legislative year, attention now turns, as it often does around now, to extending the extenders. We thought you would be interested in this analysis from CQ about the fate of these tax measures, which have a significant impact on a wide variety of local government operations. An emerging possible consensus - it might be possible to do them as part of the transportation reauthorization. For more, click on [Tax Extenders](#).

### Rising Tax Receipts, Falling Deficits

CBO estimates that this year's budget deficit will total \$425 billion, which is 12 percent less than what it predicted in March, primarily due to rising tax revenue. Corporate tax revenues have increased by 9 percent while individual income and payroll tax receipts have increased by 8 percent. For more, click on [Deficit](#).

### Positive Train Control Implementation Remains Slow



FRA sent a report to Congress on the status of how it is implementing Positive Train Control technology, showing that after seven years and significant assistance from the agency, most railroads will not have implemented PTC technology by the end of 2015, as Congress initially mandated in 2008. It details how more than 700 trains will need another three to five years to install the safety technology. On Wednesday, Senator **Richard Blumenthal** sent a letter to FRA, stating that the agency must hold railroads accountable for the "inexcusable failure" to meet the end-of-2015 deadline. For more, click on [Report to Congress](#) or [Senator Blumenthal Statement](#).

### A Rise in the Pedestrian Death Rate

A report from the Governors Highway Safety Association details how pedestrian deaths have increased by 15 percent since 2009, and recommends ways to improve safety for walkers by examining who is most likely to be killed on foot, and noting that many pedestrian fatalities involve emergency responders struck on the side of the road or motorists who left their vehicles because of breakdowns. Alcohol also plays a major role in the rising death rate. For more, click on [Pedestrian Deaths](#).

### Local Foods, Local Places

EPA announced that it is accepting applications for federal technical assistance under the *Local Foods, Local Places* program, which helps communities create walkable, healthy, economically vibrant neighborhoods through the development of local food systems. A team of experts will help community members develop action plans that use local foods to support

healthy families and communities, and to drive downtown and neighborhood revitalization. The assistance process features a community workshop that brings people together to develop shared goals and steps to achieve them. A total of \$800,000 is available this round, and applications are due by **September 15**. For more, click on our notice, [EPA Local Foods, Local Places Technical Assistance](#).

### Grants This Week



This week, we sent many of you a grant notice on [EPA Local Foods, Local Places](#). Please contact [Jen Covino](#) with any questions about grants.

### Seattle's Gun Violence Tax



On Monday, the Seattle City Council approved a \$25 tax on every firearm sold by a gun shop in the city, as well as a nickel per cartridge tax on ammunition, to defray part of the City's costs in dealing with gun violence and to pay for anti-violence programs. Mayor **Ed Murray** is expected to approve the new taxes. For more, click on [Gun Violence Tax](#) or [Mayor Murray Statement](#).

### A Fix for Obamacare?

On Tuesday, the Urban Institute released an analysis of the main challenges still facing the ACA: affordability and access. The authors propose altering the premium tax credit schedule and tying subsidies to gold plans sold on the exchanges instead of silver plans, among several other fixes to the ACA. For more, click on [Next Steps for the ACA](#).

### Looming Trouble for Social Security

A primer from the *Associated Press* explains the looming funding shortfall facing the Social Security Disability Insurance program and what Congress can do to fix it. Without Congressional action, benefits will automatically be cut by 19 percent for more than 10 million Americans in late 2016. For more, click on [Looming Trouble](#).

### The Rise of Green Bonds

We thought you would be interested in an article about an innovative funding solution that is becoming increasingly popular in communities around the country to reduce carbon emissions from transportation, called "Green Bonds." Generally, these bonds go through an independent vetting process to ensure that the money finances projects that benefit the environment. So far, this year, green bond issuances have come to almost \$22.5 billion, a small but growing share of the roughly \$80 trillion global bond market. For more, click on [Green Bonds](#).

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



# Washington Friday Report

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August 7, 2015

## INSIDE THIS WEEK

- 1 Clean Power Plan, FY16 Report, Sanctuary Cities
- 2 Regional, Transportation, FTA-CIG, Demo Day,
- 2 Economy, Cyber, Grants, Pell, HUD, Education

*The House and Senate are now officially gone for recess until Labor Day but new initiatives and announcements from the White House helped make it an event filled week in the areas of climate change, economic development, transportation and more! Here's the highlights for your review!*

### Clean Power Plan Finalized



On Monday, **President Obama** and EPA Administrator **Gina McCarthy** released the final *Clean Power Plan*, a rule that establishes the first-ever national standards to limit carbon dioxide emissions from power plants. The rule sets standards to reduce emissions by 32 percent from 2005-levels by the year 2030, with each of the forty-eight contiguous states developing its own plan to meet the national standard.

Under the plan, states can adopt one or more of three goals to help meet the standard: (1) A rate-based state goal measured in pounds of carbon per megawatt hour, (2) A mass-based state goal measured in short tons of carbon, or (3) A mass-based state goal with a new source complement measured in total short tons of carbon. States will be required to submit a final carbon reduction plan or an initial submittal with an extension request by September 6, 2016. Final complete state plans must be submitted no later than September 6, 2018.

As part of the plan, EPA is also creating a Clean Energy Incentive Program (CEIP) to reward early investments in wind and solar generation, as well as demand-side energy efficiency programs implemented in low-income communities that deliver results during 2020 and/or 2021. The Clean Power Plan includes provisions that require states to meaningfully engage with low-income, minority, and tribal communities as the states develop their plans. EPA also encourages states to engage with workers and their representatives in the utility and related sectors during the plans' development.

We participated in call on Monday hosted by the White House, featuring EPA Acting Assistance Administrator for the Office of Air and Radiation **Janet McCabe** to learn more about the plan. Responding to the request of stakeholders during the rule's development, EPA has developed a "model rule" that states can quickly adopt and implement, meeting EPA's requirements, if they so choose.

States can also work with other states on multi-state approaches, including emissions trading, a market-based policy tool that creates a financial incentive to reduce emissions where the costs of doing so are the lowest and clean energy investment enjoys the highest leverage. Adopting new renewable energy sources can also help states meet compliance with the Clean Power Plan. For more, click on [Overview of the Clean Power Plan](#), [Final Rule](#), [Clean Power Plan Website](#), [White House Fact Sheet](#), [Senator Boxer Statement](#), or [Senator Cantwell Statement](#).

### FY16 Appropriations Special Report Update

On Tuesday, we sent you an FY16 Appropriations *Special Report Update* covering new developments since July 10. As we note in our update, budget negotiations are likely in the fall. Senate Majority Leader **Mitch McConnell** stated on Tuesday, "Let me say it again: no more government shutdowns... We have divided government, different parties control the Congress and control the White House, and at some point we'll negotiate the way forward." For more, click on [FY16](#).

### Sanctuary Cities Remain Under Scrutiny

On Thursday, the Senate Judiciary Committee was scheduled to markup the *Stop Sanctuary Cities Act* (S. 1814), introduced by Senator **David Vitter**, but has now postponed that meeting until after the August recess. The bill would punish any "state or political subdivision of a state" that does not fully comply with DHS immigration enforcement rules by cutting off federal SCAAP and Byrne JAG funding to those areas. The Committee may consider a substitute amendment to the bill that would deny CDBG, COPS, and SCAAP assistance to these "sanctuary cities." as defined by the bill.

In July, Senator **Dianne Feinstein** announced that she plans to draft her own legislation that would force localities to comply with federal immigration requests, but said she wouldn't support the *Stop Sanctuary Cities Act*. We'll keep you updated on her efforts. Finally, we also thought you would be interested in an article highlighting the concerns of local governments regarding the DHS's new *Priority Enforcement*



Program (PEP). For more, click on [Stop Sanctuary Cities Act Press Release](#), [Senate Judiciary Markup Postponed](#), or [Cities React to PEP Program](#).

### Regional Innovation Strategies Grant

On Wednesday, we sent many of you a grant notice on the EDA FY15 *Regional Innovation Strategies* Program, which is designed to help support and grow innovative start-up companies. The application deadline is **October 5**. EDA will host a Twitter Chat for prospective applicants on Wednesday, **August 12**, at 1:00 p.m. ET, hosted by @US\_EDA and OIE director @ChiefMuse (use #RISP15 to ask questions), and a webinar on Thursday, **August 13**. For more, click on [Regional Innovation Strategies](#).

### Special Report – Forward on Transportation

On Wednesday, we sent many of you a *Special Report* providing an overview of the current deliberations over transportation spending and a summary of the policy details contained in the *DRIVE Act*. For more, click on [DRIVE](#).

### Transit Capital Investment

On Wednesday, FTA published Final Interim Policy Guidance on the *Capital Investment Grant* (CIG) Program, describing how it will run the program through approximately FY16, until the agency completes updates to the Major Capital Investment Project Final Rule to fully implement *MAP-21*. FTA has also posted to its website updated New and Small Starts materials that explain the information that project sponsors must provide to FTA when they wish for their project to be evaluated and rated. For more, click on [CIG Final Interim Policy Guidance](#).

### White House Demo Day

On Tuesday, the White House hosted its first-ever “Demo Day,” welcoming startup founders from across the country to showcase their innovations to the President. The White House announced that 10 new cities and states had joined the *TechHire* initiative and that 27 communities had won prizes under the *Startup in a Day* initiative, including **Salt Lake City**, to reduce the amount of time it takes for entrepreneurs to register and apply for business permits and licenses on the local level. For more, click on [White House Demo Day Fact Sheet](#).

### Economic Recovery of Cities

NLC’s new report, “*Cities and Unequal Recovery*,” analyzes the results of the Local Economic Conditions Survey 2015 of chief local elected officials, including mayors, that reviews the performance of key local economic indicators. It shows that while economic conditions are improving for some, they are worsening for others. For more, click on [Cities and Unequal Recovery](#).

### Best Practices on Cybersecurity

The National Cybersecurity and Communications Integration Center (NCCIC) posted a list of five examples of best practices that organizations should consider implementing soon as part of

their cybersecurity strategy, including: implementing two-factor authorization, blocking malicious code, limiting the number of privileged users, segmenting your network, and locking your backdoors. For more, click on [Cybersecurity Best Practices](#).

### Grants This Week



This week, we sent many of you grant notices on the [HUD Jobs Plus Pilot Initiative](#) and [EDA Regional Innovation Strategies](#). Please

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

### Education for Incarcerated Individuals

The Education Department has announced a *Second Chance Pell Pilot Program* to test new models to allow incarcerated Americans to receive Pell Grants and pursue postsecondary education to helping them get jobs, support their families, and turn their lives around. High-quality correctional education has been shown to measurably reduce re-incarceration rates. Deadline for postsecondary institutions to apply is **September 30, 2015** for the 2016-2017 academic year. For more, click on [Pell Grants for Incarcerated Individuals](#).

### HUD : Secretary Castro’s First Year



HUD has released a report on its progress in the Secretary **Julian Castro** first year. One of the major initiatives HUD announced in this period is implementing the *Affirmatively Furthering Fair Housing* rule, establishing goals and priorities to address barriers to fair housing. For more, click on [HUD: Year of Progress](#).

### The Lost Art of Compromise



In contrast to the usual Washington gridlock the two leaders of the Senate Health, Education, Labor, and Pensions Committee Senators **Lamar Alexander** and **Patty Murray** have forged a compromise that has produced the *Every Child Achieves Act*, passed on July 16 by a vote of 81-17. A recent article highlights how the pair formed a strong working relationship early in Senator Alexander’s Committee Chairmanship to craft a piece of legislation that takes more of a middle ground on education reform than a competing proposal passed by the House, the *Student Success Act*. Leaders of the education Committees in the House and Senate recently met to discuss proceeding with a conference committee to reconcile differences between the bills and develop a bicameral agreement. For more, click on [Lost Art of Compromise](#).

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