

**FRESNO COUNCIL OF GOVERNMENTS LEGISLATIVE UPDATE
SEPTEMBER 2016**

The Legislature finished its regular session work on August 31. Since this is the end of a two-year legislative session, bills that failed to pass both houses of the Legislature will need to be reintroduced in the upcoming 2016-2017 legislative session. The Governor has 12 days to act on bills that were in his possession ("enrolled") before September 1, and 30 days to act on bills enrolled on or after that date. *Outside of the regular session, the "First Extraordinary Session on Transportation and Infrastructure Development" (the transportation special session) can continue until November 30.* Bills introduced in the special session are denoted by the addition of "X1" following SB, AB, etc. (e.g. SBX1 1).

See attached for the legislative tracking report.

Fresno Council of Governments Monthly State Legislative Report 9/9/2016

[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: 8/31/2016-Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was APPR. on 8/27/2015)

Location: 8/31/2016-S. DEAD

Desk	Policy	Fiscal	Floor	Desk	Policy	Dead	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 779](#) ([Garcia, Cristina D](#)) Local government: financial disclosures.

Current Text: Enrolled: 8/31/2016 [pdf](#) [html](#)

Introduced: 2/25/2015

Last Amend: 8/3/2016

Status: 8/30/2016-Senate amendments concurred in. To Engrossing and Enrolling.

Location: 8/30/2016-A. ENROLLMENT

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

Summary: Would require a city, county, city and county, or special district, on or before April 30 of each year, to post compensation information in a conspicuous location on its Internet Web site that contains the names, positions, and total compensation, including a breakdown of the types of compensation provided, of each elected official within that entity for the previous calendar year. By increasing the duties of local officials, this bill would impose a state-mandated local program. This bill contains other related provisions and 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: 8/12/2016-Failed Deadline pursuant to Joint Rule 61(b)(14). (Last location was RLS. on 4/25/2016)

Location: 8/12/2016-S. DEAD

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

Summary: Would require the State Air Resources Board to establish the Clean Reused Vehicle Rebate Project, as a part of the Air Quality Improvement Program, to provide rebates 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 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: 1/31/2016-Died pursuant to Article IV, Sec. 10(c) of the Constitution.

Location: 1/31/2016-A. DEAD

Dead	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: 8/12/2016-Failed Deadline pursuant to Joint Rule 61(b)(14). (Last location was 2 YEAR on 8/28/2015)

Location: 8/12/2016-S. DEAD

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

Summary: Current law requires moneys in the Greenhouse Gas Reduction Fund to be used to facilitate the reduction of greenhouse gas emissions and, where applicable and to the extent feasible, to foster job creation by promoting in-state greenhouse gas emissions reduction projects carried out by California workers and businesses. This bill would 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 1550](#) ([Gomez D](#)) Greenhouse gases: investment plan: disadvantaged communities.

Current Text: Enrollment: 9/6/2016 [pdf](#) [html](#)

Introduced: 1/4/2016

Last Amend: 8/23/2016

Status: 9/6/2016-Enrolled and presented to the Governor at 5:30 p.m.

Location: 9/6/2016-A. ENROLLED

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

Summary: Current law 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. This bill would require the investment plan to allocate (1) a minimum of 25% of the available moneys in the fund to projects located within, and benefiting individuals living in, disadvantaged communities, (2) an additional minimum of 5% to projects that benefit low-income households or to projects located within, and benefiting individuals living in, low-income communities located anywhere in the state, and (3) an additional minimum of 5% either to projects that benefit low-income households that are outside of, but within a 1/2 mile of, disadvantaged communities, or to projects located within the boundaries of, and benefiting individuals living in, low-income communities that are outside of, but within a 1/2 mile of, disadvantaged communities.

Position

[AB 1555](#) ([Gomez D](#)) Greenhouse Gas Reduction Fund.

Current Text: Amended: 3/28/2016 [pdf](#) [html](#)

Introduced: 1/4/2016

Last Amend: 3/28/2016

Status: 5/27/2016-Failed Deadline pursuant to Joint Rule 61(b)(8). (Last location was BUDGET on 5/4/2016)

Location: 5/27/2016-A. DEAD

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

Summary: Would appropriate \$800,000,000 from the Greenhouse Gas Reduction Fund for the 2016-17

fiscal year to various state agencies in specified amounts for various purposes including, among other things, low carbon transportation and infrastructure, clean energy communities, wetland and watershed restoration, and carbon sequestration. The bill would state the intent of the Legislature to reserve \$150,000,000 from the fund to fund future legislative priorities.

Position

[AB 1586](#) (Mathis R) California Environmental Quality Act: Temperance Flat Reservoir.

Current Text: Amended: 3/28/2016 [pdf](#) [html](#)

Introduced: 1/6/2016

Last Amend: 3/28/2016

Status: 5/6/2016-Failed Deadline pursuant to Joint Rule 61(b)(6). (Last location was NAT. RES. on 4/5/2016)

Location: 5/6/2016-A. DEAD

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

Summary: The California Environmental Quality Act establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to the act. This bill would prohibit the court, in an action or proceeding alleging a violation of the act, from staying or enjoining the construction or operation of the Temperance Flat Reservoir unless the court makes certain findings. This bill contains other related provisions.

Position

[AB 1591](#) (Frazier D) Transportation funding.

Current Text: Introduced: 1/6/2016 [pdf](#) [html](#)

Introduced: 1/6/2016

Status: 8/31/2016-Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was TRANS. on 2/1/2016)

Location: 8/31/2016-A. DEAD

Desk	Dead	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 require the California Transportation Commission to adopt performance criteria to ensure efficient use of the funds available for the program. This bill contains other related provisions and other existing laws.

Position

[AB 1610](#) (Committee on Budget) Transportation.

Current Text: Amended: 6/13/2016 [pdf](#) [html](#)

Introduced: 1/7/2016

Last Amend: 6/13/2016

Status: 8/31/2016-Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was INACTIVE FILE on 8/24/2016)

Location: 8/31/2016-A. DEAD

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

Summary: The net proceeds of the sale of the compact assets are required to be deposited into certain transportation funds in a specified order. This bill would provide that after the amounts described have been fully paid to the transportation funds named, or in any year during which any portion of these amounts are repaid from the General Fund pursuant to specified provisions of the California Constitution in an amount greater than or equal to the amount of tribal gaming revenues remitted pursuant to the amended tribal compacts in that year, the revenues received by the state from the compact would be required to be remitted to the California Gambling Control Commission for deposit in the General Fund. This bill contains other related provisions and other existing laws.

Position

[AB 1649](#) (Salas D) State water policy: priority: surface water storage projects and joint powers authorities.

Current Text: Amended: 5/27/2016 [pdf](#) [html](#)

Introduced: 1/12/2016

Last Amend: 5/27/2016

Status: 7/1/2016-Failed Deadline pursuant to Joint Rule 61(b)(13). (Last location was N.R. & W. on 6/16/2016)

Location: 7/1/2016-S. DEAD

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

Summary: Would require the Department of Water Resources to develop a state water policy that gives priority to the formation of joint powers authorities that are formed to address critical surface water storage needs and to funding of the joint powers authorities' surface water projects. The bill would make findings and declarations of the Legislature, including, but not limited to, that, of the water storage projects available, the Temperance Flat Dam and Sites Reservoir will meet statewide goals and provide specified public benefits to the greatest extent.

Position

[AB 1780](#)

(Medina D) Greenhouse Gas Reduction Fund: trade corridors.

Current Text: Amended: 3/28/2016 [pdf](#) [html](#)

Introduced: 2/3/2016

Last Amend: 3/28/2016

Status: 5/27/2016-Failed Deadline pursuant to Joint Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 4/20/2016)

Location: 5/27/2016-A. DEAD

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

Summary: Would, beginning in the 2016-17 fiscal year, continuously appropriate 20% of the annual proceeds of the Greenhouse Gas Reduction Fund to the California Transportation Commission to be allocated to reduce greenhouse gas emissions in trade corridors consistent with specified guidelines, thereby making an appropriation.

Position

[AB 1815](#)

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

Current Text: Amended: 5/2/2016 [pdf](#) [html](#)

Introduced: 2/8/2016

Last Amend: 5/2/2016

Status: 5/27/2016-Failed Deadline pursuant to Joint Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 5/11/2016)

Location: 5/27/2016-A. DEAD

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

Summary: Current law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. 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 agency to establish a comprehensive technical assistance program, upon the appropriation of moneys from the fund, for eligible applicants, as specified, assisting eligible communities, as defined.

Position

Support

[AB 1833](#)

(Linder R) Transportation projects: environmental mitigation.

Current Text: Amended: 4/25/2016 [pdf](#) [html](#)

Introduced: 2/9/2016

Last Amend: 4/25/2016

Status: 5/27/2016-Failed Deadline pursuant to Joint Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 5/11/2016)

Location: 5/27/2016-A. DEAD

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

Summary: Would create the Advanced Mitigation Program in the Department of Transportation to implement environmental mitigation measures in advance of future transportation projects. The bill, by February 1, 2017, would require the department to establish a steering committee to advise the department in that regard.

Position

[AB 1886](#) (McCarty D) California Environmental Quality Act: transit priority projects.

Current Text: Amended: 5/11/2016 [pdf](#) [html](#)

Introduced: 2/11/2016

Last Amend: 5/11/2016

Status: 7/1/2016-Failed Deadline pursuant to Joint Rule 61(b)(13). (Last location was E.Q. on 6/9/2016)

Location: 7/1/2016-S. DEAD

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

Summary: CEQA provides for limited CEQA review or exempts from its requirements transit priority projects meeting certain requirements, including the requirement that the project be within 1/2 mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. CEQA specifies that a project is considered to be within 1/2 mile of a major transit stop or high-quality transit corridor if, among other things, all parcels within the project have no more than 25% of their area farther than 1/2 mile from the stop or corridor. This bill, for a transit priority project to meet the requirements for limited CEQA review, would increase that percentage to 50%.

Position

[AB 1919](#) (Quirk D) Local transportation authorities: bonds.

Current Text: Enrollment: 8/22/2016 [pdf](#) [html](#)

Introduced: 2/11/2016

Last Amend: 4/4/2016

Status: 8/22/2016-Enrolled and presented to the Governor at 4 p.m.

Location: 8/22/2016-A. ENROLLED

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

Summary: The Local Transportation Authority and Improvement Act provides for the creation in any county of a local transportation authority and authorizes the imposition of a retail transactions and use tax by ordinance, subject to approval of the ordinance by 2/3 of the voters. Current law requires the bond proceeds to be placed in the treasury of the local transportation authority and to be used for allowable transportation purposes, except that accrued interest and premiums received on the sale of the bonds are required to be placed in a fund to be used for the payment of bond debt service. This bill would require the premiums received on the sale of the bonds to be placed in the treasury of the local transportation authority to be used for allowable transportation purposes.

Position

[AB 1982](#) (Bloom D) California Transportation Commission: membership.

Current Text: Amended: 4/12/2016 [pdf](#) [html](#)

Introduced: 2/16/2016

Last Amend: 4/12/2016

Status: 4/22/2016-Failed Deadline pursuant to Joint Rule 61(b)(5). (Last location was A. TRANS. on 4/13/2016)

Location: 4/22/2016-A. DEAD

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

Summary: Would expand the membership of the California Transportation Commission to 15 members by providing for the Senate Committee on Rules and the Speaker of the Assembly to each appoint an additional member, who shall be a person who works directly with communities that are most significantly burdened by, and vulnerable to, high levels of pollution, including, but not limited to, communities with diverse racial and ethnic populations and communities with low-income populations.

Position

[AB 2170](#) (Frazier D) Trade Corridors Improvement Fund: federal funds.

Current Text: Enrolled: 9/2/2016 [pdf](#) [html](#)

Introduced: 2/18/2016

Last Amend: 8/17/2016

Status: 8/31/2016-In Assembly. Concurrence in Senate amendments pending. Assembly Rule 63 suspended. Senate amendments concurred in. To Engrossing and Enrolling.

Location: 8/31/2016-A. ENROLLMENT

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

Summary: The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) created the Trade Corridors Improvement Fund and provided for allocation by the California Transportation Commission of \$2 billion in bond funds for infrastructure improvements on highway and rail corridors that have a high volume of freight movement, and specified categories of projects eligible to receive these funds. Current law continues the Trade Corridors Improvement Fund in existence in order to receive revenues from sources other than the bond act for these purposes. This bill would require revenues apportioned to the state from the National Highway Freight Program established by the federal Fixing America's Surface Transportation Act to be allocated for trade corridor improvement projects approved pursuant to these provisions.

Position**AB 2181 (Brown D) Public contracts: contract specifications.****Current Text:** Amended: 4/11/2016 [pdf](#) [html](#)**Introduced:** 2/18/2016**Last Amend:** 4/11/2016**Status:** 5/27/2016-Failed Deadline pursuant to Joint Rule 61(b)(8). (Last location was APPR. SUSPENSE FILE on 5/25/2016)**Location:** 5/27/2016-A. DEAD

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

Summary: The California State University Contract Law governs contracting for building and improvement projects by the California State University and imposes specific competitive bidding requirements for the Trustees of the California State University, including the preparation of specifications for a project. This bill would require an awarding department, on or before January 1, 2018, to prepare and submit to the Legislature and the Governor a report on the greenhouse gas emissions that are associated with emissions-intensive products, as defined, in projects within the jurisdiction of the department.

Position**AB 2222 (Holden D) Transit Pass Program: free or reduced-fare transit passes.****Current Text:** Amended: 8/2/2016 [pdf](#) [html](#)**Introduced:** 2/18/2016**Last Amend:** 8/2/2016**Status:** 8/12/2016-Failed Deadline pursuant to Joint Rule 61(b)(14). (Last location was APPR. on 8/11/2016)**Location:** 8/12/2016-S. DEAD

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

Summary: Would establish the Transit Pass Program to be administered by the Department of Transportation with moneys made available, upon appropriation by the Legislature, to support transit pass programs that provide free or reduced-fare transit passes to specified pupils and students. The bill would require the department to develop guidelines that describe the criteria that eligible transit providers are required to use to make available free or reduced-fare transit passes to eligible participants. The bill would exempt those guidelines from the Administrative Procedure Act.

Position**AB 2289 (Frazier D) Department of Transportation: capital improvement projects.****Current Text:** Chaptered: 7/22/2016 [pdf](#) [html](#)**Introduced:** 2/18/2016**Status:** 7/22/2016-Chaptered by Secretary of State - Chapter 76, Statutes of 2016.**Location:** 7/22/2016-A. CHAPTERED

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 prepare a state highway operation and protection program for the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system and that include capital projects relative to maintenance, safety, and rehabilitation of state highways and bridges that do not add a new traffic lane to the system. This bill would add to the program capital projects relative

to the operation of those state highways and bridges.

Position

AB 2332 (Garcia, Eduardo D) Transportation funding: complete streets.

Current Text: Amended: 4/5/2016 [pdf](#) [html](#)

Introduced: 2/18/2016

Last Amend: 4/5/2016

Status: 4/22/2016-Failed Deadline pursuant to Joint Rule 61(b)(5). (Last location was A. TRANS. on 4/5/2016)

Location: 4/22/2016-A. DEAD

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

Summary: Would require the Department of Transportation to increase the annual number of complete street projects undertaken by the department by 20% over the 2016 baseline by the year 2020 and increase accessibility for low-income and disadvantaged communities by increasing multimodal transportation proximity to employment, jobs, housing, and recreation areas. The bill would establish department goals to reduce by 10% based on the 2016 baseline the number of transit, pedestrian, and bicyclist fatalities, and reduce by 15% statewide per capita the vehicle miles traveled by the year 2020, and to increase travel by nonautomobile modes of travel, as specified.

Position

AB 2374 (Chiu D) Construction Manager/General Contractor method: regional transportation agency: County of Placer: bridges.

Current Text: Enrollment: 9/2/2016 [pdf](#) [html](#)

Introduced: 2/18/2016

Last Amend: 8/17/2016

Status: 9/2/2016-Enrolled and presented to the Governor at 12 p.m.

Location: 9/2/2016-A. ENROLLED

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

Summary: Current law authorizes regional transportation agencies 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. This bill would authorize the use of the Construction Manager/General Contractor method for the construction of 2 specified bridges that are not on the state highway system. For the purposes only of this authorization, the bill would include the County of Placer within the definition of a regional transportation agency.

Position

AB 2411 (Frazier D) Transportation revenues.

Current Text: Amended: 5/27/2016 [pdf](#) [html](#)

Introduced: 2/19/2016

Last Amend: 5/27/2016

Status: 7/1/2016-Failed Deadline pursuant to Joint Rule 61(b)(13). (Last location was T. & H. on 6/9/2016)

Location: 7/1/2016-S. DEAD

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

Summary: Current law requires certain miscellaneous revenues deposited in the State Highway Account that are not restricted as to expenditure by Article XIX of the California Constitution to be transferred to the Transportation Debt Service Fund in the State Transportation Fund, as specified, and requires the Controller to transfer from the fund to the General Fund an amount of those revenues necessary to offset the current year debt service made from the General Fund on general obligation transportation bonds issued pursuant to Proposition 116 of 1990. This bill would, on July 1, 2017, delete the transfer of these miscellaneous revenues to the Transportation Debt Service Fund, thereby eliminating the offsetting transfer to the General Fund for debt service on general obligation transportation bonds issued pursuant to Proposition 116 of 1990.

Position

AB 2630 (Salas D) California Renewables Portfolio Standard Program: electrical transmission planning.

Current Text: Amended: 8/2/2016 [pdf](#) [html](#)

Introduced: 2/19/2016

Last Amend: 8/2/2016

Status: 8/12/2016-Failed Deadline pursuant to Joint Rule 61(b)(14). (Last location was APPR. SUSPENSE FILE on 8/11/2016)

Location: 8/12/2016-S. DEAD

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

Summary: Would require the Independent System Operator, when undertaking transmission planning activities, to take into account a specified report relating to solar photovoltaic system development in the San Joaquin Valley and specified principles of transmission corridor planning developed by the State Energy Resources Conservation and Development Commission (Energy Commission). The bill would require the Energy Commission, the PUC, and the Independent System Operator, when undertaking activities as part of the Renewable Energy Transmission Initiative, to take into account the above-specified report and principles.

Position

AB 2722 (Burke D) Transformative Climate Communities Program.

Current Text: Enrollment: 9/6/2016 [pdf](#) [html](#)

Introduced: 2/19/2016

Last Amend: 8/31/2016

Status: 9/6/2016-Enrolled and presented to the Governor at 5:30 p.m.

Location: 9/6/2016-A. ENROLLED

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

Summary: Would create the Transformative Climate Communities Program, to be administered by the Strategic Growth Council. The bill would require the council to award competitive grants to specified eligible entities for the development and implementation of neighborhood-level transformative climate community plans that include greenhouse gas emissions reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities, as defined. The bill would require the council to develop guidelines and selection criteria for the implementation of the program.

Position

AB 2741 (Salas D) Long-range transportation planning: California Transportation Plan.

Current Text: Enrolled: 9/2/2016 [pdf](#) [html](#)

Introduced: 2/19/2016

Last Amend: 6/8/2016

Status: 8/31/2016-Senate amendments concurred in. To Engrossing and Enrolling.

Location: 8/31/2016-A. ENROLLMENT

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

Summary: Would, beginning in 2020, require updates to the California Transportation Plan to be approved by the California Transportation Commission prior to submission to the Legislature and the Governor. The bill would require the department to submit a draft of its proposed update to the commission for its comments by June 30, 2020, and every 5 years thereafter.

Position

AB 2796 (Bloom D) Active Transportation Program.

Current Text: Amended: 6/30/2016 [pdf](#) [html](#)

Introduced: 2/19/2016

Last Amend: 6/30/2016

Status: 8/12/2016-Failed Deadline pursuant to Joint Rule 61(b)(14). (Last location was APPR. on 8/11/2016)

Location: 8/12/2016-S. DEAD

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

Summary: Current law creates the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation. Current law requires the California Transportation Commission to adopt the 2015 program of projects no later than January 31, 2016, with each subsequent program of projects to be adopted by April 1 of each odd-numbered year, and requires the commission to adopt guidelines for the program. This bill would, for a program cycle adopted on or after January 1, 2018, require a minimum of 10% of all available Active Transportation Program funds to be programmed for planning and noninfrastructure purposes, except as provided, and would require at least 50 percent of that amount to be programmed for planning activities to develop comprehensive active transportation master plans.

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: 9/24/2015-Senators Beall (Co-Chair), Allen, Leyva, Cannella, and Gaines appointed to Conference Committee.

Location: 9/24/2015-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

ABX1 16 (Patterson R) State highways: transfer to local agencies: pilot program.

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 require the Department of Transportation to participate in a pilot program over a 5-year period under which 2 counties, one in northern California and one in southern California, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county. The bill would require the department, with respect to those counties, for the duration of the pilot program, to convey all of its authority and responsibility over state highways in the county to a county, or a regional transportation agency that has jurisdiction in the county.

Position

ABX1 26 (Frazier D) Transportation funding.

Current Text: Amended: 8/30/2016 [pdf](#) [html](#)

Introduced: 8/24/2016

Last Amend: 8/30/2016

Status: 8/31/2016-Re-referred to Com. on T. & I.D.

Location: 8/31/2016-A. TRANS.

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 require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program.

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: 8/31/2016-Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was APPR. SUSPENSE FILE on 8/19/2015)

Location: 8/31/2016-A. DEAD

Desk	Policy	Dead	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 32

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

Current Text: Chaptered: 9/8/2016 [pdf](#) [html](#)

Introduced: 12/1/2014

Last Amend: 8/19/2016

Status: 9/8/2016-Signed by the Governor

Location: 9/8/2016-S. CHAPTERED

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

Summary: Would require the State Air Resources Board to ensure that statewide greenhouse gas emissions are reduced to 40% below the 1990 level by 2030. This bill contains other related provisions.

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: 8/31/2016-Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was TRANS. on 5/22/2015)

Location: 8/31/2016-A. DEAD

Desk	Policy	Fiscal	Floor	Desk	Dead	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 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: 8/12/2016-Failed Deadline pursuant to Joint Rule 61(b)(14). (Last location was 2 YEAR on 8/28/2015)

Location: 8/12/2016-A. DEAD

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

Summary: Would create the Clean Energy and Low-Carbon Economic and Jobs Growth Blue Ribbon Committee 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: 8/31/2016-Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was INACTIVE FILE on 6/27/2016)

Location: 8/31/2016-S. DEAD

Desk	Policy	Fiscal	Dead	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 838](#)

(Committee on Budget and Fiscal Review) Transportation.

Current Text: Enrollment: 8/26/2016 [pdf](#) [html](#)

Introduced: 1/7/2016

Last Amend: 6/10/2016

Status: 8/26/2016-Enrolled and presented to the Governor at 12:30 p.m.

Location: 8/26/2016-S. ENROLLED

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

Summary: The net proceeds of the sale of the compact assets are required to be deposited into certain transportation funds in a specified order. This bill would instead provide that after the amounts described have been fully paid to the transportation funds named, or in any year during which any portion of these amounts are repaid from the General Fund pursuant to specified provisions of the California Constitution in an amount greater than or equal to the amount of tribal gaming revenues remitted pursuant to the amended tribal compacts in that year, the revenues received by the state from the compact would be required to be remitted to the California Gambling Control Commission for deposit in the General Fund.

Position

[SB 1000](#)

(Leyva D) Land use: general plans: safety and environmental justice.

Current Text: Enrolled: 9/7/2016 [pdf](#) [html](#)

Introduced: 2/10/2016

Last Amend: 8/29/2016

Status: 8/31/2016-In Senate. Concurrence in Assembly amendments pending. Assembly amendments concurred in. (Ayes 25. Noes 13.) Ordered to engrossing and enrolling.

Location: 8/31/2016-S. ENROLLMENT

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

Summary: The Planning and Zoning Law requires, after the initial revision of the safety element to address flooding, fires, and climate adaptation and resilience strategies, that for each subsequent revision the planning agency review and, if necessary, revise the safety element to identify new information that was not available during the previous revision of the safety element. This bill would instead require a planning agency to review and revise the safety element to identify new information, as described above, only to address flooding and fires.

Position

[SB 1066](#)

(Beall D) Highway safety.

Current Text: Amended: 6/29/2016 [pdf](#) [html](#)

Introduced: 2/16/2016

Last Amend: 6/29/2016

Status: 8/12/2016-Failed Deadline pursuant to Joint Rule 61(b)(14). (Last location was APPR. on 8/11/2016)

Location: 8/12/2016-A. DEAD

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

Summary: Current law requires the Department of Transportation to submit to the California Transportation Commission an estimate of state and federal funds reasonably expected to be available

for future programming over the 5-year period in each state transportation improvement program, and requires the California Transportation Commission to adopt a fund estimate in that regard. This bill would require the fund estimates prepared by the department and the commission to identify and include federal funds derived from apportionments made to the state under the Fixing America's Surface Transportation Act of 2015.

Position

[SB 1320](#) (Runner R) California Transportation Commission.

Current Text: Introduced: 2/19/2016 [pdf](#) [html](#)

Introduced: 2/19/2016

Status: 4/22/2016-Failed Deadline pursuant to Joint Rule 61(b)(5). (Last location was S. T. & H. on 3/3/2016)

Location: 4/22/2016-S. DEAD

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

Summary: Would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes. This bill contains other related provisions and other existing laws.

Position

[SBX1 1](#) (Beall D) Transportation funding.

Current Text: Amended: 8/29/2016 [pdf](#) [html](#)

Introduced: 6/22/2015

Last Amend: 8/29/2016

Status: 8/29/2016-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.

Location: 8/29/2016-S. APPR.

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

Summary: Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program.

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-September 1 set for first hearing. Failed passage in committee. (Ayes 3. Noes 9. Page 56.) Reconsideration granted.

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 4](#) (Beall D) Transportation funding.

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

Introduced: 7/7/2015

Last Amend: 9/4/2015

Status: 9/24/2015-Senators Beall (Co-Chair), Allen, Leyva, Cannella and Gaines appointed to Conference Committee.

Location: 9/24/2015-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 10 (Bates R) Regional transportation capital improvement funds.

Current Text: Introduced: 7/16/2015 [pdf](#) [html](#)

Introduced: 7/16/2015

Status: 9/9/2015-September 8 hearing: Testimony taken. Hearing postponed by committee.

Location: 7/16/2015-S. T. & I.D.

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

Summary: Current law requires funds available for regional projects to be programmed by the California Transportation Commission pursuant to the county shares formula, under which a certain amount of funding is available for programming in each county, based on population and miles of state highway. Current law specifies the various types of projects that may be funded with the regional share of funds to include state highways, local roads, transit, and others. This bill would revise the process for programming and allocating the 75% share of state and federal funds available for regional transportation improvement projects.

Position

SBX1 11 (Berryhill R) Environmental quality: transportation infrastructure.

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

Introduced: 7/16/2015

Last Amend: 9/4/2015

Status: 9/4/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & I.D.

Location: 9/4/2015-S. T. & I.D.

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

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. This bill would exempt from these CEQA provisions a project that consists of the inspection, maintenance, repair, restoration, reconditioning, relocation, replacement, or removal of existing transportation infrastructure if certain conditions are met, and would require the person undertaking these projects to take certain actions

Position

SBX1 12 (Runner R) California Transportation Commission.

Current Text: Amended: 8/20/2015 [pdf](#) [html](#)

Introduced: 7/16/2015

Last Amend: 8/20/2015

Status: 8/20/2015-Read second time and amended. Re-referred to Com. on APPR.

Location: 8/20/2015-S. APPR.

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

Summary: Would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes. This bill contains other related provisions and other existing laws.

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

SCA 7 (Huff R) Motor vehicle fees and taxes: restriction on expenditures.

Current Text: Amended: 5/28/2015 [pdf](#) [html](#)

Introduced: 4/9/2015

Last Amend: 5/28/2015

Status: 8/31/2016-Failed Deadline pursuant to Joint Rule 61(b)(17). (Last location was E. & C.A. on 5/28/2015)

Location: 8/31/2016-S. DEAD

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

Summary: Would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also provide that none of those revenues may be pledged or used for the payment of principal and interest on bonds or other indebtedness.

Position

SJR 24 (Beall D) Federal transportation funding.

Current Text: Enrolled: 9/6/2016 [pdf](#) [html](#)

Introduced: 8/2/2016

Status: 8/31/2016-In Senate. Ordered to engrossing and enrolling.

Location: 8/31/2016-S. ENROLLMENT

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

Summary: Would urge Congress and the President of the United States to fully fund the Transportation Investment Generating Economic Recovery (TIGER) program at a level of \$525 million in the 2017 fiscal year to provide additional critical investment in California and elsewhere, and to work together to finally find a long-term, sustainable funding solution to restore the lost purchasing power of the federal fuel excise tax, provide California and the rest of the country with the resources needed to rebuild its infrastructure, invest in its people through good, well-paying jobs, and restore our economy.

Position

Total Measures: 54

Total Tracking Forms: 54

Washington Friday Report

Volume XVIII, Issue 35

September 2, 2016

INSIDE THIS WEEK

- 1 Zika and Opioids, FY17 CR, Online Sales, FTA
- 2 Public Safety, Transition, Ex-Im, Addiction Recovery
- 2 Grants, P3, Homeless, Kennedy-Nixon, Labor Day

With Congress returning to Washington on Tuesday, we preview several of the issues at the top of the agenda, including Zika, FY17 spending, and Ex-Im. Here's the latest, for your review!

Federal Response to the Zika Virus



On Wednesday, we participated in a teleconference with Florida Senator **Bill Nelson** and White House Deputy Homeland Security Advisor **Amy Pope** to learn more about how federal, state, and local governments are responding to the Zika virus outbreak. Much of the call focused on the legislative impasse in Congress regarding the \$1.9 billion in emergency supplemental funding that the Administration requested to combat the virus. In late June, the House passed an FY17 appropriations bill (H.R. 2577) with \$1.1 billion in funding to combat Zika, but Congress remains stymied as to how much money to spend, where the money comes from, and which bill the funding would accompany. Senator Nelson said that concerned citizens should contact their Representatives in the House and encourage them to approve the full \$1.9 billion initially requested, as soon as they return after Labor Day. For more, click on [Audio Recording of the Teleconference on Zika](#).

On Tuesday, CDC Director **Thomas Frieden** told reporters that an FY17 stopgap spending measure without any additional funding to combat the Zika virus would continue to complicate the federal response. So far, the Administration has reprogrammed \$222 million to respond to Zika, most of which came from money originally intended to defend against the Ebola virus. Director Frieden said that money would run out by the end of September, without additional Congressional action.

In more health-related news, on Wednesday, HHS announced \$53 million in funding to 44 States, four tribes, and the District of Columbia to improve access to treatment for **opioid use** disorders, reduce opioid related deaths, and strengthen drug misuse prevention efforts. In addition, funding will also support improved data collection and analysis around opioid misuse and overdose as well as better tracking of fatal and nonfatal opioid-involved overdoses. For more, click on [Reducing Opioid Abuse](#).

White House "Wish List" for Continuing Resolution

This week, the White House Office of Management and Budget (OMB) tacitly acknowledged the strong likelihood that Congress will need to pass a short-term Continuing Resolution (CR) to keep the federal government functioning after September. The subheading of an internal document submitted to Congress reads "*anomalies required for a CR through mid-December*" and includes several "wish-list" items that the White House would like Congress to include in a short-term FY17 CR. The White House requests that Congress amends the quorum requirement for the **Export-Import Bank** to allow the current Board to approve new transactions over \$10 million. Under current law, a quorum of three Board members is required to approve transactions over \$10 million, but there are currently only two sitting Board members – a third has yet to be confirmed. The White House's requested language is consistent with Export-Import Bank language included in bills that have been approved by the House and Senate appropriations committees. The Administration also requests FY17 legislative language allowing the flexibility needed to cover projected personnel compensation requirements for **U.S. Customs and Border Protection**, and to allow **Amtrak** to move forward with implementing a new budget account structure. For more, click on [OMB FY17 CR Anomalies](#).

Online Sales Simplification Act

House Judiciary Committee Chairman **Bob Goodlatte** released a discussion draft of the *Online Sales Simplification Act of 2016* (OSSA), which is an alternative proposal to Senator **Mike Enzi's Marketplace Fairness Act** (MFA - S. 698) and Rep. **Jason Chaffetz's Remote Transactions Parity Act** (RTPA – H.R. 2775). The overarching goal of the competing proposals is to allow states to collect the sales taxes they are owed when customers buy their products online, even when those products are shipped to another state. Unlike MFA and RTPA, OSSA does not include a Small Seller Exception. OSSA moves away from the concept of a destination-based sourcing tax and would require states to adopt a single tax rate. Members of Congress are pushing for consideration of an online sales tax bill as part of an increasingly crowded legislative calendar, but enactment remains unlikely this year. For more, click on [Draft Bill Text of OSSA](#) or a [NACo Chart Comparing the Online Sales Tax Bills](#).

FTA Buy America Final Policy Guidance

On Thursday, FTA issued Final Buy America Policy Guidance advising transit agencies how to implement a phased increase in domestic content requirements for transit rolling stock procurements from 60 percent to more than 70 percent by FY20. For more, click on [FTA Buy America Policy Guidance](#).

The Candidates on Public Safety

Presidential candidates **Donald Trump** and **Hillary Clinton** responded to a ten question survey on criminal justice issues that was sent to them by the International Association of Chiefs of Police (IACP). **Mr. Trump** believes in restoring the rule of law in the United States and supports enhancing the partnership between federal, state, and local law enforcement. He supports tax, trade, and immigration reform legislation that would increase state and local revenue, and supports mental health reform. To reduce opioid abuse, Mr. Trump supports stronger border enforcement, more cooperation and intelligence sharing, and better treatment options. **Secretary Clinton** believes that one of the most important criminal justice challenges we face is rebuilding the bonds of trust between our law enforcement officers and our communities. She supports increasing funding for the COPS program and expanding access to technologies that officers need to do their jobs. She intends to build upon the work of the 21st Century Policing Task Force to bring all stakeholders together. To tackle drug and alcohol addition, Secretary Clinton proposed a \$10 billion initiative to partner with states that develop specific action plans. For more, click on [Candidate Responses to IACP Survey](#).

Transition Update

Donald Trump's Presidential Transition team, which is chaired by New Jersey Governor **Chris Christie**, recently announced additional members. **Rich Bagger**, a former New Jersey lawmaker who spent two years as Christie's first Chief of Staff, was named Executive Director of the group. Other transition team members include: **William Haggerty**, an economic advisor to President George H.W. Bush and an important member of Mitt Romney's team, and **Jamie Burke**, who worked for George W. Bush as White House liaison to HHS. For more, click on [Transition Update](#).

Export-Import Bank and Congress

The five-member Board of the Export-Import Bank has been operating with only two members since it was reauthorized as part of the *FAST Act* in December 2015. Under current law, at least three sitting members are needed to constitute a quorum, which would allow the board to approve financing packages of more than \$10 million. However, legislative text included in both the House and Senate FY17 State-Foreign Operations appropriations bills would eliminate the quorum requirement for Fiscal Years 2017-2019 and allow the Bank to approve larger financing packages again. House Speaker **Paul Ryan**, who opposes the Export-Import Bank and has called it "*crony capitalism*," remains under pressure from conservative groups and lawmakers to not change the current quorum requirement as part of any FY17 CR or full-year spending package. *We will keep you up to date on the status of the Export-Import Bank.*

National Alcohol and Drug Addiction Recovery Month

On Wednesday, **President Obama** proclaimed September 2016 as National Alcohol and Drug Addiction Recovery Month. Throughout this month, the Administration will celebrate the successes of all those in recovery and renew a commitment to providing support, care, and treatment for all those in need. For

more, click on [National Alcohol and Drug Addiction Recovery Month](#).

Grants This Week



This week, we sent many of you a grant notice on the [ED Performance Partnership Pilots – Round 3](#). Please contact *Jen Covino* with any questions about grants.

ED Performance Partnership Pilots – Round 3

Following up from the August 19 *Friday Report*, the Education Department and six other federal agencies released a Notice Inviting Applications (NIA) for the third round of the Performance Partnership Pilots for Disconnected Youth (P3). The deadline to submit a Notice of Intent to Apply is Thursday, **September 29**, and the final application deadline is Monday, **October 31**. For more, click on our [Grant Memo](#).

Reducing Homelessness

We thought you would be interested in two useful guidance documents recently distributed by the **U.S. Interagency Council on Homelessness**. A new fact sheet, titled "*Reducing Criminal Justice System Involvement among People Experiencing Homelessness*," is intended to spur action to break the cycle of homelessness and criminal justice system involvement in American communities. For more, click on [USICH Update](#) or [Reducing Criminal Justice System Involvement among People Experiencing Homelessness](#).

The Office of Family Assistance within HHS recently provided guidance to agencies administering the Temporary Assistance for Needy Families (TANF) program, on how to add housing status questions as part of their typical intake process. For more, click on [A Guide for Assessing Housing Status and Coordinating with Local Programs for TANF Agencies](#).

♪♪ Music of the Month ♪♪



As we enter the season of Presidential Debates, we thought you might enjoy listening to the first Presidential Debates that ever occurred, between candidates **John F. Kennedy** and **Richard Nixon** during the 1960 election. The four Kennedy-Nixon debates were also a turning point for the role of television in politics. Those who watched the debates on TV thought Senator Kennedy won. Those who listened on radio thought the Vice President was the winner. *The Kennedy-Nixon debates will be our telephone's hold music through Election Day! Call us and enjoy!*

Happy Labor Day



We wish you and your loved ones a very happy and warm Labor Day weekend!

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

Washington Friday Report

Volume XVIII, Issue 34

August 26, 2016

INSIDE THIS WEEK

- 1 FY17, Youth Homelessness, Welcoming, 10-20-30
- 2 CBO Outlook, Opioids, Right-of-Way, Amtrak, Grants
- 2 Floodplains, Roads, Welfare, National Park Service

With only five full working days until Congress returns to Washington, we focus on the coming FY17 fiscal debates along with other highlights for your review.

FY17 Budget Debate Preview

In a sequestration update report issued by the White House Office of Management and Budget (OMB), analysts reported that the dozen appropriations bills that the House marked up or passed are \$792 million over the discretionary spending caps for FY17; approximately \$775 million of that amount is in the non-defense category. The Senate bills, to date, remain under the caps. If the House bills were enacted, it would trigger an across-the-board sequestration cut of \$792 million across the federal government. Under current law, the FY17 cap on discretionary spending is \$1.07 trillion while the FY18 cap is projected to be \$1.16 trillion. For more, click on [OMB Sequestration Update Report for FY17](#).

However, if what's past is prologue, then few, if any, of the draft FY17 spending bills will be enacted in their entirety before the new fiscal year begins on October 1. With time in the legislative calendar dwindling, Congress will most likely need to pass another short-term Continuing Resolution (CR) to keep the federal government afloat. The length of such a CR remains uncertain; it may last until the end of December, or it may last into the early months of 2017. *We will have the latest for you after Congress returns to Washington on September 6.*

HUD Youth Homelessness Demonstration Program

HUD released a Notice of Funding Availability (NOFA) for the Youth Homelessness Demonstration Program (YHDP). The purpose of the program is to help selected communities to develop and execute a coordinated community approach for preventing and ending youth homelessness. Applicants will identify a Target Community Area and develop a Coordinated Community Plan in partnership with public agencies, nonprofits and community organizations, the private sector, and other relevant stakeholders. HUD will award approximately \$33 million in total program funding to ten communities selected to participate in this demonstration. At least four of those communities will be rural. The communities will receive a grant ranging from \$1 million to

\$15 million each; award size will be determined by the youth population and poverty rate of that community. The project period is two years. Applications are due by **November 30**. The U.S. Interagency Council on Homelessness will host a webinar on the NOFA on **September 15**. For more, click on our [Grant Memo](#) or [Webinar Registration](#).

Citizenship Week & Welcoming Week

On Monday, we participated in a conference call with the White House and local government officials to discuss Citizenship Week (September 17-23) and Welcoming Week (September 16-25). **Felicia Escobar**, Special Assistant to the President for Immigration Policy, and **Rohan Patel**, Special Assistant to the President and Deputy Director of Intergovernmental Affairs, explained how local elected officials can help ensure that immigrants and refugees remain a source of strength and vitality in communities by welcoming them as new Americans. In September, communities will host events to raise awareness, promote naturalization, and celebrate the contributions of new Americans. Mayor **Javier Gonzales** outlined ongoing efforts in Santa Fe while Tacoma Mayor **Marilyn Strickland** inquired if other federal agencies would soon follow the lead of the Department of Justice in phasing out private prisons, particularly in regard to the Department of Homeland Security and its detention facilities. The White House will examine its options moving forward. For more, see the [Welcoming Toolkit](#) or [White House Task Force on New Americans](#).

Rep. Jim Clyburn's 10-20-30 Principle to Reduce Poverty



Congressman **Jim Clyburn's** "10-20-30" principle has garnered plenty of attention lately, both on the Presidential campaign trail and in the halls of Congress. Under the 10-20-30 approach, when money is appropriated for a federal program, at least 10% of its spending should go to counties where 20 percent or more of the population has lived below the poverty line for at least 30 years. The intent of the principle is to reduce poverty through targeted federal spending in counties where high poverty has persisted for decades. In February, House Speaker **Paul Ryan** met with the Congressional Black Caucus and signaled his support for the plan, according to Congressman Clyburn. More importantly, Speaker Ryan directed House Appropriations Chairman **Hal Rogers** to work with Rep. Clyburn to include the principle in his FY17 spending bills. At a town hall meeting in March, Secretary **Hillary Clinton** said that the funding formula "would target a lot of places in America, not only inner city poverty, but rural poverty, Indian country poverty, coal country poverty." Congressman Clyburn said that

he would push for the principle's inclusion as part of any major spending package being debated this year or in 2017. For more, click on [10-20-30 Amendment](#).

CBO Updates its 10-Year Budget and Economic Outlook

As we mentioned in the August 12 edition of the *Washington Friday Report*, CBO increased its March projection of the FY16 federal deficit from \$534 billion to \$590 billion as part of its July Budget Review. On Tuesday, CBO released a more comprehensive update to the budget and economic outlook for 2016-2026, showing that this year's projected deficit is rising primarily because of lower-than-expected federal revenue. Over the next decade, the lion's share of growth in the federal debt will be driven by a projected 70 percent increase in spending on mandatory programs like Social Security and Medicare. This spending growth is mainly attributable to an aging population and rising health care costs. For more, click on [CBO 10-Year Outlook](#).

Surgeon General on the Prescription Opioid Epidemic



This week, Surgeon General Dr. **Vivek Murthy** sent a letter to 2.3 million American health professionals, asking them to lead a movement to turn the tide on the nation's prescription opioid epidemic. This is the first time that a U.S. Surgeon General has sent a letter directly to the nation's health professionals seeking their support in addressing a public health crisis. The letter also contains a pocket card outlining CDC's opioid prescribing guidelines, an effort to reduce opioid abuse and overdoses. For more, click on [HHS Press Release](#) or [Turn the Tide Rx](#).

FHWA Final Rule on Right-of-Way and Real Estate

On Tuesday, FHWA published its final rule to revise regulations governing the acquisition, management, and disposal of real property for transportation programs and projects receiving federal funds. The rule implements sections of the *MAP-21* and *FAST Act* transportation laws. It clarifies the Federal-State partnership, streamlines processes to better meet current Federal-aid highway program needs, and eliminates duplicative and outdated regulatory language. The final rule is effective on **September 22**. For more, click on [Right-of-Way and Real Estate](#).

Wick Moorman to Lead Amtrak



Amtrak announced that it has named **Charles W. "Wick" Moorman** as its next president and chief executive officer. Moorman succeeds current CEO **Joe Boardman**, who announced his intention to retire last fall. Mr. Boardman said, "*I have been humbled to lead this extraordinary organization over the past eight years. I look forward to spending time with my family and wish Wick all the best as he brings his excellent experience to Amtrak.*" Wick Moorman, who will lead the company effective September 1, spent more than 40 years at Norfolk Southern where he rose from management trainee to CEO and chairman of the Board of Directors. For more, click on [Wick Moorman](#).

Grants This Week



This week, we sent many of you grant notices on the [ED FY16 Preschool Development Grants: Pay for Success \(PFS\) Feasibility Pilot](#) and the [HUD Youth Homelessness Demonstration Program \(YHDP\)](#).

Please contact Jen Covino with any questions about grants.

FEMA Floodplain Management Standards

On Monday, FEMA issued a Notice of Proposed Rulemaking to update its Floodplain Management and Protection of Wetlands Regulations and to implement the Federal Flood Risk Management Standard. This is the first time that federal floodplain management procedures have been updated in nearly 40 years. Comments on the proposed rule are due by **October 21**. For more, click on [Floodplain Management Standards](#).

Road Fatalities on the Rise

On Tuesday, the National Safety Council released preliminary estimates indicating that motor vehicle deaths were 9% higher through the first six months of 2016 than in 2015. An estimated 19,100 people have been killed on U.S. roads since January and 2.2 million were seriously injured, with a total estimated cost of \$205 billion. This year is projected to be the deadliest driving year since 2007. For more, click on [Road Fatalities](#).

20th Anniversary of Welfare Reform

It has been 20 years since President **Bill Clinton** signed sweeping welfare reform legislation on August 22, 1996. We thought you might be interested in a *Washington Post* analysis showing how the lives of America's poor have changed over the years. For more, click on [How Welfare Reform Changed American Poverty](#).

Happy 100th Birthday to the National Park Service!



[View from Dewey Point, Yosemite National Park](#)

On August 25, 1916, President **Woodrow Wilson** signed the *Organic Act* into law, creating the National Park Service. Today, the National Park Service is responsible for more than 400 park locations, which cover more than 84 million acres in all 50 states, the District of Columbia, American Samoa, Guam, Puerto Rico, Saipan, and the Virgin Islands. When it was first created, the new bureau was responsible for protecting America's 35 already-existing national parks and monuments, and those yet to be established. For more, click on [Turning 100: Major Milestones in the National Park Service](#).

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

Washington Friday Report

Volume XVIII, Issue 32

August 12, 2016

INSIDE THIS WEEK

- 1 Candidates' Policies, Police-Community Relations
- 2 FCC, Opioids, FTA, FHWA, NEPA, Marijuana, Grants
- 2 Disasters, Sanctuary, SIF, FY16, Transport, Boston

Our analysis of the Presidential election continues with an overview of the major party candidates' policy positions on major areas of interest to local governments. We have that and much more from an interesting week, for your review.

Presidential Candidates' Policies

Hillary Clinton

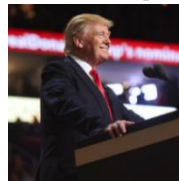


Secretary Clinton would increase federal infrastructure funding by \$275 billion over a five-year period, fully paid for through business tax reform. Of this amount, \$25 billion would be used as seed capital for a National Infrastructure Bank. She would work to ensure that 100 percent of households in America will have access to affordable high-speed broadband internet by 2020. She would defend and expand the Affordable Care Act and work to double funding for community health centers over the next decade.

As President, Secretary Clinton would defend and implement EPA's Clean Power Plan, though she does not specifically state a position on EPA's Waters of the United States Rule. She would launch a \$60 billion Clean Energy Challenge to partner with states, cities, and rural communities to cut carbon pollution and expand clean energy, including for low-income families. She would work to invest in clean energy infrastructure, innovation, manufacturing, and workforce development.

Secretary Clinton would introduce comprehensive immigration reform with a pathway to full and equal citizenship within her first 100 days in office. Her campaign does not indicate a position on sanctuary cities, but she would focus federal resources on detaining and deporting individuals who pose a violent threat to public safety. She would defend President Obama's executive actions on immigration, known as the DACA and DAPA programs, and believes the Supreme Court erred in its deadlocked decision on the DAPA program. If Congress fails to enact comprehensive immigration reform, she would use her executive authority to create a system where groups like the parents of DREAMers, or those with a history of service to their communities, could be eligible for deferred action by the Department of Homeland Security. For more, click on [Secretary Clinton's Policies](#).

Donald Trump



Mr. Trump recognizes the substandard condition of American roads and bridges, and says this his plan would provide the growth needed to boost our infrastructure. He would also repeal and replace Obamacare. Mr. Trump plans to speak more on these reforms in the near future.

As President, Mr. Trump would implement a temporary pause on new federal regulations and review previous regulations for possible repeal. The regulations that Mr. Trump believes inhibit hiring include: EPA's Clean Power Plan and EPA's Waters of the United States rule. He would cancel the Paris Climate Agreement, which limits global warming to 2 degrees Celsius, and cut all U.S. spending on U.N. global warming programs.

Mr. Trump would cut off federal funding to sanctuary cities and require that all illegal immigrants with criminal convictions be returned to their home countries. He would end the J-1 visa program for foreign youth and replace it with a resume bank for inner city youth provided to all corporate subscribers to the J-1 visa program. He would implement nationwide e-Verify and require ICE officers to accompany local police departments conducting raids of violent street gangs. For more, click on [Donald Trump's Policies](#).

49-City Report on Police-Community Relations

On Wednesday, the U.S. Conference of Mayors (USCM) and the National League of Cities (NLC) announced that 105 cities across the country are hosting community conversations or engaging in other efforts to strengthen trust between the police and the communities they serve. USCM released a report of 49 cities showing how Mayors across the country have undertaken significant efforts to further strengthen police-community relations.

In **Louisville**, following the lead of the Police Department, every Metro government employee is being trained to recognize and eliminate implicit or unconscious bias in themselves and others, so everyone is treated fairly. In **San Leandro**, a working group of more than 40 people has adopted the name *Unity in the Community*, and plans to take four concrete steps to eliminate racism in the city while celebrating and embracing cultural diversity. In **Salt Lake City**, a July 21st event was organized in cooperation with a coalition of community members, in order to foster constructive dialogue and address steps being taken to strengthen relationships between police and the community. For more, click on [USCM Press Release](#), [USCM 49-City Report](#), or [NLC-USCM Statement](#).

Court Blocks FCC's Rule on Municipal Broadband

On Wednesday, in a unanimous decision, a three-judge panel of the U.S. Court of Appeals for the 6th Circuit overturned the FCC's February 2015 regulation that would have allowed municipal broadband networks to expand in North Carolina and Tennessee. The court believes that FCC lacked the explicit authority from Congress to pre-empt the states' legislatures. However, the judges added, "Our holding today is a limited one. We do not question the public benefits that the FCC identifies in permitting municipalities to expand Gigabit Internet coverage." For more, click on [Opinion of the Court](#) or [FCC Chairman Wheeler's Statement](#).

Addressing Opioid Abuse in Emergency Departments

One week ago, after we went to press on the *Friday Report*, we participated in an interesting webinar hosted by the White House Office of National Drug Control Policy, which included an expert panel presentation on innovative strategies to link drug overdose survivors in emergency departments to effective treatment for their substance use disorders. For more, click on [Press Release](#) or [Webinar Video](#). Please contact us if you have any questions.

FTA's Public Transportation Safety Program – Final Rule

On Thursday, FTA issued its final rule for the Public Transportation Safety Program. FTA will host two webinars with similar content on **August 30** and **September 1**, to discuss the rule in more detail. For more, click on [Public Transportation Safety](#).

"Zero-Emission" and "Alternative Fuel" Corridors

The Federal Highway Administration invites state and local officials to nominate routes where drivers can find "alternative fuels," including EV charging, hydrogen, propane, and natural gas. Initial nominations are due to FHWA no later than **August 22**. For more, click on [Press Release](#), [Notice](#), or [FHWA Blog Post](#).

Climate Change in Environmental Reviews

After years of engagement with stakeholder groups, including the State, Local, and Tribal Leaders Task Force on Climate Preparedness and Resilience, the White House Council on Environmental Quality (CEQ) released final guidance for federal agencies on how to consider the impact of their actions on climate change in their National Environmental Policy Act (NEPA) reviews. For more, click on [Fact Sheet](#), [Notice](#), or [Final Guidance](#).

In related news, EPA released a report that shows clear evidence of long-term changes to our climate, and highlights the impacts on human health and the environment in the United States and around the world. The report includes observed trend data on 37 climate indicators. For more, click on [Climate Indicators Press Release](#) or [EPA Blog Post](#).

Federal Prohibition on Medical Marijuana is Affirmed

On Thursday, the Drug Enforcement Administration (DEA) denied two petitions to reschedule marijuana under the Controlled Substances Act (CSA). According to DEA, based on the legal standards in the CSA, marijuana remains a Schedule I controlled

substance because it does not meet the criteria for currently accepted medical use in treatment, there is a lack of accepted safety for its use under medical supervision, and it has a high potential for abuse. For more, click on [DEA Press Release](#).

Grants This Week



This week, we sent many of you grant notices on the [NADTC Innovations in Accessible Mobility Grant Program](#) and the [CNCS Social Innovation Fund \(SIF\) Pay for Success \(PFS\) Grant Competition – Round 2](#). Please contact [Jen Covino](#) with any questions about grants.

Smart Finance for Disaster Resilience

The White House CEQ hosted a Forum on Smart Finance for Disaster Resilience, which featured remarks from senior White House and Administration officials, and included substantive discussions on innovative finance options to support pre-disaster mitigation and community resilience. For more, click on [Video of the White House Forum](#) or [CEO Blog Post](#).

Report on Federal Funding to "Sanctuary Cities"

The Department of Justice's Inspector General released an internal memo that identifies ten "sanctuary" jurisdictions for undocumented immigrants, including the State of **California**, that are among the 155-300 potential "sanctuary" jurisdictions that have received nearly \$342 million in DOJ grants. For more, click on [DOJ IG Report on Sanctuary Cities](#).

Strengthening Communities through Social Innovation

We thought you might be interested in a collection of resources that the White House Office of Social Innovation put together, including information on its Police Data Initiative and its Data-Driven Justice Initiative. For more, click on [Social Innovation](#).

Spike in Deficit Projected for FY16

A new projection from CBO increased its March projection of the FY16 federal deficit from \$534 billion to \$590 billion, a 10 percent increase. For more, click on [CBO July Budget Review](#).

Lessons from the Popularity of Transport DC

Transport DC, a 24/7 on-demand alternative to paratransit offered in the DC area, is an example of a program that unfortunately was too successful and had to be scaled back. For more from the *Washington Post*, click on [Transport DC](#).

Police-Community Relations in Boston



Strong police-community relationships matter to Boston Police Commissioner **William Evans**, as highlighted in this *New York Times* interview. For more, click on [Relationships Matter](#).

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

Washington Friday Report

Volume XVIII, Issue 31

August 5, 2016

INSIDE THIS WEEK

- 1 The Party Platforms, Mayors at the Conventions
- 2 TIGER 2016, MPO Coordination, COPS Office
- 2 Grants, EITC, Homelessness, LWCF, Gun Control

August in Washington is a good time to reflect on the major political debates from earlier in the year, and anticipate what could be right around the corner. We continue our analysis of the Presidential election with a closer look at the candidates' respective party platforms, along with agency highlights and other news for your review!

The Party Platforms

Republicans



Housing

The platform calls for scaling back the federal role in the housing market, promoting responsibility on the part of borrowers and lenders, and avoiding future taxpayer bailouts. It suggests that the role of Fannie Mae and Freddie Mac should be reconsidered in the market. The platform opposes HUD's Affirmatively Furthering Fair Housing Rule.

Transportation and Infrastructure

The platform recognizes the accomplishment of a Republican Congress in passing the longest surface transportation reauthorization in a decade, the FAST Act. It calls for removing the following programs from the Highway Trust Fund: mass transit, bike-share, sidewalk improvements, recreational trails, ferry boats, and scenic byways. It proposes phasing out the federal transit program and improving the environmental review process. The platform opposes an increase in the federal gas tax, opposes federal support for California High-Speed Rail, and supports privatization of Amtrak's Northeast Corridor (NEC). It calls on removing legal roadblocks to public-private partnerships.

Public Safety

The platform calls for mandatory prison time for all assaults involving serious injury to law enforcement officers. It says that first-time nonviolent offenders should be diverted to community sentencing, drug courts, and guidance by faith-based institutions with proven track records of rehabilitation. The platform recognizes the misuse of painkillers as one of the main causes of the opioid and heroin epidemic facing America's rural and urban communities. It called for enactment of the Comprehensive Addiction and Recovery Act, which occurred recently. For more, click on [Republican Platform of 2016](#).

Democrats



Housing

The platform calls for an increase in the supply of affordable rental housing, in part, by substantially increasing funding for the National Housing Trust Fund. It seeks to expand the Neighborhood Stabilization Program, along with rental assistance programs such as Housing Choice Vouchers. It supports defending and strengthening the Fair Housing Act.

Transportation and Infrastructure

The platform argues that building green and resilient infrastructure can help mitigate the effects of climate change. It calls for expanding high-speed broadband networks, implementing a robust National Infrastructure Bank, and permanently establishing Build America Bonds. To build strong cities and metro areas, the platform calls for new investments in surface transportation programs, drinking and wastewater systems, an expanded CDBG program, a permanent New Markets Tax Credit, and robust CDFIs. On manufacturing, the platform supports a "Make it in America" plan, citing the revival of the auto industry under a Democratic President. The platform calls for reinstating the Export-Import Bank. It calls for direct federal funding for a range of local programs to reduce youth unemployment and create new career opportunities.

Public Safety

The platform calls on the public to fight to end institutional and systemic racism in our society. It pushes for a societal transformation to make it clear that black lives matter in the United States. It calls for reforming mandatory minimum sentences and closing private prisons and detention centers. It encourages better police-community relations, requiring the use of body cameras, and reducing gun violence by keeping assault weapons off the street. The platform calls for a vast expansion of access to prevention and treatment services for those suffering from alcohol and opioid addiction, along with mental health services. For more, click on [Democratic Platform of 2016](#).

Mayors at the Party Conventions

We thought you might like to see an updated list of the current and former Mayors who spoke at the National Party Conventions. For more, click on [Mick Cornett](#), [Frank Jackson](#), [Rudy Giuliani](#), [Steve Benjamin](#), [Bill de Blasio](#), [Michael Bloomberg](#), [Cory Booker](#), [Jerry Brown](#), [Mike Duggan](#), [Eric Garcetti](#), [Andrew Gillum](#), [John Hickenlooper](#), [Tim Kaine](#), [Jim Kenney](#), [Dannel Malloy](#), [Gavin Newsom](#), [Michael Nutter](#), [Martin O'Malley](#), [Stephanie Rawlings-Blake](#), [Kasim Reed](#), [Bernie Sanders](#), [Antonio Villaraigosa](#), [Martin Walsh](#), [Karen Weaver](#), and [Wellington Webb](#).

DOT Awards \$484 Million in TIGER 2016



The Department of Transportation awarded \$484 million to 40 grant recipients during the 2016 round of the Transportation Investment Generating Economic Recovery (TIGER) grant program. In the eight rounds

of the TIGER program's history, DOT has provided a combined \$5.1 billion 421 projects throughout the country. The highly competitive TIGER grant program supports innovative projects, including multi-modal and multi-jurisdictional projects, which are difficult to fund through traditional federal programs. This year's awards focus on capital projects that generate economic development and improve access to reliable, safe, and affordable transportation for urban and rural communities. For more, click on [Press Release](#), [Blog Post](#), [2016 Fact Sheets](#), or [All TIGER Grant Data](#).

Responding to the DOT MPO Coordination Proposed Rule

We participated in a webinar hosted by the National Association of Regional Councils (NARC) to learn more about the joint FHWA-FTA Proposed Rule on MPO Coordination and Planning Area Reform. The webinar was intended as a feedback session, following an introductory webinar on the topic on July 13. The Proposed Rule would make potentially significant changes to the structure and functioning of more than 140 MPOs across the nation, according to DOT's estimates. NARC and other national membership organizations such as the National Association of Development Organizations (NADO) and the Association of Metropolitan Planning Organizations (AMPO) are developing a response to the proposal before the August 26 deadline for comments. NARC requests feedback from its member organizations, including your estimates on how the proposed rule would affect your region. For more, click on [NARC Resources on the MPO Coordination Proposed Rule](#). We will continue to monitor this issue closely and provide you with further updates.

COPS Office Updates

We thought you might like to read a Dear Colleague letter that COPS Office Director **Ron Davis** sent on Tuesday last week, regarding the topic of *"Police Reform vs. Policing Reform."* He expressed optimism about the future of policing in America, and that the divisions between law enforcement and communities can be healed if we seize the opportunity to make meaningful change in our communities. He writes, *"There is no question that rank-and-file officers must be held accountable for their actions. However, if the systems in which they operate are flawed, even good officers can have bad outcomes."* For more, click on [Director Davis on Policing Reform](#).

The COPS Office released a report on officers killed in the line of duty, titled *"Deadly Calls and Fatal Encounters."* The purpose of the report is to identify the situations that present officers the most risk and make recommendations to enhance officer safety. It analyzes 684 cases involving line-of-duty deaths over a five-year period, 2010-2014. Among its findings: Calls related to domestic disputes and domestic-related incidents resulted in the highest number of officer fatalities. For more, click on [Report on Officers Killed in the Line of Duty](#).

Grants This Week



This week, we sent many of you a grant notice on the [CNCS FY16 Social Innovation Fund \(SIF\) Pay for Success \(PFS\) Administrative Data Pilot Grant Competition](#). Please contact [Jen Covino](#) with any questions about grants.

Improving the Earned Income Tax Credit

A study from the American Enterprise Institute argues that the IRS remains the best agency to administer distribution of the Earned Income Tax Credit (EITC), despite an error rate that generally hovers around 25 percent. The EITC would be in potentially worse shape if it was administered by employers through paychecks, even though it might be better to deliver the tax credit in more than just an annual lump sum. For more, click on [Role of the IRS as a Social Benefit Administrator](#).

Ending Homelessness in America

On Monday, HUD, VA, and the U.S. Interagency Council on Homelessness (USICH) announced that the number of veterans experiencing homelessness in the U.S. has been cut nearly in half since 2010. The data revealed a 17 percent decrease in veteran homelessness between January 2015 and January 2016, quadruple the previous year's annual decline, and a 47 percent decrease since 2010. For more, click on [Reduction in Veteran Homelessness](#).

Since USICH released its updated *"Criteria and Benchmark for Achieving the Goal of Ending Chronic Homelessness"* in June, the agency has developed two additional tools to accompany it: (1) assessing whether your Continuum of Care has achieved the goal of ending chronic homelessness, and (2) achieving the goal of ending chronic homelessness: definitions, benchmark, calculation details, and supporting documentation. For more, click on [Criteria and Benchmark to End Chronic Homelessness](#).

Permanently Reauthorizing the LWCF

Senator **Maria Cantwell** and other Congressional negotiators are pushing to keep a permanent reauthorization of the Land and Water Conservation Fund as part of a final energy bill (S. 2012) negotiated between the House and Senate. The Senate bill contains the permanent reauthorization while the House bill does not. For more, click on [Senator Cantwell on LWCF](#).

Difficulty of Regulating Guns Locally

We thought you might be interested in a *New York Times* op-ed by Bloomington, Indiana Mayor **John Hamilton**, expressing the frustration of many local leaders who are unable to enact ordinances to restrict firearms from being carried in certain public places. For more, click on [Pistols at the Pool](#).

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

Washington Friday Report

Volume XVIII, Issue 30

July 29, 2016

INSIDE THIS WEEK

- 1 Dem Nominee, Mayors for VP, Homeless, Opioids
- 2 Low-No Buses, TAM Rule, Rail Crossings, Grants
- 2 ED PFS, Performance Measures, Cyber Incidents

Part II of the convention portion of our quadrennial political drama is now behind us, as we describe below, and we enter into a very intense 100 days until election day. But while events in Philadelphia were underway, there was lots still happening in the nation's capital, as we summarize for you below - enjoy the weekend!

The Democratic Nominee Speaks



In her acceptance speech to the Democratic Party last night, **Hillary Clinton** painted an optimistic vision for future of the United States and acknowledged the historic nature of being the first woman in American history to be nominated for the Presidency by a major political party. She declared, *“Standing here as my mother’s daughter and*

my daughter’s mother, I’m so happy this day has come. Because when there are no ceilings, the sky’s the limit.”

Secretary Clinton spoke about the racial tensions that have become increasingly visible throughout the country in recent weeks. She said, *“Let’s put ourselves in the shoes of young black and Latino men and women who face the effects of systemic racism, and are made to feel like their lives are disposable. Let’s put ourselves in the shoes of police officers, kissing their kids and spouses goodbye every day and heading off to do a dangerous and necessary job.”*

She emphasized her campaign’s theme of *“Stronger Together”* by saying that Americans need to work together to strengthen and rebuild trust within our communities. She said that within her first 100 days in office, she plans to work with both parties to pass a domestic spending package that would invest in manufacturing, clean energy, technology and innovation, small business, and infrastructure. Mrs. Clinton said she would fight for affordable child care and paid family leave. She said, *“I will be a President for Democrats, Republicans, and Independents... For those who vote for me and those who don’t. For all Americans.”* For more,

click on [Democratic Convention Website](#), [Video of Hillary Clinton’s Convention Speech](#), and [Clinton’s Written Remarks](#).

Mayors for Veep – Tim Kaine and Hubert Humphrey

It is notable that Hillary Clinton’s choice as her running mate, **Tim Kaine**, is not only a sitting U.S. Senator and former Governor, but that he got his start in politics serving on the City Council, and later as the Mayor, of Richmond, Virginia. The last former Mayor to serve on the ticket of either major party for Veep was the 28th Vice President of the United States, **Hubert Humphrey**, previously who served as the 35th Mayor of Minneapolis, Minnesota. For more, click on [Tim Kaine on Smart Growth](#).

We also thought you might be interested in seeing the Mayors and former Mayors who spoke at the Republican and Democratic Conventions. For more, click on [Mick Cornett](#), [Frank Jackson](#), [Rudy Giuliani](#), [Michael Nutter](#), [Bill de Blasio](#), [Michael Bloomberg](#), [Antonio Villaraigosa](#), [Martin O’Malley](#), and [John Hickenlooper](#).

National Conference on Ending Homelessness

We had the opportunity this week, courtesy of Salt Lake County Mayor **Ben McAdams** to attend the *2016 National Conference on Ending Homelessness*. The purpose of the conference was to gather leaders from around the country and share information about the best ways to reduce homelessness in our communities. The event featured numerous workshops to hone in on specific issue areas. For more, click on [Conference Website](#) or [Conference Agenda](#). Please contact us if you would like any additional information about the Conference.

In related news, on Monday, HUD announced that it is requesting comments on its *Continuum of Care* program’s formula. Comments are due to the agency by **September 23**. For more, click on [HUD Requests Comments on its CoC Formula](#).

Comprehensive Addiction and Recovery Act Becomes Law



One week ago, after we went to press on the last *Friday Report*, President Obama signed the *Comprehensive Addiction and Recovery Act of 2016* (S. 524) into law. In his statement, the President said that the new law includes *“some modest steps”* to address the opioid epidemic. However, the President said he is deeply disappointed that the bill does not contain \$920 million in treatment funding that Democrats had been pushing for as part

of the comprehensive legislative package. For more, click on [Conference Report Summary](#) or [President's Signing Statement](#).

As we previewed in last week's *Friday Report*, on August 5, from 2:00-3:00 p.m. EST, Director of National Drug Control Policy **Michael Botticelli** will host a webinar highlighting innovative approaches for addressing opioid overdose and opioid use disorders in hospital emergency departments. You can now register for this webinar by clicking on [Registration and Panelists for August 5 ONDCP Webinar](#). *We registered for it and will provide a summary for you in the August 12 Friday Report!*

FTA Awards \$55 Million for Cleaner Buses

On Tuesday, FTA announced selections for the *Low or No-Emission (Low-No) Bus Grant Program*. Twenty transit providers in 13 states will receive a share of \$55 million for transit buses and related technology that replaces aging diesel fuel buses with battery-electric or fuel cell-powered vehicles and incorporates other innovations. For instance, **Pierce Transit** will receive nearly \$2.5 million to purchase battery-electric transit buses and fast-fill charging stations. For more, click on [Press Release](#) or [FTA Blog Post](#).

FTA Transit Asset Management Rule



On Tuesday, the Federal Transit Administration issued a final rule requiring FTA grantees to develop management plans for their public transportation assets, including vehicles, facilities, equipment, and other infrastructure. The Transit Asset Management (TAM) final rule asks transit agencies to develop a strategic approach to maintain and improve capital assets. Every FTA-supported transit provider will be required to inventory and assess the conditions of their assets, develop priorities for investment based on the inventory, and establish performance targets. The rule, established under *MAP-21*, is intended to close the gap on aging and poorly maintained transit assets.

FTA is hosting a multi-part webinar series between **July 26** and **August 18** to provide technical assistance to the transit industry on how to implement the rule. For more, click on [TAM Rule Announcement](#), [TAM Rule Press Release](#), or [FTA Acting Administrator Carolyn Flowers Blog Post](#).

Fatalities at Railroad Crossings



On Monday, Federal Railroad Administrator **Sarah Feinberg** called for greater action to prevent fatalities at the nation's more than 200,000 railroad crossings following several significant incidents in recent weeks that have killed parents and their children at railroad crossings. She wrote, *"These [three] heartbreaking incidents are in addition to the other 87 people killed and 236 people injured at railroad crossings... We will continue to do all that we can to have a greater impact on this solvable challenge."* For more, click on [FRA Administrator's Statement](#).

Grants This Week



This week, we sent many of you a grant notice on [ED Providing High-Quality Career and Technical Education \(CTE\) Programs for Underserved, High-Need Youth through Technical Assistance on Pay For Success Models \(CTE PFS TA Program\)](#). *Please contact Jen Covino with any questions about grants.*

Pay-for-Success in Career and Technical Education

On Tuesday, the Department of Education made applications available for its FY16 *Providing High-Quality Career and Technical Education (CTE) Programs for Underserved, High-Need Youth through technical assistance on Pay For Success Models (CTE PFS TA Program)*. The Department will award a grant to an Intermediary to provide technical assistance for the first two of three phases of a PFS financing model. They recognize that each program may have different challenges that might result in not all projects completing these first two phases by the end of the grant period. The date of the pre-application meeting is **August 2**, and final applications are due to the Education Department by **August 25**. For more, click on [Federal Register Notice](#) or our [Grant Memo](#).

Performance Measures to Reduce Traffic Congestion

On Monday, nearly 20 Senators and 50 House members sent a letter to DOT Secretary **Anthony Foxx** to encourage the agency to clarify its proposed rule on congestion and freight performance measures. The members have requested that the agency changes the rule to assess the movement of people, rather than vehicles. They wrote: *"If we focus, as this proposed rule does, on keeping traffic moving at high speeds at all times of day on all types of roads and streets, then the result is easy to predict: States and MPOs will prioritize investments to increase average speeds for cars, at the expense of goals to provide safe, reliable, environmentally sensitive, multimodal transportation options for all users of the transportation system, despite those goals being stated in federal statute."* For more, click on [Congressional Letter to DOT](#) or [T4A Blog Post](#).

U.S. Cyber Incident Coordination

President Obama has approved a Presidential Policy Directive (PPD) on Cyber Incident Coordination. The PPD institutionalizes coordination efforts in numerous respects, such as establishing principles that will govern Federal government activities in cyber incident response. For more, click on [White House Fact Sheet](#) or [DHS Secretary Johnson Statement](#).

♪ Music of the Month ♪

Our telephone's hold music for the month of August is the beautiful album "Love Has Come for You" by **Edie Brickell** and **Steve Martin**. *Call us and enjoy!*

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