

Fresno Council of Governments Monthly State Legislative Report
5/23/2017

AB 17 (Holden D) Transit Pass Program: free or reduced-fare transit passes.

Current Text: Introduced: 12/5/2016 [Text](#)

Introduced: 12/5/2016

Status: 5/3/2017-In committee: Set, first hearing. Referred to APPR. suspense file.

Location: 5/3/2017-A. APPR. SUSPENSE FILE

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

Summary: Would create the Transit Pass Program to be administered by the Department of Transportation. The bill would require the Controller of the State of California to allocate moneys made available for the program, upon appropriation by the Legislature, to support transit pass programs that provide free or reduced-fare transit passes to specified pupils and students.

Position

AB 30 (Caballero D) Environmental quality: judicial review: strip mall conversion housing projects.

Current Text: Amended: 4/3/2017 [Text](#)

Introduced: 12/5/2016

Last Amend: 4/3/2017

Status: 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was H. & C.D. on 5/4/2017)(May be acted upon Jan 2018)

Location: 5/12/2017-A. 2 YEAR

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

Summary: CEQA requires that an action or proceeding to attack, review, set aside, void or annul a determination, finding, or decision of a public agency, as provided, on the grounds of noncompliance with its provisions be brought in accordance with specified law governing administrative mandamus. CEQA requires a court to make specified orders if it finds that any determination, finding, or decision of a public agency has been made without compliance with CEQA, but prohibits a court from enjoining certain projects unless the court makes specified findings. This bill would similarly prohibit a court from enjoining a qualified strip mall conversion housing projects, as defined, unless the court makes specified findings.

Position

AB 33 (Quirk D) Transportation electrification: electric vehicle service equipment: electrical corporations: rates.

Current Text: Amended: 3/23/2017 [Text](#)

Introduced: 12/5/2016

Last Amend: 3/23/2017

Status: 5/17/2017-In committee: Set, first hearing. Referred to APPR. suspense file.

Location: 5/17/2017-A. APPR. SUSPENSE FILE

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

Summary: Would require the PUC, by March 30, 2018, in consultation with the State Air Resources Board and the Energy Commission, to authorize electrical corporations to offer programs and investments in electric vehicle service equipment, as defined, installed in residential garages of customers who purchase a used electric vehicle. The bill would require that the programs and investments be designed to accelerate widespread transportation electrification, achieve ratepayer benefits, reduce dependence on petroleum, meet air quality standards, and reduce emissions of greenhouse gases.

Position

AB 65 (Patterson R) Transportation bond debt service.

Current Text: Introduced: 12/13/2016 [Text](#)

Introduced: 12/13/2016

Status: 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 1/19/2017) (May be acted upon Jan 2018)

Location: 4/28/2017-A. 2 YEAR

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

Summary: Current law provides for transfer of certain vehicle weight fee revenues to the Transportation Debt Service Fund to reimburse the General Fund for payment of current year debt service on general obligation bonds issued for transportation purposes, including bonds issued for high-speed rail and associated purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (Proposition 1A of 2008). This bill would specifically exclude from payment under these provisions the debt service for Proposition 1A bonds.

Position

AB 69

(Allen, Travis R) State highways: roadside rests.

Current Text: Introduced: 12/16/2016 [Text](#)

Introduced: 12/16/2016

Status: 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 12/16/2016) (May be acted upon Jan 2018)

Location: 5/12/2017-A. 2 YEAR

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

Summary: Current law provides that the Department of Transportation has full possession and control of the state highway system and associated property. Current law authorizes the department to plan, design, and construct a system of safety roadside rests along state highways. Current law requires the department to design only those safety roadside rests that are reasonably economical and that will provide the motorist a place where he or she may stop for a short time during daytime and nighttime hours. This bill would make nonsubstantive changes to these provisions.

Position

AB 87

(Ting D) Autonomous vehicles.

Current Text: Introduced: 1/5/2017 [Text](#)

Introduced: 1/5/2017

Status: 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 1/19/2017) (May be acted upon Jan 2018)

Location: 4/28/2017-A. 2 YEAR

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

Summary: Current law requires the Department of Motor Vehicles to adopt regulations no later than January 1, 2015, setting forth requirements for the submission of evidence of insurance, surety bond, or self-insurance, and for the submission and approval of an application to operate an autonomous vehicle. Under current law, it is unlawful and constitutes an infraction for any person to violate, or fail to comply with any provision of the Vehicle Code, unless otherwise specified. This bill would provide that violation of this section is not an infraction and would instead, among other things, require the department to revoke the registration of a vehicle that is being operated in violation of those provisions.

Position

AB 151

(Burke D) California Global Warming Solutions Act of 2006: market-based compliance mechanisms: scoping plan: report.

Current Text: Amended: 5/2/2017 [Text](#)

Introduced: 1/11/2017

Last Amend: 5/2/2017

Status: 5/17/2017-In committee: Set, first hearing. Referred to APPR. suspense file.

Location: 5/17/2017-A. APPR. SUSPENSE FILE

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

Summary: Would require the State Air Resources Board to report to the appropriate policy and fiscal committees of the Legislature to receive input, guidance, and assistance before adopting guidelines and regulations implementing the scoping plan and a regulation ensuring statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. This bill contains other related provisions and other existing laws.

Position

AB 161

(Levine D) Department of Finance: infrastructure investment.

Current Text: Introduced: 1/13/2017 [Text](#)

Introduced: 1/13/2017

Status: 4/26/2017-In committee: Set, first hearing. Referred to suspense file.

Location: 3/29/2017-A. APPR. SUSPENSE FILE

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

Summary: Would authorize the Department of Finance to identify infrastructure projects in the state for which the department will guarantee a rate of return on investment for an investment made in that infrastructure project by the Public Employees' Retirement System. The bill would create the Reinvesting in California Special Fund as a continuously appropriated fund and would require the moneys in the fund to be used to pay the rate of return on investment. The bill would require the rate of return on investment to be subject to the availability of moneys in the fund.

Position

AB 174

(Bigelow R) California Transportation Commission: membership.

Current Text: Introduced: 1/17/2017 [Text](#)

Introduced: 1/17/2017

Status: 5/11/2017-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.

Location: 5/11/2017-S. DESK

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

Summary: Current law provides that the California Transportation Commission consists of 13 members, 11 voting members, of which 9 are appointed by the Governor subject to Senate confirmation, 1 is appointed by the Senate Committee on Rules, and 1 is appointed by the Speaker of the Assembly, and 2 Members of the Legislature who are appointed as nonvoting ex officio members. This bill would require that at least one voting member reside in a rural county with a population of less than 100,000 individuals.

Position

AB 179

(Cervantes D) California Transportation Commission.

Current Text: Amended: 4/20/2017 [Text](#)

Introduced: 1/18/2017

Last Amend: 4/20/2017

Status: 5/4/2017-Read second time. Ordered to third reading.

Location: 5/4/2017-A. THIRD READING

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

Summary: Current law provides that the California Transportation Commission consists of 13 members: 11 voting members, of which 9 are appointed by the Governor subject to Senate confirmation, one is appointed by the Senate Committee on Rules, and one is appointed by the Speaker of the Assembly, and 2 Members of the Legislature who are appointed as nonvoting ex officio members. This bill would require that one of those voting members have worked directly with those communities in the state that are most significantly burdened by, and vulnerable to, high levels of pollution, including, but not limited to, those communities with racially and ethnically diverse populations or with low-income populations.

Position

AB 239

(Ridley-Thomas D) California Environmental Quality Act: urbanized areas.

Current Text: Introduced: 1/30/2017 [Text](#)

Introduced: 1/30/2017

Status: 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was NAT. RES. on 2/6/2017)(May be acted upon Jan 2018)

Location: 5/12/2017-A. 2 YEAR

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

Summary: CEQA defines the terms "urban area" and "urbanized area" to mean, among other things, an unincorporated area that is completely surrounded by one or more incorporated cities and the population density of the unincorporated area at least equals the population density of the surrounding city or cities. This bill would instead specify that the population density of the

unincorporated area be at least 1,000 persons per square mile.

Position

AB 262 (Bonta D) Public contracts: bid specifications: Buy Clean California Act.

Current Text: Amended: 5/10/2017 [Text](#)

Introduced: 1/31/2017

Last Amend: 5/10/2017

Status: 5/17/2017-In committee: Hearing postponed by committee.

Location: 4/25/2017-A. APPR.

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

Summary: The State Contract Act governs the bidding and award of public works contracts by specific state departments and requires an awarding department, before entering into any contract for a project, to prepare full, complete, and accurate plans and specifications and estimates of cost. This bill, the Buy Clean California Act, would, by January 1, 2019, require the Department of General Services to establish, and publish in the State Contracting Manual, a maximum acceptable global warming potential for each category of eligible materials, in accordance with requirements set out in the bill.

Position

AB 278 (Steinorth R) California Environmental Quality Act: exemption: existing transportation infrastructure.

Current Text: Introduced: 2/2/2017 [Text](#)

Introduced: 2/2/2017

Status: 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 2/13/2017)(May be acted upon Jan 2018)

Location: 4/28/2017-A. 2 YEAR

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

Summary: Would exempt from the provisions of CEQA a project, or the issuance of a permit for a project, that consists of the inspection, maintenance, repair, rehabilitation, replacement, or removal of, or the addition of an auxiliary lane or bikeway to, existing transportation infrastructure and that meets certain requirements. The bill would require the public agency carrying out the project to take certain actions.

Position

AB 332 (Bocanegra D) Vehicles: local regulations: street closures.

Current Text: Amended: 3/9/2017 [Text](#)

Introduced: 2/7/2017

Last Amend: 3/9/2017

Status: 5/10/2017-Referred to Com. on T. & H.

Location: 5/10/2017-S. T. & H.

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

Summary: Would authorize the legislative body of a local agency to additionally temporarily close to through traffic a highway under its jurisdiction in order to curb a serious nuisance, including illegal dumping. The bill would also allow a temporary closure of a highway that has been designated as a through highway or arterial street if the closure can be accomplished without a significant impact on the flow of traffic.

Position

AB 351 (Melendez R) Transportation funding.

Current Text: Introduced: 2/8/2017 [Text](#)

Introduced: 2/8/2017

Status: 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/21/2017) (May be acted upon Jan 2018)

Location: 4/28/2017-A. 2 YEAR

Desk	2 year	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.

Position

AB 382 (Voepel R) Fuel taxes: Off-Highway Vehicle Trust Fund.

Current Text: Introduced: 2/9/2017 [Text](#)

Introduced: 2/9/2017

Status: 4/5/2017-In committee: Set, first hearing. Referred to suspense file.

Location: 3/27/2017-A. APPR. SUSPENSE FILE

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

Summary: Current law transfers, with respect to the increase in gasoline excise taxes as a result of the elimination of the sales tax on gasoline, to the General Fund the revenues attributable to off-highway vehicles that would otherwise be deposited in the Off-Highway Vehicle Trust Fund. Current law also requires the Controller to withhold \$833,000 from the monthly transfer, and transfer that amount to the General Fund. The moneys in the Off-Highway Vehicle Trust Fund are required to be used, upon appropriation, for specified purposes related to off-highway motor vehicle recreation. This bill would, on June 30, 2018, eliminate the requirement that the Controller withhold \$833,000 from the monthly transfer and transfer it to the General Fund and would thereby transfer this amount monthly to the Off-Highway Vehicle Trust Fund.

Position

AB 398 (Garcia, Eduardo D) Air pollution.

Current Text: Amended: 4/17/2017 [Text](#)

Introduced: 2/9/2017

Last Amend: 4/17/2017

Status: 5/17/2017-In committee: Set, first hearing. Referred to APPR. suspense file.

Location: 5/17/2017-A. APPR. SUSPENSE FILE

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

Summary: Current law establishes the State Air Resources Board, air quality management districts, and air pollution control districts to address the emissions of air pollution. Current law designates the air districts with the primary responsibility for the control of air pollution from sources other than mobile sources. Current law designated the state board with the primary responsibility for the control of air pollution from mobile sources. This bill would require the state board to appoint a dedicated ombudsman to respond to requests for data and analyses that are not readily available to the public and would require those requests to be processed in a timely manner.

Position

AB 427 (Muratsuchi D) California Aerospace Commission.

Current Text: Introduced: 2/9/2017 [Text](#)

Introduced: 2/9/2017

Status: 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/5/2017) (May be acted upon Jan 2018)

Location: 4/28/2017-A. 2 YEAR

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

Summary: Would establish the California Aerospace Commission to foster the development of activities in California related to aerospace, including, but not limited to, aviation, commercial and governmental space travel, unmanned aerial vehicles, aerospace education and job training, infrastructure and research launches, manufacturing, academic research, applied research, economic diversification, business development, tourism, and education. The bill would specify various related duties of the commission. The bill would require the bill to report and provide recommendation to the Governor and the Legislature as specified.

Position

AB 483 (Bocanegra D) Airports: pollution.

Current Text: Amended: 4/18/2017 [Text](#)

Introduced: 2/13/2017

Last Amend: 4/18/2017

Status: 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.S. & T.M. on 4/3/2017)(May be acted upon Jan 2018)

Location: 4/28/2017-A. 2 YEAR

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

Summary: Would require the Department of Toxic Substances Control and the State Air Resources Board to conduct or require to be conducted specified tests of the soil and air quality at general aviation noncommercial airports that meet specified criteria. The bill would require the state board to coordinate the air quality testing with air districts. The bill would require the department, no later than July 1, 2019, to submit a specified report to the Legislature and post that report on its Internet Web site.

Position

[AB 496](#)

(Fong R) Transportation funding.

Current Text: Amended: 2/28/2017 [Text](#)

Introduced: 2/13/2017

Last Amend: 2/28/2017

Status: 3/1/2017-Re-referred to Com. on TRANS.

Location: 2/27/2017-A. TRANS.

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

Summary: Would create the Traffic Relief and Road Improvement Program to address traffic congestion and deferred maintenance on the state highway system and the local street and road system. The bill would provide for the deposit of various existing sources of revenue in the Traffic Relief and Road Improvement Account, which the bill would create in the State Transportation Fund, including revenues attributable to the sales and use tax on motor vehicles, revenues attributable to automobile and motor vehicle insurance policies from the insurer gross premiums tax, revenues from certain diesel fuel sales and use taxes, revenues from certain vehicle registration fees, and certain miscellaneous State Highway Account revenues.

Position

[AB 515](#)

(Frazier D) State Highway System Management Plan.

Current Text: Introduced: 2/13/2017 [Text](#)

Introduced: 2/13/2017

Status: 5/18/2017-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.

Location: 5/18/2017-S. DESK

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 prepare a State Highway System Management Plan, which would consist both of the 10-year state highway rehabilitation plan and the 5-year maintenance plan. The bill would require the department to make a draft of its proposed State Highway System Management Plan available to regional transportation agencies for review and comment, and would require the department to include and address any comments in its submittal of the plan to the commission by January 15 of each odd-numbered year.

Position

[AB 536](#)

(Melendez R) Counties: federal funding.

Current Text: Introduced: 2/13/2017 [Text](#)

Introduced: 2/13/2017

Status: 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was JUD. on 3/20/2017) (May be acted upon Jan 2018)

Location: 5/12/2017-A. 2 YEAR

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

Summary: The California Constitution establishes counties as legal subdivisions of the state and authorizes counties to make and enforce within their limits all police, sanitary, and other ordinances and regulations not in conflict with general laws. Current law sets forth the powers and duties of county governments and imposes various duties on county officials. Current federal law establishes various programs through which counties receive funding as either recipients, subrecipients, or

passthrough entities. This bill, if compliance with state law would result in a loss of federal funding, would authorize counties to elect to not comply with that state law to the extent that compliance jeopardizes federal funding.

Position

AB 636 (Irwin D) Local streets and roads: expenditure reports.

Current Text: Amended: 3/28/2017 [Text](#)
Introduced: 2/14/2017
Last Amend: 3/28/2017
Status: 5/10/2017-Referred to Com. on RLS.
Location: 5/10/2017-S. RLS.

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

Summary: Current law, with limited exceptions, requires each city and county to submit to the Controller a complete report of expenditures for street and road purposes by October 1 of each year relative to the preceding fiscal year ending on June 30. This bill would instead require the report to be submitted to the Controller within 7 months after the close of the fiscal year adopted by a county, city, or city and county. The bill would make other conforming changes.

Position

AB 694 (Ting D) Bicycles.

Current Text: Introduced: 2/15/2017 [Text](#)
Introduced: 2/15/2017
Status: 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/2/2017) (May be acted upon Jan 2018)
Location: 4/28/2017-A. 2 YEAR

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

Summary: Current law requires any person operating a bicycle under specified conditions to ride as close as practicable to the right-hand curb or edge of the roadway, except under specified conditions. This bill would recast those provisions to instead require a person operating a bicycle to ride in the right-hand lane or bicycle lane, if one is present, and would additionally require a person operating a bicycle in a lane that is wide enough for a vehicle and bicycle to travel safely side by side within the lane to ride far enough to the right in order to allow vehicles to pass, except when it is reasonably necessary to avoid conditions that make it hazardous to continue along the right-hand edge of the lane, and when approaching a place where a right turn is authorized.

Position

AB 733 (Berman D) Enhanced infrastructure financing districts: projects: climate change.

Current Text: Amended: 3/23/2017 [Text](#)
Introduced: 2/15/2017
Last Amend: 3/23/2017
Status: 5/18/2017-Referred to Coms. on GOV. & F. and EQ.
Location: 5/18/2017-S. GOV. & F.

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

Summary: Current law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance, and makes related findings and declarations. This bill would additionally authorize the financing of projects that enable communities to adapt to the impacts of climate change, including, but not limited to, extreme weather events, sea level rise, flooding, heat waves, wildfire, and drought, and would make conforming changes to the Legislature’s findings and declarations.

Position

AB 852 (Grayson D) Planning and zoning: general plan: report.

Current Text: Introduced: 2/16/2017 [Text](#)
Introduced: 2/16/2017
Status: 5/18/2017-Referred to Com. on RLS.
Location: 5/18/2017-S. RLS.

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

Summary: The Planning and Zoning Law, after adoption of the general plan, requires the planning agency to provide by April 1 of each year an annual report to the legislative body, the Office of Planning and Research, and the Department of Housing and Community Development that contains specified information pertaining to the implementation of the general plan. This bill would require that this report also include the number of housing development applications received in the prior year, units included in all development applications in the prior year, and units approved and disapproved in the prior year.

Position

AB 863 (Cervantes D) Affordable Housing and Sustainable Communities Program.

Current Text: Introduced: 2/16/2017 [Text](#)

Introduced: 2/16/2017

Status: 5/18/2017-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.

Location: 5/18/2017-S. DESK

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

Summary: Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 20% for the Affordable Housing and Sustainable Communities Program administered by the Strategic Growth Council. This bill would require the Strategic Growth Council, in selecting projects for funding under the program, to seek methods for inclusion of local entrepreneurs in the implementation of the projects and workforce training and certification of workers hired to work on the projects.

Position

AB 980 (Wood D) Department of Transportation: broadband: fiber optic cables: priority areas.

Current Text: Introduced: 2/16/2017 [Text](#)

Introduced: 2/16/2017

Status: 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was C. & C. on 3/20/2017) (May be acted upon Jan 2018)

Location: 4/28/2017-A. 2 YEAR

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

Summary: Current law requires the Department of Transportation to notify companies and organizations working on broadband deployment on its Internet Web site of specified department-led highway construction projects and authorizes those companies and organizations to collaborate with the department to install broadband conduits as part of those projects. This bill would require the department, as part of those projects that are located in priority areas, as defined, to install broadband conduits capable of supporting fiber optic communication cables.

Position

AB 1073 (Garcia, Eduardo D) California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.

Current Text: Introduced: 2/16/2017 [Text](#)

Introduced: 2/16/2017

Status: 5/11/2017-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.

Location: 5/11/2017-S. DESK

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, when funding a specified class of projects, to allocate, until January 1, 2023, no less than 20% of that available funding to support the early commercial deployment or existing zero- and near-zero-emission heavy-duty truck technology. This bill contains other existing laws.

Position

AB 1077 (O'Donnell D) Off-highway vehicles.

Current Text: Amended: 4/5/2017 [Text](#)

Introduced: 2/16/2017

Last Amend: 4/5/2017

Status: 5/3/2017-In committee: Set, first hearing. Referred to APPR. suspense file.

Location: 5/3/2017-A. APPR. SUSPENSE FILE

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

Summary: The Off-Highway Motor Vehicle Recreation Act of 2003 provides for the acquisition, operation, and funding of state off-highway vehicular recreation areas and trails, establishes the Off-Highway Motor Vehicle Recreation Commission and the Division of Off-Highway Motor Vehicle Recreation within the Department of Motor Vehicles, and provides a grant program for, among other things, acquisition, administration, maintenance, and operation of areas and facilities associated with the use of off-highway motor vehicles. These provisions are to be repealed on January 1, 2018. This bill would extend the operation of the act until January 1, 2019, unless a specified report is not received by the Legislature by January 1, 2018, in which case the act would be repealed on July 1, 2018.

Position

AB 1086 (Daly D) Housing: regional housing needs.

Current Text: Amended: 5/1/2017 [Text](#)

Introduced: 2/16/2017

Last Amend: 5/1/2017

Status: 5/2/2017-Re-referred to Com. on APPR.

Location: 5/1/2017-A. APPR.

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

Summary: Current law requires the population forecast developed by the council of governments to be the basis upon which the department determines the existing and projected need for that region if the total regional population forecast for the project year, developed by the council of governments and used for the preparation of the regional transportation plan, is within 3% of the total regional population forecast prepared by the Department of Finance. This bill would require the population forecast developed by the council of governments to be the basis upon which the department determines the existing and projected need for that region if the total regional population forecast for the project year, developed by the council of governments and used for the preparation of the regional transportation plan, is within 1.5% of the total regional population forecast prepared by the Department of Finance.

Position

Watch

AB 1103 (Oberholte R) Bicycles: yielding.

Current Text: Amended: 4/6/2017 [Text](#)

Introduced: 2/17/2017

Last Amend: 4/6/2017

Status: 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was TRANS. on 3/9/2017) (May be acted upon Jan 2018)

Location: 5/12/2017-A. 2 YEAR

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

Summary: Current law, subject to exceptions, provides that a person riding a bicycle or operating a pedicab upon a highway has all the rights and is subject to all the laws applicable to the driver of a vehicle. This bill would, notwithstanding those provisions, authorize a person operating a bicycle approaching a stop sign, after slowing to a reasonable speed and yielding the right-of-way, to cautiously make a turn or proceed through the intersection without stopping, unless safety considerations require otherwise.

Position

AB 1113 (Bloom D) State Transit Assistance program.

Current Text: Amended: 3/28/2017 [Text](#)

Introduced: 2/17/2017

Last Amend: 3/28/2017

Status: 5/18/2017-Referred to Com. on T. & H.

Location: 5/18/2017-S. T. & H.

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

Summary: Current law requires funds in the Public Transportation Account to be allocated to various public transportation and transportation planning purposes, with specified revenues in the account to be allocated by the Controller to specified local transportation agencies for public transportation purposes, pursuant to the State Transit Assistance (STA) program. Current requires STA funds to be allocated by formulas based 50% on population and 50% on transit operator revenues. This bill would revise and recast the provisions governing the STA program. The bill would provide that only STA-eligible operators, as defined, are eligible to receive an allocation from the portion of program funds based on transit operator revenues.

Position

AB 1145 (Quirk D) Conversion of existing overhead electric and communication facilities to underground locations: cable operators.

Current Text: Amended: 5/1/2017 [Text](#)

Introduced: 2/17/2017

Last Amend: 5/1/2017

Status: 5/18/2017-Read second time. Ordered to third reading.

Location: 5/18/2017-A. THIRD READING

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

Summary: The Improvement Act of 1911 authorizes the initiation of special assessment proceedings for the conversion of overhead electric and communication facilities to underground locations upon either the filing of a petition or a determination by the local legislative body that the city or a public utility has voluntarily agreed to pay over 50% of all costs of conversion, excluding costs of users' connections to underground electric or communications facilities. Current law authorizes an agreement entered into as part of those proceedings to allocate duties between a city and an electricity or communication provider regarding the planning and specifications of, and contributions of labor, materials, and money to, the conversion of those electric and communication facilities to underground locations. This bill would additionally make these provisions applicable to cable television facilities and a cable operator and, where overhead electric or communications facilities that are to be converted to underground are owned by a city or municipal government, would require the legislative body initiating the conversion proceeding to reimburse the costs incurred by a cable operator for relocation

Position

AB 1156 (Ting D) Planning and zoning: general plan: report.

Current Text: Amended: 5/1/2017 [Text](#)

Introduced: 2/17/2017

Last Amend: 5/1/2017

Status: 5/2/2017-Re-referred to Com. on APPR.

Location: 5/1/2017-A. APPR.

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

Summary: The Planning and Zoning Law, after adoption of the general plan, requires the planning agency to provide by April 1 of each year an annual report to the legislative body, the Office of Planning and Research, and the Department of Housing and Community Development that contains specified information pertaining to the implementation of the general plan. This bill would require this report to also include a listing of sites rezoned to accommodate that portion of the city's or county's share of the regional housing need for each income level that could not be accommodated on specified sites.

Position

AB 1218 (Obernalte R) California Environmental Quality Act: exemption: bicycle transportation plans.

Current Text: Amended: 4/18/2017 [Text](#)

Introduced: 2/17/2017

Last Amend: 4/18/2017

Status: 5/10/2017-Referred to Com. on EQ.

Location: 5/10/2017-S. E.Q.

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

Summary: CEQA, until January 1, 2018, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and

vehicles under certain conditions. CEQA, until January 1, 2018, also exempts from its requirements projects consisting of restriping of streets and highways for bicycle lanes in an urbanized area that are consistent with a bicycle transportation plan under certain conditions. This bill would extend those 2 exemptions until January 1, 2021.

Position

AB 1233 (Cunningham R) Transportation Inspector General.

Current Text: Introduced: 2/17/2017 [Text](#)

Introduced: 2/17/2017

Status: 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/9/2017) (May be acted upon Jan 2018)

Location: 4/28/2017-A. 2 YEAR

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

Summary: Current law creates various state agencies, including the Department of Transportation and the High-Speed Rail Authority, with specified powers and duties. Existing law provides for the allocation of state transportation funds to various transportation purposes. This bill 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 ensure that the above-referenced state agencies and all other state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws.

Position

AB 1282 (Mullin D) Transportation Permitting Taskforce.

Current Text: Amended: 4/4/2017 [Text](#)

Introduced: 2/17/2017

Last Amend: 4/4/2017

Status: 4/26/2017-In committee: Set, first hearing. Referred to suspense file.

Location: 4/18/2017-A. APPR. SUSPENSE FILE

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

Summary: Would require, by April 1, 2018, the Secretary of Transportation, in consultation with the Secretary of the Natural Resources Agency, to establish a Transportation Permitting Taskforce consisting of representatives from specified state entities to develop a process for early engagement for all parties in the development of transportation projects, establish reasonable deadlines for permit approvals, and provide for greater certainty of permit approval requirements.

Position

AB 1324 (Gloria D) Metropolitan planning organizations: transactions and use taxes.

Current Text: Amended: 3/20/2017 [Text](#)

Introduced: 2/17/2017

Last Amend: 3/20/2017

Status: 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was L. GOV. on 3/13/2017) (May be acted upon Jan 2018)

Location: 5/12/2017-A. 2 YEAR

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

Summary: Would authorize a metropolitan planning organization or regional transportation planning agency that is authorized by law to levy, expand, increase, or extend a transactions and use tax to levy, expand, increase, or extend that tax in only a portion of the jurisdiction, as an alternative to the entire jurisdiction, in which the organization or agency is authorized to levy, expand, increase, or extend the tax, if approved by the required percentage of the voters in that portion of the jurisdiction.

Position

AB 1350 (Friedman D) Land use: housing element: regional housing need: noncompliant cities and counties: penalty.

Current Text: Amended: 3/27/2017 [Text](#)

Introduced: 2/17/2017

Last Amend: 3/27/2017

Status: 4/18/2017-In committee: Set, first hearing. Hearing canceled at the request of author.

Location: 3/16/2017-A. L. GOV.

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

Summary: The Planning and Zoning Law requires that assessment to include the city's or county's share of the regional housing need, as determined by the Department of Housing and Community Development in consultation with each council of governments, and requires a council of governments to develop a proposed methodology for distributing the existing and projected regional housing need, as specified. This bill would require a noncompliant city or county, as defined, to pay a penalty, as provided, to the Department of Housing and Community Development.

Position

AB 1363 (Baker R) Transportation revenues.

Current Text: Introduced: 2/17/2017 [Text](#)

Introduced: 2/17/2017

Status: 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/13/2017) (May be acted upon Jan 2018)

Location: 4/28/2017-A. 2 YEAR

Desk	2 year	Fiscal	Floor	Desk	Policy	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, 2018, 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 1404 (Berman D) California Environmental Quality Act: categorical exemption: infill development.

Current Text: Amended: 4/17/2017 [Text](#)

Introduced: 2/17/2017

Last Amend: 4/17/2017

Status: 5/3/2017-In committee: Set, first hearing. Referred to APPR. suspense file.

Location: 5/3/2017-A. APPR. SUSPENSE FILE

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

Summary: CEQA requires the Office of Planning and Research to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines for the implementation of CEQA. CEQA requires the guidelines to include a list of classes of projects that have been determined not to have a significant effect on the environment and that shall be exempt from CEQA (categorical exemption). Current guidelines for the implementation of CEQA exempts from the requirements of CEQA infill development meeting certain requirements, including the requirement that the proposed development occurs within city limits. This bill would expand the above-categorical exemption to include proposed developments occurring within the unincorporated areas of a county.

Position

AB 1470 (Wood D) State highways: bypasses of a city or business district.

Current Text: Introduced: 2/17/2017 [Text](#)

Introduced: 2/17/2017

Status: 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/13/2017) (May be acted upon Jan 2018)

Location: 4/28/2017-A. 2 YEAR

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

Summary: Would, with respect to a bypass that is completed on or after January 1, 2014, provide that a city or county shall be eligible to receive funding from an unspecified account for the purposes of revitalizing a city or business district due to the loss of tourism business resulting from the highway relocation.

Position

AB 1630 (Bloom D) Transportation: wildlife movement and barriers to passage.

Current Text: Amended: 4/17/2017 [Text](#)

Introduced: 2/17/2017

Last Amend: 4/17/2017

Status: 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 4/4/2017) (May be acted upon Jan 2018)

Location: 4/28/2017-A. 2 YEAR

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

Summary: Current law requires the department to seek input from representatives of other state agencies, local government, federal agencies, nongovernmental conservation organizations, landowners, agriculture, recreation, scientific entities, and industry in determining essential wildlife corridors and habitat linkages. Current law also declares that it is the policy of the state to encourage, wherever feasible and practicable, voluntary steps to protect the functioning of wildlife corridors through various means. This bill would authorize the Department of Fish and Wildlife or the Department of Transportation to pursue development of a programmatic environmental review process with appropriate state and federal regulatory agencies for wildlife connectivity-related transportation infrastructure.

Position

AB 1640 (Garcia, Eduardo D) Transportation funding: low-income communities.

Current Text: Introduced: 2/17/2017 [Text](#)

Introduced: 2/17/2017

Status: 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/16/2017) (May be acted upon Jan 2018)

Location: 4/28/2017-A. 2 YEAR

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

Summary: Would require, beginning January 1, 2020, each regional transportation improvement program to allocate a minimum of 25% of available funds to projects or programs that provide direct, meaningful, and assured benefits to low-income individuals who live in certain identified communities or to riders of transit service that connects low-income residents to critical amenities and services. The bill would require the Department of Transportation, in consultation with residents of low-income communities and specified state agencies, to adopt guidelines for this allocation no later than January 1, 2018.

Position

SB 1 (Beall D) Transportation funding.

Current Text: Chaptered: 4/30/2017 [Text](#)

Introduced: 12/5/2016

Last Amend: 4/3/2017

Status: 4/28/2017-Approved by the Governor. Chaptered by Secretary of State. Chapter 5, Statutes of 2017.

Location: 4/28/2017-S. CHAPTERED

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

SB 4 (Mendoza D) Goods movement: allocation of federal funds: Goods Movement and Clean Trucks Bond Act.

Current Text: Amended: 5/10/2017 [Text](#)

Introduced: 12/5/2016

Last Amend: 5/10/2017

Status: 5/19/2017-Set for hearing May 25.

Location: 5/15/2017-S. APPR. SUSPENSE FILE

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

Summary: Would, subject to voter approval at the June 5, 2018, statewide primary election, enact the Goods Movement and Clean Trucks Bond Act to authorize \$500,000,000 of state general obligation bonds as follows: \$200,000,000 to the State Air Resources Board for projects and programs consistent with the Goods Movement Emission Reduction Program; and \$300,000,000 to the State Air Resources Board for projects and programs to expand the use of zero- and near-zero emission trucks in areas of the state that are designated as severe or extreme nonattainment areas for ozone and particulate matter.

Position

SB 150

(Allen D) Regional transportation plans.

Current Text: Amended: 4/27/2017 [Text](#)

Introduced: 1/18/2017

Last Amend: 4/27/2017

Status: 5/22/2017-May 22 hearing: Placed on APPR. suspense file.

Location: 5/22/2017-S. APPR. SUSPENSE FILE

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

Summary: Current law requires metropolitan planning organizations to adopt a sustainable communities strategy or alternative planning strategy, subject to specified requirements, as part of a regional transportation plan, which is to be designed to achieve certain targets for 2020 and 2035 established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region. This bill would require the State Air Resources Board to update and revise the greenhouse gas emission reduction targets consistent with the scoping plan and an assessment of the portion of the state's overall climate targets that is anticipated to be met by reductions in vehicle miles traveled.

Position

SB 496

(Cannella R) Indemnity: design professionals.

Current Text: Chaptered: 4/30/2017 [Text](#)

Introduced: 2/16/2017

Last Amend: 4/5/2017

Status: 4/28/2017-Approved by the Governor. Chaptered by Secretary of State. Chapter 8, Statutes of 2017.

Location: 4/28/2017-S. CHAPTERED

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

Summary: Current law provides, with respect to contracts and amendments to contracts entered into on or after January 1, 2011, with a public agency, as defined, for design professional services, that all provisions, clauses, covenants, and agreements contained in, collateral to, or affecting these contracts or amendments to contracts that purport to require the design professional to defend the public agency under an indemnity agreement, including the duty and the cost to defend, are unenforceable, except for claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the design professional. This bill would instead make these provisions applicable to all contracts for design professional services entered into on or after January 1, 2018.

Position

SB 732

(Stern D) General plan: open-space element: agricultural land.

Current Text: Amended: 5/2/2017 [Text](#)

Introduced: 2/17/2017

Last Amend: 5/2/2017

Status: 5/22/2017-May 22 hearing: Placed on APPR. suspense file.

Location: 5/22/2017-S. APPR. SUSPENSE FILE

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

Summary: Would authorize a city and county to develop an agricultural land component of the open-space element. The bill would require a city or county to comply with specified requirements when preparing that component, including identifying and mapping, where applicable, using specified data, agricultural lands that are within the city's or county's jurisdiction; establishing a comprehensive set of goals, policies, and objectives to support the long-term protection of agricultural land; and identifying

and establishing a set of feasible implementation measures designed to promote those goals, policies, and objectives.

Position

SB 760 (Wiener D) Transportation funding: active transportation: complete streets.

Current Text: Introduced: 2/17/2017 [Text](#)

Introduced: 2/17/2017

Status: 4/28/2017-Failed Deadline pursuant to Rule 61(a)(2). (Last location was T. & H. on 3/9/2017) (May be acted upon Jan 2018)

Location: 4/28/2017-S. 2 YEAR

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

Summary: Would establish a Division of Active Transportation within the Department of Transportation and require that an undersecretary of the Transportation Agency be assigned to give attention to active transportation program matters to guide progress toward meeting the department’s active transportation program goals and objectives. The bill would require the California Transportation Commission to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities.

Position

SCA 2 (Newman D) Motor vehicle fees and taxes: restriction on expenditures: appropriations limit.

Current Text: Amended: 3/30/2017 [Text](#)

Introduced: 1/18/2017

Last Amend: 3/30/2017

Status: 4/17/2017-Ordered to inactive file on request of Senator Newman.

Location: 4/3/2017-S. INACTIVE FILE

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

Summary: Would add Article XIXD to the California Constitution to require revenues derived from vehicle fees imposed under a specified chapter of the Vehicle License Fee Law to be used solely for transportation purposes. The measure would prohibit these revenues from being used for the payment of principal and interest on state transportation general obligation bonds that were authorized by the voters on or before November 8, 2016.

Position

Total Measures: 52

Total Tracking Forms: 52

Trai Her-Cole

From: CapitolTrack <notmonitored=capitoltrack.com@mail223.suw14.mcdlv.net> on behalf of CapitolTrack <notmonitored@capitoltrack.com>
Sent: Thursday, May 11, 2017 11:02 AM
To: Trai Her-Cole
Subject: The May 12th and April 27th Deadlines

Analysis and tips to help you get the most out of CapitolTrack

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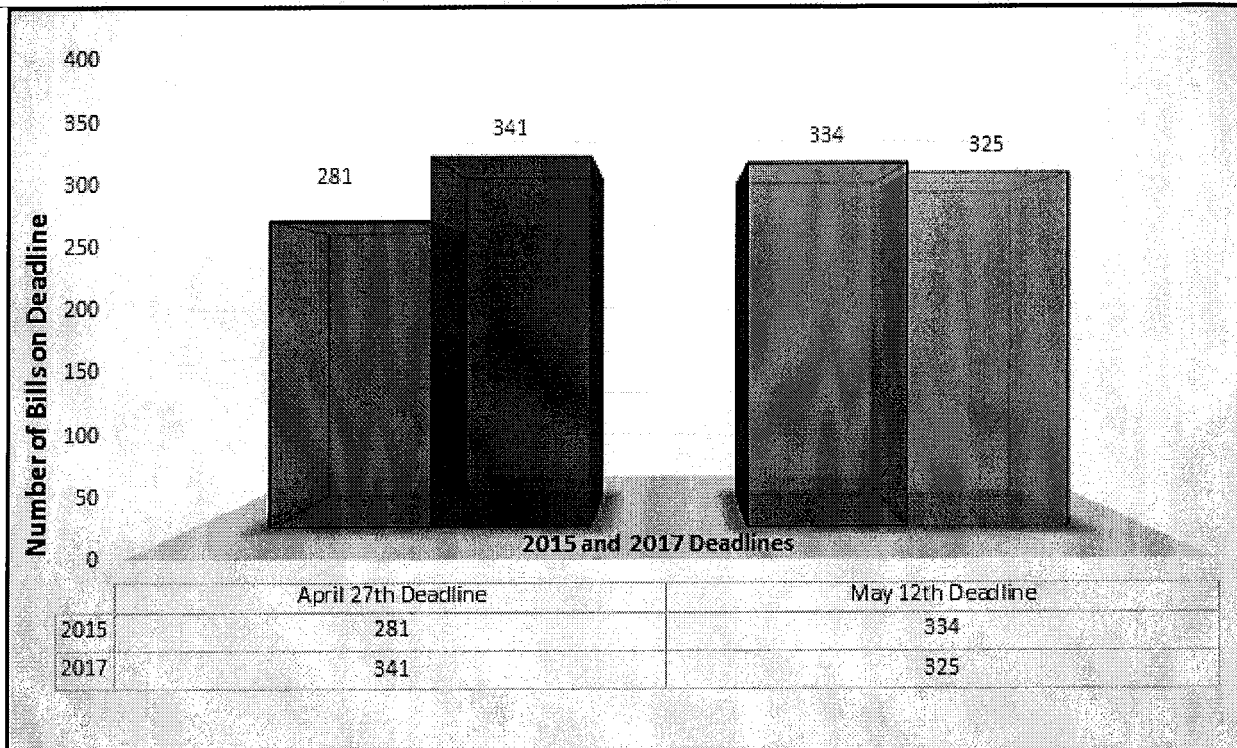


CapitolTrack Analysis and Tips

May 12th Deadline

Friday is the deadline for Non-Fiscal Bills introduced this year to be out of their policy committees and move on to the floor. However, only bills in the policy committee of their first house are subject to this deadline.

There are 325 bills still on tomorrow's deadline as of 8:00 this morning. In 2015, 334 bills failed this



A correction to our last Deadline Graph: 281 measures failed the April 27th deadline in 2015 (J.R.61a2), not 334. The 334 measures are those which failed the 2015 deadline corresponding to tomorrow's (J.R.61a3).

As always, we will have those bills which failed the deadline marked '2-Year' by Tuesday.

Create a Deadline Report in your account to follow all your bills as they pass each Legislative Deadline:

- Create a New Report
- Under Report View, set Sort By: to 'Deadline'
- Mark the box for 'Calendar' to show calendar events
- Switch to the Bill Filters Tab
- Location: should be set to 'Exclude'
- Select locations: 2-Year, Chaptered, Dead, Enrolled and Vetoed in each house

This report will sort all of your alive bills by the deadline they are currently on and show if the bill is calendared in the Daily file.

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Trai Her-Cole

From: Simon and Company <silvana.caldera=simoncompany.com@mail10.wdc01.mcdlv.net>
on behalf of Simon and Company <silvana.caldera@simoncompany.com>
Sent: Friday, May 19, 2017 11:34 AM
To: Trai Her-Cole
Subject: Washington Friday Report - May 19, 2017

Washington Friday Report

Volume XIX, Issue 20



SIMON AND COMPANY
Intergovernmental Relations and Federal Affairs

Washington Friday Report

May 19, 2017

Inside this Issue...

- The Budget
- Transportation and
Infrastructure

There's an old saying that may fit for this week: "If you don't like the weather in Washington, just wait a minute". That's what it felt like after two days of stunning revelations followed on the third day by the appointment of a Special Counsel to oversee it all. Add to those developments the nomination of a new FBI Director to come very soon, not to mention persistent talk about a shake-up of the White House staff. POTUS is now off on a world tour for a week or so, but on Tuesday his thick budget will replace his skinny budget from March. We'll have all the details on budget cuts and

- Administration Additions
- Education
- EPA Regulatory Process
- Mandatory Minimums
- Opioid Crisis
- Hearings on the Hill

program and agency eliminations for you, but also a few blockbusters that may gain traction, like a proposal for paid family leave funded from the unemployment compensation system. Tuesday will be an important contribution to next year's budget, but we also can't forget what a wise man told us on the Hill recently: *"Every President's budget is dead on arrival"*. Stay tuned - this is still the beginning of the story!



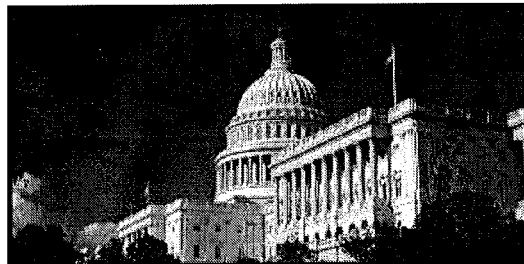
The Budget

Given everything that has been going on in Washington lately, it should be no surprise that Congress is off to an even slower start than usual on FY18 appropriations, owing to their lateness in finishing FY17 and the long time it has taken for the Administration to make a real proposal. Committees are just starting to hold hearings on agency spending requests, but have yet to start markups in part because Budget Committees have not yet set discretionary spending caps for 2018. Without knowing how much money they can spend, the Appropriations Committees cannot provide spending allocations to each subcommittee. The absence of the President's budget - set to come out next week - adds to the delay, since we still don't know the details of the Administration's spending priorities.

Lawmakers have echoed these realities and expressed their concerns. Immediate past chairman **Harold Rogers** stated, *"I'm very concerned. This will be the latest start since I've been here."* At this time last year, the Senate Appropriations Committee had passed several spending bills and the House Appropriations Committee had passed five out of Committee, with one sent to the House floor for consideration. Senate Appropriations Subcommittee on Commerce, Justice, Science, and Related Agencies Subcommittee Chairman **Richard Shelby** said, *"the chances of us meeting the October 1 deadline are slim."*

Despite progress in the appropriations process, we do know that a proposal to cut mandatory spending through reconciliation has been floated among House members. The proposal would cut \$500 billion from mandatory spending programs over 10 years in the FY18 House Budget Resolution through the use of budget reconciliation. By using this legislative vehicle, the bill could eventually avoid the possibility of filibuster in the Senate and thus pass with a simple majority. This is important because it clears any potential roadblocks in the Senate to making drastic cuts.

We know that many of these mandatory spending programs are important to certain lawmakers and they may oppose certain cuts. Under the proposal, the budget resolution could contain reconciliation instructions to a dozen or so authorizing committees directing them to draw up legislation to cut mandatory spending programs under their jurisdiction such as food stamps, agriculture subsidies, Medicaid and Medicare and other programs. *We will keep you posted as discussions and negotiations continue and update you on the President's full budget when it is released next week.*



Transportation and Infrastructure

We were there to hear directly from U.S. Department of Transportation Secretary **Elaine Chao** this week at a Senate Environment and Public Works (EPW) [hearing](#) on transportation infrastructure. The Committee members mainly questioned Secretary Chao on the Administration's priorities and expressed support for certain programs and initiatives, such as FASTLANE, TIGER, and other transportation funding programs. Secretary Chao informed them that pending FASTLANE grants will be awarded soon. EPW Ranking Member **Tom Carper** also brought up the gas tax and user fees, but the Secretary did not specifically comment on either of these points.

Most questions revolved around the future of the President's transportation and infrastructure package. Secretary Chao said that they would provide more guidance on what is to come through a set of *"guiding principles"* that will be released later this month. She also referred to these principles as their *"vision,"* but did not provide any more detail. She said they expect to unveil the entire transportation and infrastructure package in the third quarter of this year.

Senators expressed great curiosity regarding the Administration's transportation and infrastructure package, as has just about everybody else! Most Senators said something to the effect of *"we look forward to working with you down the line"* and reaffirmed the programs they support. Regarding the legislation crafting process, however, Secretary Chao did share that the Administration has set up an interagency task force consisting of members of 16 different departments across the government and that they intend to cover a large scope of issues. Some things she listed other than transportation include but are not limited to, broadband, Veterans' hospitals, water, and energy policy.

Despite generally avoiding details, Secretary Chao did divulge a few key components of their plan. She confirmed that the package would have \$200 billion in direct federal funding that would be used to leverage \$1.0 trillion in other investments. She added that *"the key goal will be incentivizing private investment"* and that *"100 percent government funding is not realistic."* When

Senators brought up other funding and financing mechanisms, she said that *“nothing is off the table.”* When asked about the FASTLANE program, she said *“money may be taken out, but will be put back more holistically,”* implying potential restructuring or a movement of funds. Secretary Chao also noted that the Department is reviewing implementation of the FAST Act, the criteria for discretionary loans and grants, and streamlining the permitting process.

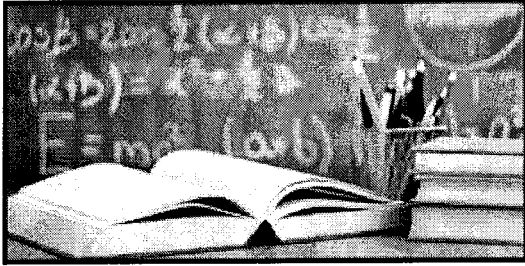
Finally, a few Committee members brought up the transportation-related programs targeted in the President’s skinny budget. In particular, they talked about TIGER grants and how they have been instrumental to completing transportation projects in their respective states. The Secretary acknowledged that the TIGER program is popular among lawmakers, but did not give a definitive answer on the future of the program. When asked about the President’s upcoming budget, she said she did not know the specifics. *Secretary Chao gave similar remarks at a U.S. Chamber of Commerce event this week. You can read about them [here](#).*

Administration Additions

Speaking of Transportation, the Senate has confirmed **Jeffrey Rosen** as the 18th Deputy Secretary of the U.S. Department of Transportation. Secretary Elaine Chao said *“I am delighted to welcome Deputy Secretary Jeff Rosen to the Department. His extensive background in transportation, budget, regulatory reform and management will be invaluable as we implement the President’s agenda.”* Deputy Secretary Rosen has previous experience at DOT and the Office of Management and Budget. For more on him, click [here](#).

The White House also [announced](#) that two more nominations have been sent to the Senate of interest to local government. **David Kautter** has been nominated to be an Assistant Secretary for Tax Policy at the U.S. Treasury. In addition, **Brock Long** has been nominated to be the Administrator of the Federal Emergency Management Agency at the Department of Homeland Security.

OTHER NEWS AND EVENTS



Education

A few lawmakers have recently introduced and considered education-related legislation that we wanted to bring to your attention. The House Education and Workforce Committee has approved the [Strengthening Career and Technical Education for the 21st Century Act](#) (H.R. 2353), which would serve as the first step in reauthorizing and reforming the Carl D. Perkins Career and Technical Education Act. You can read more [here](#).

Over in the Senate, Senator Patty Murray has introduced the [Pell Grant Preservation & Expansion Act](#), to make college more affordable for low-income students and secure the Pell grant program. The bill would shift the Pell Grant program to fully mandatory funding and permanently index the maximum grant to inflation. It would also extend the program and increase support for certain grantees so that it can benefit more students. Given that Senator Murray serves as ranking minority member of the authorizing committee and the appropriations subcommittee, she is in good position to advance her objectives, so we will be watching closely to see if this bill gets any traction. For more, click on [Press Release](#) or [Fact Sheet](#).

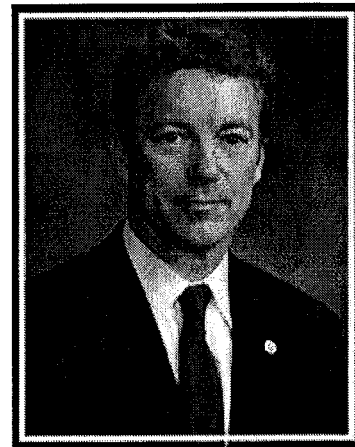
EPA Regulatory Process

Senate Committee on Environment and Public Works Chairman **John Barrasso**

sent a [letter](#) in support of the Administration's efforts to review burdensome Environmental Protection Agency (EPA) regulations. The letter was also signed by Senators **John Boozman** (R-AR), **Shelley Moore Capito** (R-WV), **Joni Ernst** (R-IA), **Deb Fischer** (R-NE), **Jim Inhofe** (R-OK), **Mike Rounds** (R-SD), and **Roger Wicker** (R-MS). In the letter, the Senators states *"We write to support ongoing efforts of the Environmental Protection Agency (EPA) to implement these Executive Orders.... In particular, we request you review all EPA regulations that rely on either the 'social cost of carbon' or 'co-benefits' to justify the cost burden the regulations place on the American economy."* The letter was sent to the Honorable **Samantha Dravis**, the regulatory reform officer and associate administrator for policy at the EPA. You can read more [here](#).

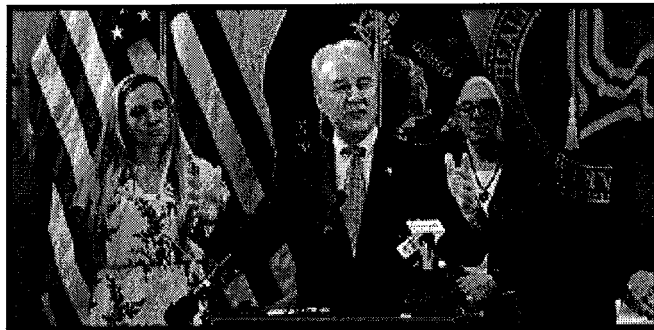
Mandatory Minimums

We wanted to make you aware of opposition to aspects of the new direction of the Department of Justice. Senator **Rand Paul** shared a few [words](#) this week on Attorney General **Jeff Sessions** new call for prosecutors to pursue stricter mandatory minimum sentences. Senator Paul said, *"Mandatory minimum sentences have unfairly and disproportionately incarcerated too many minorities for too long. Attorney General Sessions' new policy will accentuate that injustice. Instead, we should treat our nation's drug epidemic as a health crisis and less as a 'lock 'em up and throw away the key' problem."*



Recently, we sent many of you a grant notice on [Fiscal Year \(FY\) 2017 Regional Innovations Strategies \(RIS\) Program](#).

Please contact Jen Covino with any questions about grants.



Opioid Crisis

Health and Human Services Secretary **Tom Price** paid a visit to people in Maine and New Hampshire addressing the opioid crisis. In his remarks, he noted that he believed the most successful efforts to curb the crisis were *“those that were created and implemented by people with close-knit—and often life-long—connections to the communities they serve.”* He also acknowledged employment as an essential step for someone in recovery trying to rebuild their lives. You can read more about his travels and comments on addressing the opioid crisis [here](#).

Hearings on the Hill

The House Transportation and Infrastructure Committee held a [hearing](#) on the FAA and Air Traffic Control this week, highlighting the Committee’s priority of passing a comprehensive FAA reform and reauthorization bill. The Subcommittee on Water Resources and Environment held a [hearing](#) on improving water quality through integrated planning. Witnesses included mayors, a county commissioner, a state water quality program director, a public works representative, and a representative of an environmental advocacy organization. This background [memorandum](#) provides more information on this hearing.

The House Ways and Means Committee held a [hearing](#) on opportunities for youth and young adults to break the cycle of poverty. The Subcommittee brought in witnesses to highlight innovative approaches to helping vulnerable youth transition into adulthood and move up the economic ladder. The House Energy and Commerce Subcommittee on Communications and Technology held a [hearing](#) on the future of emergency alerting. You can read more about this policy

area [here](#).

The House Judiciary Committee held a [hearing](#) on the challenges facing law enforcement, where they heard from police chiefs, a sheriff, and the national president of the Fraternal Order of Police. Regarding the hearing, Chairman **Bob Goodlatte** stated *“the House Judiciary Committee will hold a hearing to highlight the vital role law enforcement plays in communities across our country and will look at the latest strategies and technologies available to our officers. It is our job as Members of Congress to ensure our police officers have resources at their disposal to continue serving to the best of their abilities.”*

Over in the Senate, the Senate Environment and Public Works (EPW) Subcommittee on Transportation and Infrastructure held a [hearing](#) on leveraging federal funding for infrastructure – a priority Secretary Chao raised in her testimony we covered earlier in this report. Witnesses included many public-sector transportation experts, as well as Los Angeles Mayor **Eric Garcetti**. He called for direct federal infrastructure funding, as well as keeping existing federal programs and other measures. You can read his full testimony [here](#).

If you have any questions about this edition of the *Washington Friday Report*, please feel free to contact [Silvana Caldera](#) or [Len Simon](#).

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Subject: Washington Friday Report - May 12, 2017

Washington Friday Report

Volume XIX, Issue 19



SIMON AND COMPANY
Intergovernmental Relations and Federal Affairs

Washington Friday Report

May 12, 2017

Inside this Issue...

- This is Very Different
- More Stopgap Spending
- Entitlement Programs Threatened
- Regulatory Reform
- Drug Czar Office Proposed for Elimination
- The Trump Administration

Given the events this week, we wanted to provide some perspective on what's happening in Washington - it will have a big impact on healthcare, appropriations, infrastructure, and many other priorities.

Please see our note below.

Grows

- Gas Tax
- Low-Income Housing
- Superfund Cleanup



This Is Very Different

Starting Tuesday, around 5:30 p.m., when the White House announced that the President had fired FBI Director **James Comey**, we have been asked by friends, family and colleagues: *"What does this mean, and what is going to happen?"* Here are some thoughts in response.

The termination of Director Comey is not in the same category as bluster in the 2016 campaign or questionable initiatives since January 20. This is very different and feels so. It looks like Presidential power used to punish an enemy or impede an investigation, or both. It feels like Watergate.

The American Presidency is the most important office in the world, but power is limited. Checks and balances come from the Congress and the Courts, the two other branches. But career professionals in the federal agencies, the press and the public also play a role in limiting a President's objectives. When Presidents take extraordinary actions in response to these five, you can get trouble. Tuesday night brought trouble.

Ironically, if Director Comey had resigned this week, feeling he'd become a distraction and his effectiveness was hindered, most Democrats and most Republicans would likely have said "Good". But he didn't resign, and the manner of his departure and conflicting explanations have guaranteed vigorous responses.

Watergate was not only about committing crime. It was also about acts of courage by some. So as events proceed, keep an eye on the Deputy Attorney General **Rod Rosenstein**, a public servant of monumental integrity whose reputation has been

compromised. He may seek to repair it soon. Similarly, watch senior Republican House and Senate leaders for their statements, actions, and reactions.

There are five lessons from Watergate applicable to this mess: (1) it is the cover-up, not the crime; (2) follow the money; (2) follow the story where it leads; (3) good reporting takes time; and (5) look to the top of any organization in question.

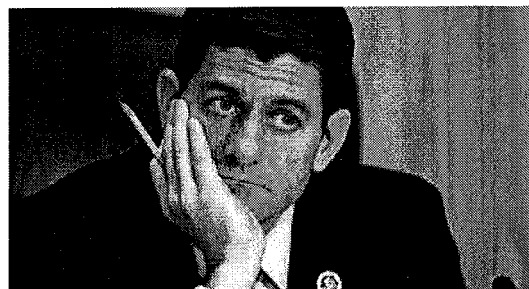
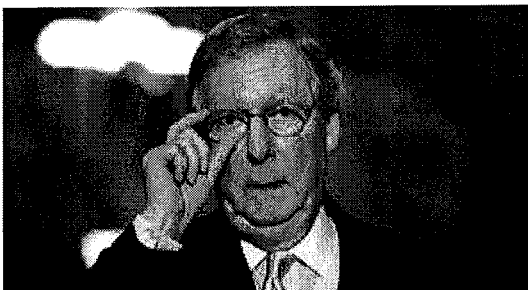
Has a crime been committed? Today's New York Times analyzes the possibility. Here's their thoughts for your review – [Did Trump Break the Law?](#)

From *"The Art of the Deal"* page 1, 30 years ago: *"Most people are surprised by the way I work. I play it very loose. I don't carry a briefcase. I try not to schedule too many meetings. I leave my door open. You can't be imaginative or entrepreneurial if you've got too much structure. I prefer to come to work each day and see what develops".*

We'll see what develops.

Len Simon

TOP STORIES



More Stopgap Spending

With the end of fiscal year 2017 only a few months away, it looks like lawmakers may be setting the bar low as far as spending legislation goals. There have been discussions about using another stopgap spending measure, such as another

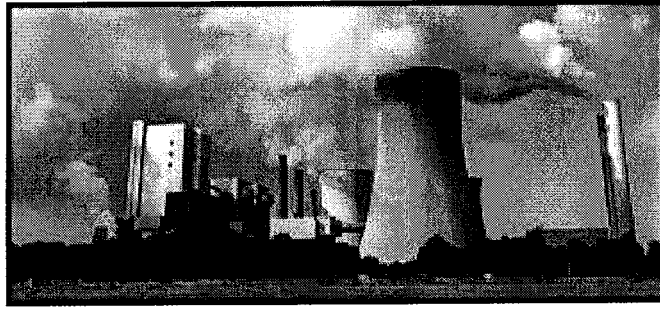
Continuing Resolution, to avoid a government shutdown in September. Despite statements from lawmakers on both sides of the aisle pledging to get back to the regular appropriations process, it seems a combination of circumstances may kill that notion. Following the recent passage of the FY17 Omnibus spending bill, House Speaker **Paul Ryan** said, *"This is not a process we want to continue...let's all work together to do these appropriations bills one at a time."*

The events of this week covered above only make the possibility of regular appropriations more unlikely. These circumstances are compounded by limited legislative days, a delayed presidential budget request, and the renewal of the health care bill, just to name a few. Serious negotiations have yet to begin on FY18 and will likely come about shortly before the end of the fiscal year. *We will keep you posted as we hear more about spending plans.*

Entitlement Programs Threatened

Similar to the dramatic cuts proposed in the President's "Skinny Budget", it seems the Administration will target entitlement programs in his detailed budget proposal for FY18. The Administration seeks to balance the federal budget within 10 years through cuts to these programs and through other savings. It has been reported that the cuts would amount to about \$800 billion for means-tested, mandatory spending programs, including Medicaid. Alarming, the Medicaid cuts would go beyond what is proposed in the healthcare bill passed in the House last week.

Fortunately, no major changes have been proposed for Social Security or Medicare in the President's draft budget. Aside from these key points, it is unclear which entitlement programs will face the greatest cuts, but may include anything from Temporary Assistance for Needy Families and child nutrition programs, to the Pell Grant program. *President Trump's FY18 budget is expected to be released in late May, possible May 22 or 23. We'll keep you updated.*



Regulatory Reform

The Administration has released guidance for a section of the [Executive Order](#) (EO) on Promoting Energy Independence and Economic Growth, which rolls back climate change action taken under the Obama Administration. The EO also demands a review of all existing *“orders, guidance documents, policies, and any other similar agency actions”* that hinder the *“delivery of energy resources,”* a rewrite of the Clean Power Plan, and rescinds specific climate-related presidential and regulatory actions. The rescinded material includes but is not limited to, former President Obama’s Executive Order on climate change, presidential memorandums, and official reports on the science behind climate change.

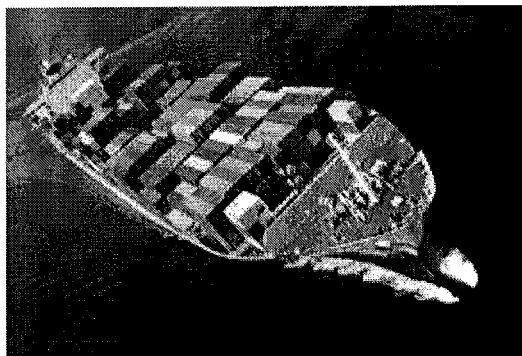
The [memorandum](#) released this week focuses on the section of the EO that asks for a review of existing regulations within federal agencies. The guidance provides further detail on agency actions that “burden” energy production, as well as how they should report back to the Administration. They specify that burdensome actions may: *“(1) Affect the design and/or location of domestic energy production; (2) Affect the design and/or location of drilling or mining of energy production resources; and (3) Limit the use of certain sources of energy, such that the development of domestically produced energy resources from a certain sector may be negatively affected.”*

Drug Czar Office Proposed for Elimination

It has been reported that the Trump Administration is looking to slash the Office of National Drug Control Policy (ONDCP) by 95 percent – essentially almost

complete elimination. Apparently, the proposed cuts came from the Office of Management and Budget during the “passback” process, where OMB makes budgetary recommendations to agencies as part of the larger presidential budget process. ONDCP Acting Director **Richard Baum** sent an all-staff email relaying the news in which he described as *“very discouraging for our Nation’s effort to address drug abuse,”* going on to call the cuts *“heartbreaking.”* Fortunately, the agencies may appeal the “passback” and Acting Director Baum indicated he will do so as he continues to engage with OMB. *We’ll find out more when the details are released in May.*

OUR NEWS AND GRANTS



The Trump Administration Grows

There has been a lot of progress made this week growing the Trump Administration, beginning with the confirmation of the last Cabinet-level position. The full Senate confirmed **Robert Lighthizer** as the new U.S. Trade Representative by a vote of 82-14. Trade has been a focal point for the Trump Administration and it is expected that Lighthizer may be at the helm of the President’s plan to renegotiate the North American Free Trade Agreement (NAFTA) with Canada and Mexico.

The President has also announced his intent to nominate **Matthew Bassett** to serve as Assistant Secretary of the Department of Health and Human Services.

Bassett has worked on the House Rules and House Energy and Commerce Committees and has private sector experience health companies, including myNEXUS and Davita Inc. He also worked for the Governor of Kentucky, bringing reforms to the State's Medicaid and insurance markets. You can read more about him [here](#).

Over at the Department of Transportation, the President has tapped **Adam Sullivan** to be Assistant Secretary of Transportation for Government Affairs. Also a Hill alum, Sullivan worked for Republican members in the House and currently a professional staff member of the Senate Appropriations Subcommittee on Labor, Health and Human Services, and Education. He also worked with then-Labor Secretary **Elaine Chao** during the George W. Bush administration as deputy assistant secretary of Labor for congressional affairs.

Interior Secretary **Ryan Zinke** has appointed **Vincent DeVito** to serve as Counselor to the Secretary for Energy Policy to ensure energy policy coordination among the nine bureaus within the Department. Secretary Zinke said the following about the nomination: *"Reorganizing the federal government also means identifying the best of the best in the private sector and using their talents to help achieve the goals and missions of the Department of the Interior; and that's what we gain in Mr. DeVito...like President Trump and myself, Mr. DeVito recognizes that American energy resources create jobs and revenue and that we can both promote responsible energy development and protect traditional multiple use through responsible stewardship of our treasured public lands for future generations to come."*

Finally, the Department of Homeland Security has [announced](#) **Julie Kirchner** will serve as the new Citizenship and Immigration Services (CIS) Ombudsman. This role is meant to improve immigration services and provides individual case assistance, as well as making recommendations to improve the administration of immigration benefits. Kirchner was most recently an advisor to the Acting Commissioner of Customs and Border Protection, **Kevin McAleenan**.

Gas Tax

The President has indicated that he is willing to consider raising gasoline and diesel fuel taxes, suggesting using this as a tool to fund his infrastructure ambitions. The push may have come from the trucking industry, which the President has received input from regarding transportation and infrastructure reform. White House Press Secretary **Sean Spicer** echoed the President's attitude on the gas tax stating, "*he has an open mind,*" when questioned on the topic. Republicans have generally been against raising the tax, so we will see if a gas tax adjustment will make it into any potential infrastructure legislation.

Low-Income Housing

The Department of Housing and Urban Development (HUD) announced that its Rental Assistance Demonstration (RAD) officially surpassed \$4 billion in capital investment in order to make critical repairs and improvements to this segment of the nation's affordable housing stock. This investment is double of what came in last year, demonstrating the success of the program. Secretary **Ben Carson** stated the following about the achievement: "*Through our innovative RAD program, housing authorities can begin to address the backlog of capital repairs needed in their public housing stock.*" You can read more by clicking [RAD \\$4 Billion Milestone](#) and [RAD Case Studies](#).



Recently, we sent many of you a grant notices on the [Fiscal Year \(FY\) 2017 Diesel Emission Reduction Program \(DERA\) Grant Program](#) or the [Fiscal Year \(FY\) 2017 Low or No Emission Grant Program \(Low-No Program\)](#).

Please contact Jen Covino with any questions about grants.

Superfund Cleanup

In a [memorandum](#) sent to staff, Environmental Protection Agency (EPA) Administrator **Scott Pruitt** has announced his intent to prioritize Superfund cleanup and streamline the approval process for sites with remedies estimated to cost \$50 million or more. The Administrator would like to redelegate Superfund cleanup to the Administrator's office and says this part of a larger effort to refocus the EPA on its intended mission. Administrator Pruitt said *"I am making it a priority to ensure contaminated sites get cleaned up. We will be more hands-on to ensure proper oversight and attention to the Superfund program at the highest levels of the Agency, and to create consistency across states."* You can read more about the decision [here](#).

If you have any questions about this edition of the *Washington Friday Report*, please feel free to contact [Silvana Caldera](#) or [Len Simon](#).

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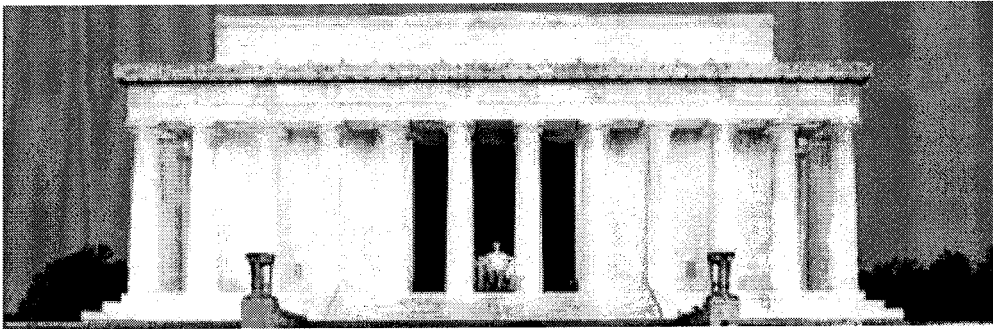
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Washington Friday Report

Volume XIX, Issue 18



SIMON AND COMPANY
Intergovernmental Relations and Federal Affairs

Washington Friday Report

May 5, 2017

Inside this Issue...

- A Surprisingly Favorable FY17 Omnibus Spending Bill
- "Repeal and Replace" Passes the House
- Religious Political Activity
- Marketplace Fairness Act
- Immigrant Crime Data
- Energy Policy

Any bill passed out of the House or Senate these days is a bit of an accomplishment. So when that happens twice in the same day – final passage of the FY17 budget in the Senate and the ACA repeal and replace bill in the House – you know it's a heck of a week! Here's the highlights of those and more for your review.

- Hearings on the Hill



A Surprisingly Favorable FY17 Omnibus Spending Bill

The week started off with a win – a mostly positive Fiscal Year 2017 [omnibus spending bill](#) that was agreed to Sunday evening and has subsequently passed both chambers of Congress and was signed into law by the President earlier today. The bill includes full Appropriations legislation and funding for the remaining 11 annual Appropriations bills through September 30, 2017 – seven months delayed, but better late than never and with no shutdown of the government! Spending stays largely level for most domestic programs and additional funding is provided for national defense, border security, and other emergency needs. The President had sought domestic cuts to offset the defense and homeland security increases but did not get those cuts. Nor did he get the Wall.

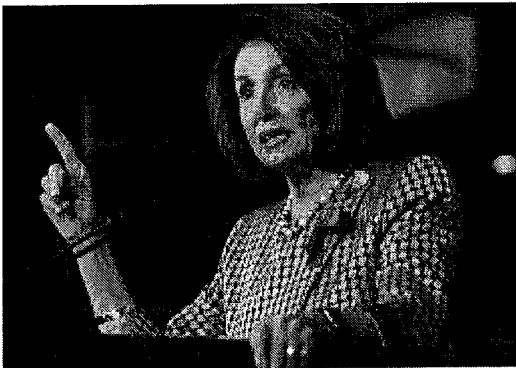
In analyzing the budget, it is not unfair to characterize this as *“President Obama’s last budget”* since he proposed it in February and it was ready to be finished in December. As a courtesy, House and Senate leadership provided a window of four months for the new administration to put their stamp on it. Most of their suggestions were rejected.

What is also important to underscore is that much of the credit for rejecting cuts to key local programs goes to *Republican appropriators*, who understand these programs, see their importance at the local level, and decided to reject the recommendations of the new president of their party. For a detailed look at this bipartisan agreement, click on [House Appropriations Summary](#) or [Senate Appropriations Summary](#).

Here's some of the highlights. This Conference Agreement provides level funding for CDBG and HOME and most of HUD's other key programs. The COPS program is funded with a small increase, including resources for police hiring, video cameras and other important initiatives. The bill provides new funding to fight opioid addiction at \$160.5 million, an increase over FY16. The bill provides \$276 million for the Economic Development Administration, an increase over FY16. Transportation programs are funded at the levels authorized under the FAST Act. The bill would sustain the TIGER program at the \$500 million funding level of fiscal 2016. Finally, the bill also meets the renewal needs for HUD's rental assistance programs and provides new housing vouchers for non-elderly disabled individuals, veterans, and youth exiting foster care, for a combined investment of more than \$40.1 billion.

Though he did not get the cuts he sought in FY17, the President has made it clear he expects Congress to incorporate more of his priorities in FY18 appropriations. His FY18 "skinny budget" proposal contains scores of program and agency cuts and eliminations.

Next steps on FY18 are uncertain. There is some speculation that it may have to take a back seat to Senate consideration of health care legislation for the immediate future. *We'll continue to update you on all things related to the FY18 budget.*



“Repeal and Replace” Passes the House

The House passed – by a two vote margin – their Obamacare repeal and replace bill yesterday by a vote of 217 to 213. The vote was mostly split down party lines with not one Democrat voting for the bill and 20 Republicans opposing. The legislation is now set to be considered by the Senate. But as is often the case with major legislation, the “*other body*” has begun to craft a new bill that may contain some provisions from the House version but could also depart significantly from the House in many ways. Should the Senate be successful in cobbling together a bill that can attract 51 votes (not 60 this time --- it is being done under “reconciliation instructions” which only require a simple majority). The chambers will then go to a Conference Committee to hammer out the final version of the bill, which would then need to be passed by each body before heading to the President’s desk for signature. Therefore, the vote yesterday was just the first step on the long road to repealing and replacing Obamacare. This *Washington Post* [graphic](#) describes what lies ahead legislatively.

Among the bill's major provisions are changing premium subsidies for lower-income individuals to tax credits, altering Medicaid so that it becomes an allotment to states on a per-capita basis, and allowing states to opt-out of the requirement to cover individuals with pre-existing conditions at the same premium rate, with the ability to create a high-risk pool to meet their needs. You can read more about exactly what is in the bill [here](#), by viewing this [chart](#) or [Q and A Form](#).

A criticism during floor consideration is that the bill was passed without a Congressional Budget Office (CBO) score, which typically informs lawmakers on the exact impacts of the bill. In the CBO estimates of the original bill, before amended to achieve a majority vote, CBO estimated 24 million Americans would lose health coverage and most would see their premiums rise by over 20 percent. The new CBO analysis should be forthcoming soon. The legislation passed by the House yesterday seemed to receive criticism from a wide array of constituencies, organizations, and lawmakers alike. You can read more about the criticism [here](#).

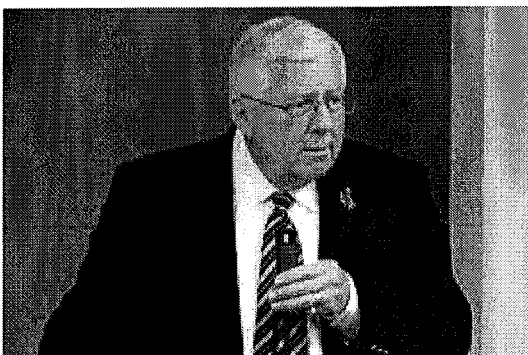
We will be sure to keep you posted on the next steps on healthcare in the coming weeks.

Religious Political Activity

Amidst all of the activity on the Hill, the President signed an [Executive Order](#) (EO) this week relaxing restrictions on political activity by religious entities. The EO states *“All executive departments and agencies shall...respect and protect the freedom of persons and organizations to engage in religious and political speech. In particular, the Secretary of the Treasury shall ensure...that the Department of the Treasury does not take any adverse action against any individual, house of worship, or other religious organization on the basis that such individual or organization speaks or has spoken about moral or political issues from a religious perspective.”*

The EO also directs the Treasury Secretary, Labor Secretary, and HHS Secretary, to *“consider issuing amended regulations, consistent with applicable law, to address conscience-based objections to the preventive-care mandate under section 300gg-13(a)(4) of title 42, United States Code.”* This law dictates what should be covered under preventative health services.

OTHER NEWS AND GRANTS



Marketplace Fairness Act

Efforts to pass legislation to make it easier for states to collect sales taxes from online purchases may have support from the President. Legislation to accomplish this goal, the [Marketplace Fairness Act](#), has been reintroduced this Congress in both the House and the Senate. Senator **Lamar Alexander**, a sponsor, recently shared that President Trump signaled support for the bill. Senator Alexander said, *"The changed circumstance is that we have a president, who favors it. I talked with him about it two or three weeks ago. And he has told several people other than me that."* Expanding on their push for the legislation this year, Senator **Michael Enzi**, a co-sponsor with Senator Alexander, said *"There's more possibility this year than we've had before, mostly because of what states are doing."*

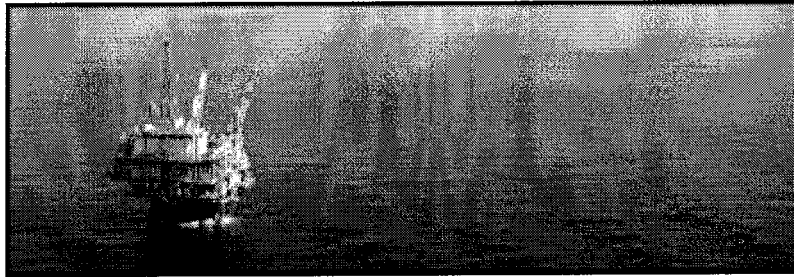
Immigrant Crime Data

Pursuant to the President's [Executive Order](#) on public safety in the U.S., the Justice Department has decided to release incarceration data for illegal immigrants. On the matter, Attorney General **Jeff Sessions** said *"Illegal aliens who commit additional crimes in the United States are a threat to public safety and a burden on our criminal justice system. This is why we must secure our borders through a wall and effective law enforcement, and we must strengthen cooperation between federal, state and local governments as we strive to fulfill our sacred duty of protecting and serving the American people."* You can read more about their plans [here](#).

Energy Policy

U.S. Department of Interior Secretary **Ryan Zinke** is set to develop a new Five-Year Outer Continental Shelf Oil and Gas Leasing Program. In order to do so, Secretary Zinke signed two secretarial orders this week aimed at tapping into offshore energy resources. The [first order](#) provides implementation language for

the President's [Executive Order](#) on offshore energy, which directs the Bureau of Ocean Energy Management (BOEM) to develop a new five-year plan for oil and gas exploration in offshore waters and reconsider a number of regulations governing those activities. The [second order](#) creates a Counselor to the Secretary for Energy Policy – a new position that will assist in coordinating the Interior Department's energy goals and portfolio. You can read more about the Secretary's recent actions [here](#).



Recently, we sent many of you a grant notices on the [Fiscal Year \(FY\) 2017 Diesel Emission Reduction Program \(DERA\) Grant Program](#) or the [Fiscal Year \(FY\) 2017 Low or No Emission Grant Program \(Low-No Program\)](#).

Please contact Jen Covino with any questions about grants.

Hearings on the Hill

The Senate Commerce, Science, and Transportation Committee held a [hearing](#) on broadband infrastructure investment this week. The purpose of this hearing was to explore solutions to streamline broadband deployment and infrastructure especially in rural areas, and how to encourage private investment in next-generation telecommunications services. Witnesses included elected officials from Florida, as well as representatives from the higher education community and private business. In addition, The Senate Environment and Public Works