

Fresno Council of Governments Monthly State Legislative Report  
3/22/2018

[AB 87](#)

**(Ting D) Autonomous vehicles.**

**Current Text:** Amended: 1/3/2018 [html](#) [pdf](#)

**Introduced:** 1/5/2017

**Last Amend:** 1/3/2018

**Status:** 1/29/2018-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.

**Location:** 1/29/2018-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 Motor Vehicles to include in regulations it adopts relating to application requirements for the testing of autonomous vehicles on public roads without the presence of a driver inside the vehicle, a requirement that the manufacturer certify that the local authorities within the jurisdiction where the autonomous vehicle will be tested have been provided with a written notification, as specified, and a requirement that the manufacturer provide certain law enforcement agencies with a copy of a law enforcement interaction plan.

**Position**

[AB 558](#)

**(Quirk-Silva D) Alternative fuel vehicles: flexible fuel vehicles.**

**Current Text:** Amended: 3/8/2018 [html](#) [pdf](#)

**Introduced:** 2/14/2017

**Last Amend:** 3/8/2018

**Status:** 3/8/2018-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on EQ.

**Location:** 3/8/2018-S. E.Q.

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

**Summary:** Current law creates the Joint Legislative Committee on Climate Change Policies and requires the committee to ascertain facts and make recommendations to the Legislature and to committees of the Legislature concerning the state's programs, policies, and investments related to climate change, as specified. This bill would provide that the joint committee may recommend that the State Air Resources Board provide education and support to local governments regarding specific components of local government climate action plans, such as ensuring the use of E85 in flexible fuel vehicles, expanding infrastructure for zero-emission vehicles, and enabling active transportation.

**Position**

[AB 1395](#)

**(Chu D) State highways: Department of Transportation: litter cleanup and abatement: report.**

**Current Text:** Amended: 1/22/2018 [html](#) [pdf](#)

**Introduced:** 2/17/2017

**Last Amend:** 1/22/2018

**Status:** 1/29/2018-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.

**Location:** 1/29/2018-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, within its maintenance programs relating to litter cleanup and abatement, to assign the highest priority to litter deposited along state highway segments that carry the highest traffic volumes and the segments found by the department to have the highest incidences of litter and to reallocate existing litter cleanup resources as necessary in order to implement this priority. The bill would also require the department, on or before January 1, 2020, to conduct an assessment of the problem of litter on state highways and to make a specified report to the Legislature on its findings.

**Position**

[AB 1756](#)

**(Brough R) Transportation funding.**

**Current Text:** Introduced: 1/4/2018 [html](#) [pdf](#)

**Introduced:** 1/4/2018

**Status:** 1/16/2018-Referred to Com. on TRANS.

**Location:** 1/16/2018-A. TRANS.

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

**Summary:** Would repeal the Road Repair and Accountability Act of 2017. This bill contains other related provisions.

**Position**

**[AB 1759](#) (McCarty D) General plans: housing element: production report: withholding of transportation funds.**

**Current Text:** Introduced: 1/4/2018 [html](#) [pdf](#)

**Introduced:** 1/4/2018

**Status:** 2/12/2018-Referred to Coms. on TRANS. and H. & C.D.

**Location:** 2/12/2018-A. TRANS.

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

**Summary:** Would require the Department of Housing and Community Development, on or before June 30, 2022, and on or before June 30 every year thereafter and until June 30, 2051, to review each production report submitted by a city or county in accordance with the provisions as specified to determine whether that city or county has met the applicable minimum production goal for that reporting period. The bill would provide that, if the department determines that a city or county has met its applicable minimum production goal for that reporting period, the department shall, no later than June 30 of that year, submit a certification of that result to the Controller.

**Position**

**[AB 1905](#) (Grayson D) Environmental quality: judicial review: transportation projects.**

**Current Text:** Amended: 3/12/2018 [html](#) [pdf](#)

**Introduced:** 1/22/2018

**Last Amend:** 3/12/2018

**Status:** 3/13/2018-Re-referred to Com. on NAT. RES.

**Location:** 2/5/2018-A. NAT. RES.

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

**Summary:** Would, in an action or proceeding seeking judicial review under the California Environmental Quality Act, prohibit a court from staying or enjoining a transportation project that would reduce total vehicle miles traveled, that is included in a sustainable communities strategy, and for which an environmental impact report has been certified, unless the court makes specified findings.

**Position**

**[AB 2418](#) (Mullin D) Transportation: emerging transportation technologies: California Smart Cities Challenge Grant Program.**

**Current Text:** Amended: 3/15/2018 [html](#) [pdf](#)

**Introduced:** 2/14/2018

**Last Amend:** 3/15/2018

**Status:** 3/19/2018-Re-referred to Com. on TRANS.

**Location:** 3/15/2018-A. TRANS.

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

**Summary:** Would establish the California Smart City Challenge Grant Program to enable municipalities to compete for grant funding for emerging transportation technologies to serve their transportation system needs, and would specify certain program goals. The bill would require the California Transportation Commission to form the California Smart City Challenge Workgroup to provide the commission with guidance on program matters, as specified. The bill would authorize the commission, in consultation with the workgroup, to develop guidelines for the program, which would not be subject to the Administrative Procedure Act, and to revise them as necessary.

**Position**

**[AB 2734](#) (Frazier D) California Transportation Commission.**

**Current Text:** Introduced: 2/15/2018 [html](#) [pdf](#)

**Introduced:** 2/15/2018

**Status:** 3/15/2018-Referred to Coms. on TRANS. and A. & A.R.

**Location:** 3/15/2018-A. TRANS.

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

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

**Position**

**[AB 2856](#) (Melendez R) California Environmental Quality Act: housing development projects.**

**Current Text:** Introduced: 2/16/2018 [html](#) [pdf](#)

**Introduced:** 2/16/2018

**Status:** 3/8/2018-Referred to Coms. on NAT. RES. and H. & C.D.

**Location:** 3/8/2018-A. NAT. RES.

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

**Summary:** CEQA requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. This bill would, except as provided, prohibit the court, in an action or proceeding brought alleging a violation of CEQA, from staying or enjoining the siting, construction, or operation of housing development projects, as defined.

**Position**

**[AB 2919](#) (Frazier D) Transportation: permits.**

**Current Text:** Amended: 3/19/2018 [html](#) [pdf](#)

**Introduced:** 2/16/2018

**Last Amend:** 3/19/2018

**Status:** 3/20/2018-Re-referred to Com. on TRANS.

**Location:** 3/19/2018-A. TRANS.

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

**Summary:** Would require the Department of Fish and Wildlife, the State Water Resources Control Board, and the California Coastal Commission, upon receipt of a completed request from the Department of Transportation for a permit for a project, to complete its review of the request no later than two years after receipt. If a resource agency does not complete the review of the request for a permit within this timeframe, the bill would provide that the permit is deemed approved for purposes of the project.

**Position**

**[AB 3106](#) (Nazarian D) Autonomous vehicles.**

**Current Text:** Introduced: 2/16/2018 [html](#) [pdf](#)

**Introduced:** 2/16/2018

**Status:** 2/17/2018-From printer. May be heard in committee March 19.

**Location:** 2/16/2018-A. PRINT

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

**Summary:** Current law establishes regulations for the operation of an autonomous vehicle on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if the manufacturer meets prescribed requirements. This bill would make technical, nonsubstantive changes to those provisions.

**Position**

**[AB 3132](#) (Chau D) Autonomous vehicles.**

**Current Text:** Introduced: 2/16/2018 [html](#) [pdf](#)

**Introduced:** 2/16/2018

**Status:** 2/17/2018-From printer. May be heard in committee March 19.

**Location:** 2/16/2018-A. PRINT

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

**Summary:** Current law authorizes an autonomous vehicle to be operated on public roads for testing purposes by a driver who possesses the proper class of license for the type of vehicle being operated if specified requirements are met, including that the autonomous vehicle is being operated on roads in the state solely by employees, contractors, or other persons designated by the manufacturer of the autonomous technology. Current law defines "autonomous technology" and "autonomous vehicle" for those purposes. This bill would make technical, nonsubstantive changes to those provisions

**Position**

**[SB 100](#) (De León D) California Renewables Portfolio Standard Program: emissions of greenhouse gases.**

**Current Text:** Amended: 9/11/2017 [html](#) [pdf](#)

**Introduced:** 1/11/2017

**Last Amend:** 9/11/2017

**Status:** 9/11/2017-September 11 hearing postponed by committee. From committee with author's amendments. Read second time and amended. Re-referred to Com. on U. & E.

**Location:** 9/8/2017-A. U. & E.

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

**Summary:** The Legislature has found and declared that its intent in implementing the California Renewables Portfolio Standard Program requires the PUC is to attain, among other targets for sale of eligible renewable resources, the target of 50% of total retail sales of electricity by December 31, 2030. This bill would revise the above-described legislative findings and declarations to state that the goal of the program is to achieve that 50% renewable resources target by December 31, 2026, and to achieve a 60% target by December 31, 2030.

**Position**

**[SB 760](#) (Wiener D) Bikeways: design guides.**

**Current Text:** Amended: 1/23/2018 [html](#) [pdf](#)

**Introduced:** 2/17/2017

**Last Amend:** 1/23/2018

**Status:** 1/30/2018-In Assembly. Read first time. Held at Desk.

**Location:** 1/29/2018-A. DESK

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

**Summary:** Would authorize a city, county, regional, or other local agency, when using the alternative minimum safety design criteria, to consider additional design guides, including the Urban Street Design Guide of the National Association of City Transportation Officials. The bill would authorize a state entity that is responsible for the planning and construction of roadways to consider additional design guides, including the Urban Street Design Guide of the National Association of City Transportation Officials.

**Position**

**[SB 827](#) (Wiener D) Planning and zoning: transit-rich housing bonus.**

**Current Text:** Amended: 3/1/2018 [html](#) [pdf](#)

**Introduced:** 1/3/2018

**Last Amend:** 3/1/2018

**Status:** 3/1/2018-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.

**Location:** 1/16/2018-S. T. & H.

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

**Summary:** Would require a local government to, if requested, grant a development proponent of a transit-rich housing project a transit-rich housing bonus if that development meets specified planning standards, including complying with demolition permit requirements, local inclusionary housing ordinance requirements, preparing a relocation benefits and assistance plan, any locally adopted objective zoning standards, and any locally adopted minimum unit mix requirements. The bill would define a transit-rich housing project as a residential development project the parcels of which are all within a 1/2 mile radius of a major transit stop or a 1/4 mile radius of a stop on a high-quality transit corridor.

**Position**

**[SB 828](#) (Wiener D) Land use: housing element.**

**Current Text:** Amended: 3/14/2018 [html](#) [pdf](#)

**Introduced:** 1/3/2018

**Last Amend:** 3/14/2018

**Status:** 3/21/2018-Re-referred to Com. on T. & H.

**Location:** 3/21/2018-S. T. & H.

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

**Summary:** The Planning and Zoning Law requires a city or county to adopt a comprehensive, long-term general plan for the physical development of the city or county and of any land outside its boundaries that bears relation to its planning. That law also requires the general plan to include a housing element and requires a planning agency to submit a draft of the housing element to the Department of Housing and Community Development for review, as specified. Current law requires the program to accommodate 100% of the need for housing for very low and low-income households, allocated, as specified. This bill would increase the percentage of the need for housing for very low and low-income households that the program is required to accommodate to 200%.

**Position**

**[SB 829](#) (Wiener D) Employee Housing Act: agricultural employee housing.**

**Current Text:** Amended: 3/14/2018 [html](#) [pdf](#)

**Introduced:** 1/3/2018

**Last Amend:** 3/14/2018

**Status:** 3/21/2018-Re-referred to Coms. on T. & H. and JUD.

**Location:** 3/21/2018-S. T. & H.

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

**Summary:** Would require a credible housing organization to obtain a permit from an enforcement agency in order to operate or maintain agricultural employee housing by submitting an application to the applicable enforcement agency. The bill would require the enforcement agency to review any application so submitted, and to grant the application if it meets specified requirements, including that the organization has been certified by the Department of Housing and Community Development as a credible housing organization pursuant to a specified process, and that the housing complies with applicable building standards and related requirements.

**Position**

**[SB 903](#) (Cannella R) Transportation Development Act: County of Stanislaus.**

**Current Text:** Introduced: 1/16/2018 [html](#) [pdf](#)

**Introduced:** 1/16/2018

**Status:** 1/24/2018-Referred to Com. on T. & H.

**Location:** 1/24/2018-S. T. & H.

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

**Summary:** Would authorize the Stanislaus Council of Governments, a transportation planning agency, to consider population density when determining if specified operators have met the requirements for claims for transit funds, and to reduce the applicable ratio of fare revenues to operating cost for specified operators by up to 5 percentage points from the ratio that was effective during the 2016-17 fiscal year if the population density of the County of Stanislaus is less than, or equal to, 1000 persons per square mile.

**Position**

**[SB 1000](#) (Lara D) Transportation electrification: electric vehicle charging infrastructure.**

**Current Text:** Amended: 3/12/2018 [html](#) [pdf](#)

**Introduced:** 2/5/2018

**Last Amend:** 3/12/2018

**Status:** 3/21/2018-Re-referred to Coms. on E., U. & C. and T. & H.

**Location:** 3/21/2018-S. E. U., & C.

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

**Summary:** Would require the Energy Commission, in consultation with the State Air Resources Board (state board), to develop minimum labeling standards for publicly accessible electric vehicle charging stations, to develop a cost-per-vehicle-mile-driven price metric for charging stations, to be known as the e-gallon rating, to develop, and biennially reassess, minimum charging speed standards for direct current fast charging stations and for electric vehicle batteries, to assess whether charging station infrastructure is disproportionately deployed, as specified, and, upon finding disproportionate deployment, to use state moneys to more proportionately deploy new charging station infrastructure.

**Position**

**SB 1037 (Cannella R) State government finance: Road Maintenance and Rehabilitation Program.**

**Current Text:** Introduced: 2/8/2018 [html](#) [pdf](#)

**Introduced:** 2/8/2018

**Status:** 2/22/2018-Referred to Com. on RLS.

**Location:** 2/8/2018-S. RLS.

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

**Summary:** Prior to receiving an apportionment of funds under the Road Maintenance and Rehabilitation Program from the Controller in a fiscal year, current law requires a city or county to submit to the California Transportation Commission a list of projects proposed to be funded with these funds. Current law requires the commission to report to the Controller the cities and counties that have submitted a list of projects and requires the Controller, upon receipt of an initial or subsequent report, to apportion funds to cities and counties included in the report, as specified. This bill would make nonsubstantive changes to the provisions requiring the commission to submit the specified reports to the Controller.

**Position**

**SB 1328 (Beall D) Mileage-based road usage fee.**

**Current Text:** Introduced: 2/16/2018 [html](#) [pdf](#)

**Introduced:** 2/16/2018

**Status:** 3/21/2018-Set for hearing April 3.

**Location:** 3/1/2018-S. T. & H.

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

**Summary:** Current law requires the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of the Transportation Agency. Under current law, the purpose of the technical advisory committee is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system. Current law requires the technical advisory committee to study RUC alternatives to the gas tax and to make recommendations to the Secretary of the Transportation Agency on the design of a pilot program, as specified. Current law repeals these provisions on January 1, 2019. This bill would extend the operation of these provisions until January 1, 2023.

**Position**

**Total Measures: 21**  
**Total Tracking Forms: 21**

Jeaneen Cervantes

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**Sent:** Friday, March 2, 2018 11:10 AM

**To:** Trai Her-Cole

**Subject:** Washington Friday Report - March 2, 2018

Washington Friday Report

Volume XX, Issue 9

**SIMON AND COMPANY**  
*Intergovernmental Relations and Federal Affairs*

# Washington Friday Report

March 2, 2018

## *Inside this Issue...*

- Gun Control
- Opioid Crisis
- Transportation and Infrastructure
- DACA Update
- Appropriations Overhaul
- Net Neutrality
- Opportunity Zones
- Hearings on the Hill

*Greetings from the new windy City. No, we're not talking about Presidential rallies or congressional speeches - we mean real wind! Historic unrelenting gusts of 60-70 miles an hour have closed the federal government, local governments and schools, and limited transportation options. It is a fitting end to a tempestuous week that saw a good deal of intense debate on what to do about guns, mental health and school safety in the aftermath of the tragedy at Marjory Stoneman Douglas in Parkland, FL. Here's an update and review on those issues and more. Have a good weekend.*





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## TOP STORIES



### Gun Control

The momentum of last week continues – even though Congress has yet to move any gun control related legislation. However, businesses have taken a larger role and the conversation among the many stakeholders continues, culminating in a very interesting [meeting](#) that took place live at the White House on full display for the American public. The President went against some trademark Republican gun stances and even accused some of the Senators of being, “*afraid of the NRA.*” He called on them to come up with legislation that addresses mental health reform and gun control, however, as we saw during the immigration debate, his position on any forthcoming legislative vehicle is unclear. The President also met with Governors as part of their annual Washington conference. Guns were the major issue during that meeting which you can read more about [here](#).

In another related development this week, Dick’s Sporting Goods – a huge gun retailer – announced they will no longer: (1) sell assault style rifles, and (2) sell firearms to anyone under 21 years old. The company also listed a series of reforms they hope Congress will consider. You can read their full letter [here](#). We also thought you might be interested in this *New York Times* [article](#) that details the corporate pushback



against the NRA following the incident in Parkland, FL.

## Opioid Crisis

There have been many developments on the fight to combat the opioid crisis this week, both in Congress and the White House. In the Senate, a group of bipartisan lawmakers, led by Senator **Rob Portman** (R-OH), [introduced](#) the [Comprehensive Addiction and Recovery Act \(CARA\) 2.0 legislation](#). Other original cosponsors include: Senators **Sheldon Whitehouse** (D-RI); **Shelley Moore-Capito** (R-WV); **Amy Klobuchar** (D-MN); **Dan Sullivan** (R-AK); **Maggie Hassan** (D-NH); **Bill Cassidy** (R-LA); and **Maria Cantwell** (D-WA).

The CARA 2.0 legislation includes but is not limited to the following authorizing provisions:

- Authorizes \$300 million to expand medication-assisted treatment, an increase of \$25 million in the original CARA law;
- Proposes establishing Regional Technical Assistance Centers to provide technical assistance for: (1) Peer Supports, (2) Community Recovery, (3) Community Recovery Groups, and (4) Naloxone Training;
- Authorizes \$200 million to build national network of Regional Technical Assistance Centers, up from \$4 million in the original CARA law;
- Authorizes \$100 million to go toward expanding treatment for pregnant and postpartum women dealing with opioid misuse.

There are also various provisions that target drug manufacturers, physicians, and pharmacists in the legislation. You can read a full summary [here](#) or the Section-by-Section analysis [here](#).

In the House, the Ways and Means Committee indicated this week that they will soon consider the [Synthetics Trafficking and Overdose Prevention \(STOP\) Act of 2017](#). This legislation would make it more difficult for drug traffickers to send illegal fentanyl to the United States from other countries. The House Energy and Commerce Health Subcommittee considered several bills during a [hearing](#) this week that address many facets of the crisis and drug market. *We will keep you*

*informed as these various bills move through Congress.*

The Administration took several actions this week related to addressing the opioid crisis. The Justice Department [announced](#) their new Opioid Coordinator – **Mary Daly**. She is a former federal prosecutor who focused on transnational drug trafficking organizations. The Department also [announced](#) a new Prescription Interdiction and Litigation Task Force – you can read Attorney General **Jeff Session's** remarks on the task force [here](#). Finally, the Department filed a Statement of Interest in a multi-district action regarding hundreds of lawsuits against opioid manufacturers and distributors which ultimately seeks reimbursement for the costs of the opioid crisis. You can read more [here](#). *Please let us know if you are interested in meeting with the new Opioid Coordinator when visiting D.C.*



## Transportation and Infrastructure

It's been almost two weeks since the Administration released their [Transportation and Infrastructure Proposal](#) and it's status is not looking too favorable at the moment. Many lawmakers, including Republicans, have been vocal about their opposition to certain aspects of the plan. This week, the Senate Environment and Public Works Committee held a [hearing](#), where U.S. Department of Transportation Secretary **Elaine Chao** testified. Democrats on the Committee expressed their opposition to the environmental streamlining portion of the proposal. Senate Majority Whip **John Cornyn** also said this week it would be unlikely they would consider legislation this year. Despite the likely delay to any forthcoming transportation and infrastructure package, we do know that many lawmakers on both sides of the aisle and transportation leaders in Congress

have said funding existing programs first is a priority.

On a related note, House Transportation Chairman **Bill Shuster** announced he is ending his push to sever air traffic control operations from the Federal Aviation Administration (FAA). He cited a lack of support from his colleagues for the decision. However, he does still intend to pass an FAA reauthorization bill before the end of his term and when he retires from the House. You can read his full statement on the decision [here](#).

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## OTHER NEWS AND GRANTS

### DACA Update

In a win for DREAMers, the Supreme Court has denied the Administration's request for an expedited review of the DACA case in California. As you may know, a federal judge ruled earlier this year that the Administration could not cease the DACA program, reopening it for renewals for current participants. Now, the case will be sent back to the appeals court and the program will remain open until further litigation. House and Senate members are continuing to mull legislative solutions.



## Appropriations Overhaul

Congress has named the first members of the select committee tasked with overhauling the budget and appropriations process before November 30<sup>th</sup> – which was established by the Bipartisan Budget Act that became law last spring. A hefty goal, it is unclear whether the bipartisan group will be able to make significant changes to the annual budget and appropriations processes. This is particularly challenging given the current political climate and that it is an election year. Members include Rep. **Derek Kilmer** and Rep. **John Yarmuth**, with whom we are privileged to work with on behalf of Tacoma and Louisville, respectively.

## Net Neutrality

Following the Federal Communications Commission's (FCC) repeal of Net Neutrality last December, lawmakers are rallying to roll back the FCC [order](#) through the Congressional Review Act. This legislative tactic was used by Republicans in the past to roll back Obama-era regulations. The effort is being led by Senator **Ed Markey** and Rep. **Mike Doyle**. There is also the multi-state lawsuit that was filed promptly after the repeal that has not yet seen any action.



Recently, we sent many of you grant notices on the [FRA FY 2018 Restoration and Enhancement \(R&E\) Grant Program](#), [FRA FY 2018 Law Enforcement Strategies for Reducing \[Railway\] Trespassing Pilot Grant Program](#), and the [HHS FY 2018 Family Planning Services Grants](#).

*Please contact Jen Covino with any questions about grants.*

## Opportunity Zones

We wanted to share some Opportunity Zones [resource data](#) that was recently released by the Treasury Department as part of the implementation of the new tax law. The [data](#) includes information concerning census tracts that are eligible for nomination as Qualified Opportunity Zones. In addition, the Internal Revenue Service is still working on guidance related to the certification of Qualified Opportunity Funds and eligible investments in zones. They are also seeking comments on this guidance. *If you would like to comment, please let us know and we will provide more information.*



## Hearings on the Hill

This week, the Senate HELP Committee held a [hearing](#) on the role of technology and data in preventing and treating addiction. The House Energy and Commerce Committee held a [hearing](#) on balancing opioid enforcement and patient safety. Shifting to transportation, the Senate Commerce Committee held a [hearing](#) on the implementation of Positive Train Control. As we reported last week, this is something being discussed in the House as well.

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 - March 9, 2018

*Washington Friday Report*

Volume XX, Issue 10

**SIMON AND COMPANY**  
*Intergovernmental Relations and Federal Affairs*

# Washington Friday Report

March 9, 2018

## *Inside this Issue...*

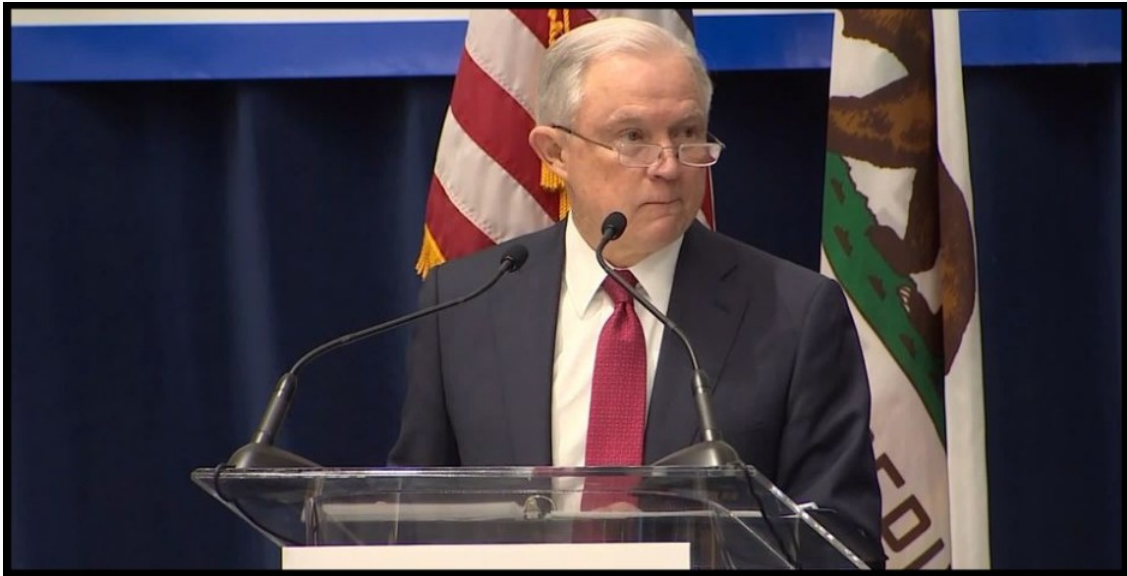
- The Administration Sues California
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- Online Sales Tax
- National Endowment for the Humanities
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- New Tariffs Cause a Stir
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- Hearings on the Hill

We know it's tough this week for news of importance to local governments to compete with the North Korean Supreme Leader and a certain "actress" for everybody's attention, but we're going to give it a heck of a try. Here's a look at some other very important developments this week for your review. Have a great weekend!



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## TOP STORIES



### The Administration Sues California

The Administration made a provocative move this week by filing a lawsuit against the entire State of California. While the White House and Department of Justice have previously publicly condemned the state and many of its jurisdictions since they began implementing its immigration enforcement efforts, the extreme action of suing an entire state opens a new phase in its efforts. The suit is focused on state laws that they argue go against federal immigration enforcement activities – similar to the DOJ’s argument against the “sanctuary” jurisdictions they have targeted.

The suit focuses on three state laws: (1) a law that prohibits private employers from voluntarily cooperating with federal immigration officials; (2) a law that prevents state and local law enforcement officials from giving federal immigration officials information about the release date of removable immigrants in their custody; and (3) a law that establishes a state run review of the federal detention of aliens held in facilities pursuant to federal contracts. You can read more about the suit [here](#). You can watch Attorney General **Jeff Session’s** give remarks on the decision [here](#), in which he also severely condemns Oakland

Mayor **Libby SchAAF's** recent warning to her community of upcoming ICE raids.

## Transportation and Infrastructure

The House Transportation and Infrastructure Committee held a [hearing](#) this week to discuss the President's [infrastructure proposal](#) and other related items. As we reported last week, there isn't too much momentum to pass legislation this year, especially given that we are in the midst of appropriations season and other priorities are at the forefront. However, U.S. Department of Transportation Secretary **Elaine Chao** testified in front of the Committee to promote the Administration's plan and assert that the \$250 billion in direct federal spending would stimulate \$1.5 trillion in overall infrastructure investment. You can read her full testimony [here](#).

At the hearing, key lawmakers discussed raising the gas tax. In fact, Committee Chairman **Bill Shuster** and Ranking Member **Peter DeFazio** have both endorsed raising it. As we have also reported, the President has mentioned his support for raising the gas tax in the past. Later in the week, however, Speaker **Paul Ryan** expressed his opposition indicating that he did not want to decrease taxes through tax reform, and then turn around and increase them by raising the gas tax. Thus, the funding question for a large infrastructure proposal is still up in the air. Ranking Member DeFazio has called on the Administration to include a funding plan as a companion to their infrastructure proposal since it is clear Congress does not have a consensus on any one mechanism.

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## OTHER NEWS AND GRANTS

### DACA Update

Despite having wide public support, Congress failed to enact a legislative fix for

the Deferred Action for Childhood Arrivals (DACA) program before its expiration on March 5<sup>th</sup>. Fortunately, per recent federal lower court decisions, the Administration must keep accepting renewals. However, the stay on the Administration's deadline does not allow for new applicants to sign up for the program. It is estimated an additional 500,000–700,000 young people are eligible to do so if permitted. The Department of Homeland Security issued a [statement](#) this week asserting they are still accepting renewal applications and *“absent additional negative factors, DACA recipients are not a priority or target group for arrest or removal.”*



### FAA Drone Program

The Federal Aviation Administration is expanding its drone airspace authorization program – allowing for more tests of automated systems with the hopes of ultimately providing near real-time processing of airspace authorization requests for unmanned aircraft operators nationwide. The FAA will utilize their [Low Altitude Authorization and Notification Capability](#) prototype, which has been used to secure approval for drone operators, to expand tests to nearly 300 air traffic facilities starting next month. Final deployment will take place in September. You can read more about the expansion and its phases [here](#).

### Online Sales Tax

We wanted to let you know there have been ongoing conversations among Republican leaders in both chambers regarding online sales taxes. Senator **Lamar Alexander** is urging leaders to include an online sales tax enforcement measure in the FY18 omnibus spending bill which must be passed by March 23. Senator Alexander asserts that the President supports his efforts. However, Senate Finance Chairman **Orrin Hatch** and House Judiciary Chairman **Bob Goodlatte** have resisted the effort reflecting the ongoing lack of consensus in Congress. The Supreme Court is set to rule on the matter sometime before their session ends in June. You can read our previous review of the pending Supreme Court case [here](#).



### National Endowment for the Humanities

President Trump has nominated a new Chairman, **Jon Parrish Peede**, of the National Endowment for the Humanities (NEH). He currently serves as Deputy Chairman of NEH and held several different roles within the National Endowment for the Arts in the past – the sister agency to NEH. You can read more [here](#).



Recently, we sent many of you grant notices on the [USDA Farmers Market Promotion Program \(FMPP\) & Local Food Promotion Program \(LFPP\)](#), [VA FY 2019 Adaptive Sports Grant Program](#), [NEH Preservation Assistance Grants for Smaller Institutions](#) and the [DHS FY 2017 SAFER Grant Program](#).

*Please contact Jen Covino with any questions about grants.*



### Honoring Firefighters

It was a real pleasure to accompany **Mayor Jim Brainard** of Carmel to the **International Association of Fire Fighters** Legislative (IAFF) Conference in Washington on Monday of this week. The Mayor, seen in the picture above at the podium conversing with IAFF General President **Harold Schaitberger**, discussed the heroic role fire departments serve in our communities. He also touched on his own experiences with the Carmel Fire Department in his 23 years as Mayor and some of the emerging areas where fire departments can help lead, such as in the field of sustainability. The Mayor was preceded at the podium by Governors **Ralph Northam** of Virginia and **Charlie Baker** of Massachusetts and followed by Senators **Amy Klobuchar** of Minnesota and **Roy Blunt** of Missouri.

### New Tariffs Cause a Stir

In a move largely condemned by lawmakers on both sides of the aisle, especially “free trade” supporting Republicans and many advisors in the White House, the President decided to impose tariffs on imported steel and aluminum this week.



The decision prompted the President's top economic advisor **Gary Cohen** to resign. As retaliatory tariffs are placed on U.S. exports, we will likely feel the effects both here and around the globe. Some members of congress are gearing up to try to reverse the President's decision by legislative action, an uphill climb. This *Washington Post* [analysis](#) on the backstory of how this new policy came to be provides some good insights.

## EPA Accomplishments

The Environmental Protection Agency published a list of its accomplishments under Administrator **Scott Pruitt** this week. They relate to Brownfields cleanup, acting on State Implementation Plans, disbursing water infrastructure loans, regulatory initiatives and more. You can read the list and the Administrator's comments [here](#).



## More Trouble at HUD

Following table-gate last week – the controversy over excessive spending for new furniture in the Secretary's suite – it is being reported that Housing and Urban Development Secretary **Ben Carson** has considered quitting his post. In an interview recently, he said, *“There are more complexities here than in brain surgery.”* This *New York Times* [article](#) covers his tenure at HUD after more than a year and writes, *“Mr. Carson has been whipsawed by a job he has found puzzling, with his goals undermined by his indecisiveness, his staffing mistakes and a president indifferent to his department's mission.”*



## Hearings on the Hill

In addition to the transportation hearing we covered above, the House Committee on Transportation and Infrastructure held a [hearing](#) specifically on transit programs and long-term funding for highways. The House Energy and Commerce Committee held a [hearing](#) focused on future transportation fuels and vehicles.

The House Education and Workforce Committee held a [hearing](#) on “Strengthening Welfare to Work with Child Care.” Finally, the Joint Economic Committee held a [hearing](#) on the Administration’s recently released [Economic Report](#) that we [covered](#) late last month.

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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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*Washington Friday Report*

Volume XX, Issue 11

**SIMON AND COMPANY**  
*Intergovernmental Relations and Federal Affairs*

# Washington Friday Report

March 16, 2018

## *Inside this Issue...*

- School Safety and Gun Violence
- DACA
- Transportation and Infrastructure
- Autonomous Vehicles
- Online Sales Tax
- Mayors Defend Net Neutrality
- Money and Politics
- Climate Mayors
- Technical Assistance for Law Enforcement

Congress is rushing this weekend to make the March 23<sup>rd</sup> deadline for the expiration of the latest continuing resolution amid just a few distractions – the firing of the Secretary of State, looming other personnel changes in Season Two of the Administration, and the ramifications of a special election upset and what it all means for the midterm elections. And the Congress, the White House and several agencies are still trying to deal with important issues left on the table over the last several weeks like DACA, guns and school safety, and infrastructure. Here's all that and more for your weekend review.



- Hearings on the Hill

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## TOP STORIES



### School Safety and Gun Violence

Addressing school safety continues to be a top priority this week as students walked out of schools across the nation and rallied at the Capitol on Wednesday. Several measures are being considered in Congress – including the [STOP School Violence Act](#) and the [Fix NICS Act](#) – and the Administration has also announced various proposals.

The STOP School Violence Act, which passed the House this week by a vote of 401–10, would authorize \$50 million in grant funding for schools to implement training, reporting systems, and safety protocols. There is nothing related to gun control in the bill and it is also important to note that the funding is not yet appropriated, but some could be included in the omnibus to be considered next week or 2019 appropriations. The Fix the National Instant Criminal Background Check System (NICS) Act, which passed the House last month, would bolster the

national background check system. The bill has garnered 71 co-sponsors in the Senate, giving it enough support for passage.

The President has proclaimed his support for both bills and released his own set of [proposals](#) to address school safety. They include but are not limited to: providing firearms training for school personnel; strengthening background checks; mental health reform; and establishing a Federal Commission on School Safety, which will be chaired by Education Secretary **Betsy DeVos**, to focus on a wide range of elements related to school safety. There are a few items of concern within the proposals that would likely face difficulty moving forward in Congress. The Department of Homeland Security also [listed](#) a series of efforts it will undertake.

Finally, the Bureau of Alcohol, Tobacco, Firearms and Explosives (ATF) Director **Thomas Brandon** testified this week that the Administration's [action](#) to ban bump stocks will likely be challenged in court and urged lawmakers to institute the ban by law. In response, Senator **Dianne Feinstein** renewed her call to her Republican colleagues to support her bill to do just that – the [Automatic Gunfire Prevention Act](#). *We will keep you posted as the debate around school safety continues.*

## DACA

We are hearing that Congress may try to include a DACA “fix” as part of the 2018 omnibus bill to be considered next week. A strategy that has been attempted for months by Democrats when Congress considered previous continuing resolutions, this time Republicans may adopt this strategy. The “fix” would renew the program for an undisclosed amount of time and probably be paired with border security funding. Key negotiations are taking place in the next few days. *We will know more next week.*

There are also reports that another federal judge in D.C. may rule to restart the DACA program and allow for new applications – which is not allowed by the

current stay. The judge spoke at a hearing on two lawsuits brought by the NAACP, Microsoft, Princeton University and a student. As you know, there are various pending suits across the country against the Department of Justice on their action to terminate DACA. We should expect further action soon, that may or may not make changes to the status quo afforded by the ruling that came out of Alameda County earlier this year.



## Transportation and Infrastructure

Prospects of implementing the Administration's transportation and infrastructure proposal are looking even more grim this week after five cabinet secretaries [testified](#) in front of the Senate Commerce Committee – a rare occurrence. Transportation Secretary **Elaine Chao**, Commerce Secretary **Wilbur Ross**, Labor Secretary **Alexander Acosta**, Agriculture Secretary **Sonny Perdue**, and Energy Secretary **Rick Perry** all participated in the hearing where they went back and forth with Committee members on how Congress will fund the proposal.

On the topic of funding, Secretary Chao spoke about asset recycling and tolling. Secretary Perry cited the private sector as a partner that could help bridge the funding gap. He argued private companies would spend more on assets if the regulatory environment were more favorable. However, they were met by Republicans and Democrats alike who said in various ways that the funding simply isn't there. Senator **John Thune** echoed the call for the President to personally push for new revenue.



Aside from the funding piece, there have been many indications that lawmakers simply dislike large parts of the proposal. The incentives and innovative projects programs are two such components – the incentives program is the one that highly prioritizes a high local match for federal funding. In addition, there is a general consensus that members of Congress still prefer to adequately fund existing transportation programs before considering new ones. Given these obstacles, many are certain infrastructure will be addressed in a piece-meal fashion through various bills and probably not anytime soon.

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## OTHER NEWS AND GRANTS

### Autonomous Vehicles

The Department of Transportation has published several [notices](#) seeking input as they continue to develop their next set of autonomous vehicle guidance – Federal Automated Vehicle Policy (FAVP) 3.0, also known as A Vision for Safety 3.0. They are seeking input on the integration into the highway transportation system; the automated transit buses research program; and regulatory barriers for general implementation. You can read more [here](#).

### Online Sales Tax

Senators from both parties have expressed their opposition to including any language related to online sales taxes in next week’s omnibus. Likely echoing many of his party’s concerns, Senator **Steve Daines** (R-MT) said, *“President Trump just signed a bill that lowered taxes. I think it would be egregious if Congress moved forward here and attached a tax increase to this omnibus spending bill.” We’ll update you on any developments in this area.*



## Mayors Defend Net Neutrality

We wanted to let you know about a new campaign encouraging mayors to support net neutrality, including refusing business from vendors opposed to net neutrality rules. Mayors **Bill de Blasio** of New York, **Ted Wheeler** of Portland and **Steve Adler** of Austin initiated the campaign and are calling on all other U.S. mayors to join them in a Cities Open Internet Pledge. You can read more and sign up [here](#).



Recently, we sent many of you grant notices on the following:

- [Fiscal Year \(FY\) 2018 Innovative Prosecution Solutions Program for Combatting Violent Crime and Illegal Opioids;](#)
- [Fiscal Year \(FY\) 2018 Innovations in Community-Based Crime Reduction \(CBCR\) Program;](#)
- [Fiscal Year \(FY\) 2018 Innovations in Supervision Initiative \(ISI\): \*Building Capacity to Create Safer Communities\*;](#)
- [Fiscal Year \(FY\) 2018 Land and Water Conservation Fund \(LWCF\) State and Local Assistance Program;](#)
- [Fiscal Year \(FY\) 2018 National Sexual Assault Kit Initiative \(SAKI\) Grant Program;](#)
- [Fiscal Year \(FY\) 2018 Community Connect Broadband Grant Program.](#)

*Please contact Jen Covino with any questions about grants.*

## Money and Politics

More than 100 House Democrats, led by Rep. **John Sarbanes**, signed a letter urging congressional leadership to block campaign finance riders from inclusion in the omnibus deal to be considered next week. They wrote in opposition to a proposed effort to eliminate spending limits on coordination between political parties and their candidates, as well as a roll-back of the prohibition of 501(c)(3) non-profits from endorsing political candidates – know as “the Johnson Amendment” – among other provisions. You can read the full letter [here](#).



### Climate Mayors

We participated in a [teleconference](#) with the Climate Mayors this week and wanted to provide some helpful resources. Moody’s Investors Service has issued a [report](#) on the state and local economic impacts of climate change, particularly those relating to credits risks. You can read their full presentation [here](#). They also shared the Climate Mayors’ Clean Power Plan letter has signatures from 400 mayors and will be released March 27<sup>th</sup>. Finally, they expect the Administration to announce their proposal modifying Corporate Average Fuel Economy (CAFE) standards on March 30<sup>th</sup>. *We will keep you posted on the forthcoming proposal.*

### Technical Assistance for Law Enforcement

The Attorney General has announced the launch of the [Collaborative Reform Initiative for Technical Assistance](#) (CRI-TA) program, which provides critical and tailored technical assistance resources to state, local, territorial, and tribal law enforcement agencies on a wide variety of topics. The technical assistance includes training, peer-to-peer consultation, analysis, coaching, and strategic planning. You can read more about the new program [here](#).



### Hearings on the Hill

There were several hearings on the Hill this week related to infrastructure, in addition to the hearing that included testimony from five cabinet secretaries referenced above. The Senate Commerce Committee held a [hearing](#) on State and local transportation needs, as well as a [hearing](#) on broadband. The House Transportation and Infrastructure Committee held a [hearing](#) on water infrastructure.

The House Education and Workforce Committee held a [hearing](#) on “Strengthening Access and Accountability to Work in Welfare Programs.” The House Small Business Committee held a [hearing](#) on increasing capital for minority owned business.



We were sad to learn this morning while we were preparing this *Washington Friday Report* of the passing of Rep. **Louise Slaughter**, 88 years young. In a remarkable and trailblazing career – she was the first woman to chair the powerful House Rules Committee – Congresswoman Slaughter managed to embody the very best of her native Kentucky and her adopted New York State, where she spent almost 30 years representing the Rochester area in Congress. In addition to being a fierce advocate for her district and cities around the country, Rep. Slaughter authored the Violence Against Women's Act, brought the Affordable Care Act to the floor for a vote, and was a strong supporter of the arts and the long-time co-chair of the Congressional Arts Caucus. In that role, she helped keep institutions like the National Endowment for the Arts alive and well over the years. We'll miss her leadership, energy, tenacity and good humor!

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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:** Special Report on FY2018 Omnibus Bill - March 22, 2018

## SIMON AND COMPANY

*Intergovernmental Relations and Federal Affairs*

# Special Report on the FY2018 Omnibus

March 22, 2018

Congress released their [FY2018 Omnibus Appropriations Act \(H.R. 1625\)](#) late last night. Pursuant to the budget agreement passed in February, there are significant funding boosts to many domestic programs important to localities. Those funding increases include key transportation, community development and housing programs, school safety, police hiring and the opioid crisis and many others. In total, the bill provides \$629 billion in defense funding and \$579 billion in non-defense funding.

While the document is over 2,000 pages, and we will continue to examine the details, we wanted to provide an initial overview of key funding increases below for you. The House will vote on the measure as early as today and the Senate will consider the legislation tomorrow. The deadline for the expiration of the current Continuing Resolution is midnight on Friday. We will follow up on this analysis

and any new developments in our *Washington Friday Report* tomorrow.

## Transportation

- \$1.5 billion for **National Infrastructure Investments (TIGER)** grants program, which is \$1 billion more than the FY2017 enacted level – a tripling of the TIGER program;
- \$2.525 billion in new funding for **highway grants**;
- \$800 million in new funding for **transit** formula grants;
- \$2.64 billion for **Capital Investment Grants**, which is \$232 million more than the FY2017 enacted level;
- \$593 million for Consolidated **Rail Infrastructure and Safety** Improvements, which is \$525 million more than the FY2017 enacted level and includes \$250 million for positive train control implementation.

*You can read a summary [here](#) or this [one pager](#) on overall infrastructure investments.*

## Housing and Urban Development

- \$3.365 billion for **Community Development Block Grants (CDBG)**, which is \$305 million more than the FY2017 enacted level;
- Increases the **Low-Income Housing Tax Credit** by 12.5% over the next four years;
- \$150 million for **Choice Neighborhoods**, which is \$12.5 million than the FY2017 enacted level;
- \$1.36 billion for **HOME Investment Partnerships**, which is \$412 million more than the FY2017 enacted level;
- \$33.5 for billion **Section 8** rental assistance (tenant and project based), which is roughly \$1 billion more than FY2017 enacted levels;
- \$2.513 billion for **Homeless Assistance Grants**, which is \$130 million more than the FY2017 enacted level.

*You can read a summary [here](#). You can read more about the Low-Income Housing Tax Credit provision [here](#).*

## Commerce Justice Science

- \$275 million overall for the **COPS office**, \$54 million more than the FY2017 level;
- \$149.5 million is for the core **COPS Hiring Program**, an increase of \$12.5 million above FY 2017;
- \$416 million for the **Byrne–JAG program**, which is, excluding carve outs, \$5 million more than the FY2017 enacted level;
- \$75 million for **Comprehensive School Safety Initiative** grants, \$25 million above the FY 2017 enacted level;
- \$32 million is provided for **anti–heroin task forces**;
- \$447 million for grant programs to address the **opioid crisis**, an increase of \$300 million above the FY 2017 level for activities such as: heroin enforcement task forces, drug courts, prescription drug monitoring, treatment, and, overdose reversal medication.
- \$2.8 billion for the **Census Bureau**, which is \$1.3 billion higher than the FY2017 enacted level, to fund urgent preparations for the 2020 Decennial Census.

*You can read an additional summary [here](#).*

## Labor, Health, and Education

- \$3.7 billion for programs to respond to the **opioid crisis**, including prevention, treatment, surveillance, research to develop non–opioid pain medication, behavioral health workforce training, and support for children and families, which is \$2.7 billion more than the FY2017 enacted level;
- \$5.2 billion for the **Substance Abuse and Mental Health Services Agency (SAMHSA)**, which is \$1.4 billion more than the FY2017 enacted level;
- \$1.6 billion in discretionary funding for **Community Health Centers**, which is \$135 million more than the FY 2017 enacted level. Combined with \$3.8 billion in mandatory funding, total funding for Community

Health Centers is \$5.4 billion, which is \$335 million more than the FY 2017 enacted level;

- \$5.2 billion for the **Child Care and Development Block Grant**, which is \$2.37 billion more than the FY2017 enacted level;
- \$3.6 billion for the **Low-Income Home Energy Assistance Program (LIHEAP)**, which is \$250 million more than the FY2017 enacted level.

*You can read an additional summary [here](#).*

### **Other Key Provisions**

In addition to the numerous funding boosts highlighted above and in the [Republican](#) and [Democratic](#) appropriations committee summaries, this legislation also addresses **school safety**. Aside from various grant programs administered by several federal agencies highlighted in this [one pager](#), the bill included the [Fix NICS Act](#) (Sec. 8106), which encourages states to report more frequently to the current criminal database. The original bill recently passed the House and garnered bipartisan support in the Senate.

The **opioid epidemic** is addressed through funding boosts to programs in multiple federal agencies as well – some of which are highlighted above. Aside from the law enforcement related grants, there is funding for treatment and prevention programs. The bill provides \$476 million to the Centers for Disease Control (\$350 million above FY17) and \$500 million for research on opioid addiction support by the National Institutes of Health. You can read a one pager on the opioid related provisions [here](#).

Finally, This Omnibus also includes several authorizations in addition to the appropriations divisions within the bill. You can read them [here](#).

For more, click on [Full FY2018 Omnibus bill](#); [Agriculture, Rural Development, FDA](#); [Defense](#); [Energy and Water](#); [Financial Services](#); [Homeland Security](#); [Interior and Environment](#); [Labor, HHS, Education](#); [Military Construction and Veterans Affairs](#); [Transportation, Housing and Urban Development](#); [State and Foreign](#)

[Operations](#); and [Legislative Branch](#).

*Please let us know if you have any questions. We look forward to talking with you soon.*



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If you have any questions about this special report, please feel free to contact [Len Simon](#), [Jen Covino](#), or [Silvana Caldera](#).

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