

Memorandum

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To: CHAIR AND COMMISSIONERS
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Subject: **STATE AND FEDERAL LEGISLATIVE MATTERS**

ISSUE:

Should the California Transportation Commission (Commission) accept the staff report and provide comments on the legislation identified and monitored by staff as presented in Attachment A?

RECOMMENDATION:

Staff recommends that the Commission accept the staff report and provide comments on the legislation identified and monitored by staff as presented in Attachment A.

BACKGROUND:

A list of bills monitored by staff is presented in Attachment A and is divided into three sections: 1) high priority bills to monitor, 2) secondary bills to track as they tangentially relate to the Commission's work, and 3) housing or land use related bills which may have potential impacts on transportation. Please note that bills that either failed passage or missed the house of origin deadline and are now considered "two-year bills" have been removed from the list.

State Budget Update

As required by the State Constitution, on June 15th the Legislature passed and sent to the Governor the 2017-18 Budget Act, Assembly Bill (AB) 97 (Ting). Included in the state spending plan was roughly \$2.8 billion in additional transportation funding from the revenues increased and loans repaid pursuant to Senate Bill (SB) 1 (Beall, 2017). This amount reflects less than one full year of revenues as the tax increases don't go into effect until mid-year, and are expected to be significantly higher in the following years.

The Department of Finance estimates that the 2017-18 funding will be split in the following manner:

Program	2017-18 Funding (millions)
State Highway Maintenance & Repair/Bridges and Culverts	\$846
Various Transit Operations and Capital Programs*	\$645
Local Streets and Roads Apportionment	\$446
Congested Corridors Program	\$250
Trade Corridors Enhancement Program	\$200
Local Partnership Program	\$200
Active Transportation Program Augmentation	\$100
Various Other Programs*	\$137
Total	\$2,284

* Programs not administered by the Commission, including State Transit Assistance, Transit and Intercity Rail Capital Program, Freeway Service Program, local planning grants, etc.

Specific to the Commission, AB 97 includes an augmentation to the Commission's budget as well as additional staff positions to facilitate the implementation of SB 1. Commission staff will reassess workload needs in the coming year to determine whether additional staff is necessary to accomplish the Commission's new and expanded responsibilities.

Budget Trailer Bills

In addition to the budget bill, the Legislature has introduced two transportation-related trailer bills. First, AB 115 (Committee on Budget), a general budget trailer bill making changes to programs necessary for the implementation of the budget, passed the Legislature and has been sent to the Governor. Among other changes, AB 115 includes technical and clarifying amendments to language in SB 1 in order to correct mistakes and/or provide better direction to implementing agencies. For the most part, these changes are non-substantive and will have limited impact on the programs the Commission was assigned to oversee or implement.

The second transportation trailer bill, AB 118 (Committee on Budget), deals specifically with two programs in which funding was identified in SB 1 but which were not fully developed – the advance mitigation program and the freight program funded through the Trade Corridor Enhancement Account. Staff understands that the final agreed-upon language for this trailer bill is in print and may be passed by the Legislature and sent to the Governor as early as June 29th.

Update on Measures Which the Commission Supports

To date, the Commission has taken a support position on ten measures in the current legislative session. Of these measures, three have been signed into law [SB 1 (Beall), AB 28 (Frazier), and ACA 5 (Frazier)], and three have either become two-year bills or failed in committee [AB 1 (Frazier), AB 278 (Steinorth), and AB 1324 (Gloria)]. The four remaining bills still moving through the legislative process are described below, as well as their status:

AB 515 (Frazier) State Highway System Management Plan – Requires the California Department of Transportation (Caltrans) to prepare a State Highway System Management Plan, which would consist of the 10-year State Highway Operation and Protection Program (SHOPP) Plan and the 5-year Maintenance Plan.

Status: Senate Transportation and Housing Committee

AB 1218 (Oberholte) CEQA Exemption for Bicycle Infrastructure – Extends exemptions from the requirements of the California Environmental Quality Act (CEQA) bicycle transportation plans for an urbanized area, and also extends the exemption for projects consisting of restriping of streets and highways for bicycle lanes in an urbanized area as part of a bicycle transportation plan.

Status: Senate Appropriations Committee

AB 1282 (Mullin) Transportation Permit Processing Task Force – Establishes a transportation permitting task force consisting of representatives from Caltrans, the Commission, state environmental permitting agencies, and other transportation planning entities to develop a process for early engagement for all parties in the development of transportation projects.

Status: Senate Transportation and Housing Committee

AB 1633 (Frazier) Airspace Leases – Enables Caltrans to erect highway information signs at exits identifying businesses nearby offering electric vehicle charging facilities.

Status: Senate Transportation and Housing Committee

Federal Budget Update

In late May, the Trump Administration released its Federal Fiscal Year (FFY) 2018 budget proposal which proposes to balance the federal budget by FFY 2027 through a \$3.6 trillion reduction in spending over the next ten years. The proposal indicates that savings would come from reducing both mandatory spending (e.g., Medicaid, obligations from the Highway Trust Fund, etc.) and General Fund discretionary spending that is governed by the annual appropriations process. For federal transportation programs, this appears to translate into flat-lining and then reducing Highway Trust Fund spending after FFY 2018 as well as major cuts to discretionary transportation spending.

Specifically, the Administration's proposal freezes Highway Trust Fund obligation limitations in the years beyond FFY 2018. Moreover, beyond FFY 2021 (after the current five-year Fixing America's Surface Transportation Act (FAST Act) authorization expires) the budget assumes Highway Trust Fund cash outlays will be limited to the existing revenues deposited into the account. Experts estimate that this will result in a 40 percent cut in obligation authority for the Federal-Aid Highway Program in FFY 2021 and will zero out transit formula grants through FFY 2023. The Trump Administration assumes this action will produce a \$95 billion mandatory

spending reduction that contributes to the intended \$3.6 trillion ten-year overall spending reduction.

Under this proposal, several discretionary transportation programs would see major reductions starting in FFY 2018, including: the Federal Transit Administration (FTA) Capital Investment Grants program (also known as New Starts); the Transportation Investment Generating Economic Recovery (TIGER) competitive grant program; Amtrak funding for its long-distance routes; and the Essential Air Service (EAS) program that subsidizes air service to rural communities.

In response, both the California State Transportation Agency (Transportation Agency) and the Governor's Office have written letters (Attachments B and C) to Congress opposing the proposed cuts to transportation discretionary programs and reduction in Highway Trust Fund outlays in future years.

Finally, on June 8th, 17 Democratic California U.S. House Members sent a letter (Attachment D) to House Appropriations Committee and House Transportation & Infrastructure Committee leadership related to the 2017 winter storms in the state and the dire need for the Federal Highway Administration Emergency Relief funding. To date, no California Republican members of Congress have signed onto any letters requesting emergency relief assistance for California.

Federal Infrastructure Initiative

Accompanying the roll-out of the FFY 2018 Budget, the White House also produced a high-level "2018 Budget: Infrastructure Initiative Fact Sheet", which provides some information and key principles regarding the Trump Administration's forthcoming infrastructure investment proposal. The Trump Administration proposes to provide \$200 billion in federal budgetary resources over ten years under its Infrastructure Initiative. The Fact Sheet also states - "While this Administration proposes additional funding for infrastructure, we will structure that funding to incentivize additional non-federal funding, reduce the cost associated with accepting federal dollars, and ensure federal funds are leveraged such that the end result is at least \$1 trillion in total infrastructure spending." In addition to surface transportation, the Trump Infrastructure Initiative will address needs in power generation and transmission, water, oil pipeline, Veterans Administration hospitals, and other forms of infrastructure. In May, U.S. Department of Transportation Secretary Elaine Chao testified before the U.S. Senate Environment and Public Works Committee that the Trump Administration would produce an Infrastructure Initiative legislative proposal in the third quarter of 2017.

Attachments:

- Attachment A: List of bills the Commission is monitoring this session
- Attachment B: Congressional letter from the Transportation Agency
- Attachment C: Congressional letter from the Governor's Office
- Attachment D: Letter from California Democratic Congressional Delegation

Bill #	Author	Title	Summary	Status	Position	Priority
AB 1	Frazier (D)	Transportation Funding	Creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway and local street and road systems. Provides for certain funds, creation of the Office of the Transportation Inspector General, certain loan repayments, diesel fuel excise tax revenues, the appropriations to the Low Carbon Transit Operations Program, gasoline excise taxes, a certain CEQA exemption, an Advance Mitigation Program, and a certain surface transportation project delivery program.	01/19/2017 - To ASSEMBLY Committees on TRANSPORTATION and NATURAL RESOURCES.	Support	High
AB 28	Frazier (D)	Department of Transportation: Review: Federal Program	Reinstates the operation of existing law which provided that the state consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of responsibilities it assumed as a participant in an interstate surface transportation project delivery pilot program for environmental review. Makes a repeal of that provision on a specified date.	03/29/2017 - Enrolled.;03/29/2017 - Signed by GOVERNOR.;03/29/2017 - Chaptered by Secretary of State. Chapter No. 2017-4	Chaptered;Support	High
AB 91	Cervantes (D)	High-Occupancy Vehicle Lanes	Prohibits a high-occupancy vehicle lane from being established in the County of Riverside, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the Department of Transportation.	06/20/2017 - From SENATE Committee on TRANSPORTATION AND HOUSING with author's amendments.		High
AB 115	Budget Cmt	Transportation	Continues an exemption from certain Public Employees' Retirement System benefit calculations for a Commissioner of the California Highway Patrol. Requires surplus residential property to be assessed at its affordable price for property tax purposes. Authorizes the Department of Transportation to enter into certain contracts. Authorizes certain counties to utilize certain bidding procedures. Establishes certain driver's license requirements.	06/21/2017 - *****To GOVERNOR.		High

Bill #	Author	Title	Summary	Status	Position	Priority
AB 174	Bigelow (R)	California Transportation Commission: Membership	Requires that at least one voting member of the California Transportation Commission reside in a rural county with a population of less than a certain number of individuals.	05/24/2017 - To SENATE Committee on TRANSPORTATION AND HOUSING.		High
AB 179	Cervantes (D)	California Transportation Commission	Requires a voting member of the California Transportation Commission to 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. Requires the commission and the Air Resources Board to hold a specified number of meetings per year to coordinate implementation of transportation policies.	06/08/2017 - From SENATE Committee on TRANSPORTATION AND HOUSING with author's amendments.		High
AB 382	Voepel (R)	Fuel Taxes: Off-Highway Vehicle Trust Fund	Provides that up to a specified amount of revenues transferred to the State Parks and Recreation Fund may be transferred to the Off-Highway Vehicle Trust Fund to be available for specified purposes.	06/14/2017 - To SENATE Committees on TRANSPORTATION AND HOUSING and APPROPRIATIONS.		High
AB 515	Frazier (D)	State Highway System Management Plan	Requires the Department of Transportation to prepare a draft State Highway System Management Plan, which would consist of a specified 10-year state highway rehabilitation plan and a specified 5-year maintenance plan. Requires the department to make the draft of its proposed plan available to regional transportation agencies and to transmit the plan to the Governor and Legislature periodically.	06/20/2017 - From SENATE Committee on TRANSPORTATION AND HOUSING with author's amendments.	Support	High

Bill #	Author	Title	Summary	Status	Position	Priority
AB 857	Ting (D)	State Highways: Property Leases	Revises the provisions governing leases of department property in the City and County of San Francisco. Authorizes leases of property for park, recreational, or open-space purposes, subject to certain additional terms and conditions, including a requirement to lease certain property and a requirement for the lessee to be responsible for all associated maintenance costs. Provides for the lease to authorize the lessee to subsidize its maintenance costs through a limited revenue generation model.	06/14/2017 - To SENATE Committee on TRANSPORTATION AND HOUSING.		High
AB 1073	Garcia E (D)	California Clean Truck, Bus, and Off-Road Vehicle	Requires the state board, when funding a specified class of projects, to allocate a percent of available funding to support the early commercial deployment or existing zero- and near-zero-emission heavy-duty truck technology.	06/21/2017 - From SENATE Committee on ENVIRONMENTAL QUALITY: Do pass as amended to Committee on APPROPRIATIONS.		High
AB 1113	Bloom (D)	State Transit Assistant Program	Amends existing law which requires the Controller to design and adopt a uniform system of accounts and records under which operators prepare and submit annual reports of their operation. Requires the report to be submitted within a certain amount of time and to contain underlying data from audited financial statements. Requires certain information to be reported by operators with respect to eligibility for funding of STA-eligible operators. Relates to calculate and publish allocation of funds.	06/20/2017 - From SENATE Committee on APPROPRIATIONS with author's amendments.		High
AB 1189	Garcia E (D)	Riverside County Transportation Commission	Authorizes the Riverside County Transportation Commission to impose a maximum tax rate for transportation purposes, subject to voter approval.	06/13/2017 - From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass to Committee on GOVERNANCE AND FINANCE.		High

Bill #	Author	Title	Summary	Status	Position	Priority
AB 1218	Obernolte (R)	California Environmental Quality Act: Exemption	Extends exemptions from the requirements of the California Environmental Quality Act for 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, and for projects consisting of restriping of streets and highways for bicycle lanes in an urbanized area as part of a bicycle transportation plan.	06/21/2017 - From SENATE Committee on ENVIRONMENTAL QUALITY: Do pass to Committee on APPROPRIATIONS.	Support	High
AB 1282	Mullin (D)	Transportation Permitting Taskforce	Requires 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.	06/14/2017 - To SENATE Committee on TRANSPORTATION AND HOUSING.	Support	High
AB 1324	Gloria (D)	Metropolitan Planning Organizations; Use Taxes	Authorizes 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 approved by the required percentage of the voters. Requires the revenues derived to be used only within the area for which the levy, expansion, increase, or extension was approved by the voters.	03/20/2017 - From ASSEMBLY Committee on LOCAL GOVERNMENT with author's amendments.	Support	High
AB 1444	Baker (R)	Livermore Amador Valley Transit Authority	Authorizes the Livermore Amador Valley Transit Authority to conduct a shared autonomous vehicle demonstration project for the testing of autonomous vehicles that do not have a driver seat in the driver's seat and are not equipped with a steering wheel, a brake pedal, or an accelerator.	06/20/2017 - In SENATE Committee on TRANSPORTATION AND HOUSING.		High

Bill #	Author	Title	Summary	Status	Position	Priority
AB 1633	Frazier (D)	State Highways: Exit Information Signs	Adds to the list of specific roadside businesses eligible for an information sign under certain provisions a business offering electric vehicle charging facilities.	06/14/2017 - To SENATE Committee on TRANSPORTATION AND HOUSING.	Support	High
ACA 5	Frazier (D)	Motor Vehicle Fees and Taxes: Expenditure Restriction	Adds an article to the state 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. Prohibits these revenues from being used for the payment of principal and interest on state transportation general obligation bonds. Restricts portions of the sales and use tax on diesel fuel to expenditure on certain transportation planning or mass transportation purposes.	04/17/2017 - Chaptered by Secretary of State.;04/17/2017 - Resolution Chapter No. 30	Chaptered;Support	High
SB 1	Beall (D)	Transportation Funding	Creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway and local street and road systems. Provides for certain funds, creation of the Office of the Transportation Inspector General, certain loan repayments, diesel fuel excise tax revenues, the appropriations to the Low Carbon Transit Operations Program, gasoline excise taxes, a certain CEQA exemption, an Advance Mitigation Program, and a certain surface transportation project delivery program.	04/28/2017 - Signed by GOVERNOR.;04/28/2017 - Chaptered by Secretary of State. Chapter No. 5	Chaptered;Support	High
SB 132	Budget and Fiscal Review Cmt	Budget Act of 2017	Amends the Budget Act of 2016 by amending and adding items of appropriation and making other changes.	04/28/2017 - Signed by GOVERNOR.;04/28/2017 - Chaptered by Secretary of State. Chapter No. 7	Chaptered	High

Bill #	Author	Title	Summary	Status	Position	Priority
SB 150	Allen (D)	Regional Transportation Plans	Requires the 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. Provides an assessment of currently available and historical vehicle miles traveled. Requires the state board to prepare a report that assesses progress made by each metropolitan planning organization on a set of data-supported metrics.	06/21/2017 - From ASSEMBLY Committee on TRANSPORTATION with author's amendments.		High
SB 480	Hueso (D)	Bridge Safety Projects: State Highway Account: Funding	Requires the Controller, based on the prior year financial statement, to segregate a percentage of money from the State Highway Account to be expended by the Department of Transportation for feasibility, environmental, and engineering studies pertaining to bridge safety, with priority given to bridges that provide transportation links over state and local parks, and for other bridge safety projects in the state.	06/12/2017 - To ASSEMBLY Committee on TRANSPORTATION.		High
SB 496	Cannella (R)	Indemnity: Design Professionals	Makes provisions related to liability for contractors applicable to all contracts for design professional services entered into after a specified date. Prohibits the cost to defend charged to the design professional from exceeding their proportionate percentage of fault. Requires the design professional to meet and confer with other parties regarding unpaid costs, in the event that one or more defendants is unable to pay its share of defense costs due to bankruptcy or dissolution of the business.	04/28/2017 - Signed by GOVERNOR.;04/28/2017 - Chaptered by Secretary of State. Chapter No. 8	Chaptered	High

Bill #	Author	Title	Summary	Status	Position	Priority
SB 595	Beall (D)	Metropolitan Transportation Commission: Toll Bridge	Requires the City of County of San Francisco and the other 8 counties in the San Francisco Bay area to conduct a special election on a proposed unspecified increase in the amount of the toll rate charged on the state-owned toll bridges in that area to be used for unspecified projects and programs. Makes the Bay Area Toll Authority responsible for the programming, administration, and allocation of toll revenues from the state-owned toll bridges in the San Francisco Bay area.	06/12/2017 - To ASSEMBLY Committee on TRANSPORTATION.		High
SB 797	Hill (D)	Metropolitan Transportation Commission: Toll Bridge	Authorizes the Peninsula Corridor Joint Powers Board to levy a tax pursuant to the Transaction and Use Tax Law at a rate not to exceed the specified percentage, with net revenues from the tax to be used by the board for operating and capital purposes of the Caltrain rail service.	06/26/2017 - To ASSEMBLY Committee on LOCAL GOVERNMENT.		High
SCA 2	Newman (D)	Motor Vehicle Fees and Tax: Restriction on Expenditures	Requires revenues derived from vehicle fees imposed under a specified chapter of the Vehicle License Fee Law to be used solely for transportation purposes. Prohibits these revenues from being used for the payment of principal and interest on state transportation general obligation bonds. Restricts portions of the sales and use tax on diesel fuel to expenditure on certain transportation planning or mass transportation purposes. Requires those revenues to be deposited in the Public Transportation Account.	04/17/2017 - In SENATE. From third reading. To Inactive File.		High
AB 333	Quirk (D)	State Highway Route 185: Relinquishment: Alameda County	Authorizes the California Transportation Commission to relinquish all or a portion of Route 185 in the unincorporated area of the County of Alameda to that county.	06/20/2017 - From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass to Committee on APPROPRIATIONS.		Secondary

Bill #	Author	Title	Summary	Status	Position	Priority
AB 467	Mullin (D)	Local Transportation Authorities: Transactions and Tax	Exempts, upon the request of an authority, a county elections official from including the entire adopted transportation expenditure plan in the voter information guide, if the authority posts the plan on its Internet Web site, and the sample ballot and the voter information guide sent to voters include information on viewing an electronic version of the plan and obtaining a printed copy at no cost.	06/20/2017 - From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass to Committee on ELECTIONS AND CONSTITUTIONAL AMENDMENTS.		Secondary
AB 544	Bloom (D)	Vehicles: High-Occupancy Vehicle Lanes	Extends the authority of drivers of specified vehicles to use HOV lanes until the date federal authorization expires or until the Secretary of State receives a specified notice, whichever occurs first. Provides that identifiers issued for those specified vehicles are valid until a certain date. Provides for the validity of certain new identifiers. Repeals certain provisions.	06/14/2017 - To SENATE Committee on TRANSPORTATION AND HOUSING.		Secondary
AB 636	Irwin (D)	Local Streets and Roads: Expenditure Reports	Amends reporting requirements related to the Highway Users Tax Account. Requires a complete report of expenditures for street and road purposes to be submitted to the Controller within a certain number of months after the close of the fiscal year adopted by a county, city, or city and county. Makes conforming changes.	05/10/2017 - To SENATE Committee on RULES.		Secondary
AB 696	Caballero (D)	Department of Transportation: Prunedale Bypass	Requires the net proceeds from the sale of any excess properties originally acquired for a replacement alignment for State Highway Route 101 in the County of Monterey, known as the former Prunedale Bypass, to be reserved in the State Highway Account for programming and allocation by the commission for other state highway projects in the State Highway Route 101 corridor in that county. Exempts such funds from the distribution formulas applicable to transportation capital improvement funds.	06/20/2017 - From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass to Committee on APPROPRIATIONS.		Secondary

Bill #	Author	Title	Summary	Status	Position	Priority
AB 709	McCarty (D)	Tobacco Products: Retailers	Amends the Cigarette and Tobacco Products Licensing Act of 2003 which requires the State Board of Equalization to administer a statewide program to license manufacturers, importers, distributors, wholesalers, and retailers of cigarettes and tobacco products. Prohibits a retailer from employing specific means of reducing the price of cigarettes or another tobacco product for a consumer below the listed price. Imposes specific civil penalties for violations.	06/21/2017 - Re-referred to SENATE Committee on BUSINESS, PROFESSIONS AND ECONOMIC DEVELOPMENT.		Secondary
AB 758	Eggman (D)	Transportation: Tri-Valley-San Joaquin Valley	Establishes the Tri-Valley-San Joaquin Valley Regional Rail Authority for purposes of planning and developing a cost-effective and responsive connection between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express in the Tri-Valley. Provides for the transfer of funds and the public release of a project update report.	06/14/2017 - To SENATE Committee on TRANSPORTATION AND HOUSING.		Secondary
AB 805	Gonzalez (D)	County of San Diego: Transportation Agencies	Requires certain local government officials to serve on the San Diego Metropolitan Transit Development Board. Relates to voting of the board. Provides for an audit committee with specified responsibilities. Authorizes certain transit districts to impose a transactions and use tax within their respective portions of the County of San Diego, with revenues to be used for public transit purposes.	06/14/2017 - To SENATE Committees on GOVERNANCE AND FINANCE and TRANSPORTATION AND HOUSING.		Secondary
AB 810	Gallagher (R)	Local Alternative Transportation Improvement Program	Relates to planned state transportation facilities over the Feather River in the City of Yuba City and certain Counties. Authorizes affected local agencies, acting jointly with a transportation planning agency, to develop and file a specified alternative transportation improvement program. Requires all proceeds from the sale of certain excess properties to be allocated to the approved local alternative.	06/13/2017 - From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass to Committee on APPROPRIATIONS.		Secondary

Bill #	Author	Title	Summary	Status	Position	Priority
AB 866	Cunningham (R)	State Highways: Gateway Monuments	Authorizes a city or county to display the Flag of the United States of America or the Flag of the State of California, or both, as part of a gateway monument.	05/24/2017 - To SENATE Committee on TRANSPORTATION AND HOUSING.		Secondary
AB 1069	Low (D)	Local Government: Taxicab Transportation Services	Relates to city and county ordinances or resolutions regarding taxicab transportation. Authorizes a county to enter into an agreement with a certain city that regulates taxicabs, or a specified regional entity, to perform the responsibilities of the county on the county's behalf. Requires taxicab drivers to pass a criminal background check. Provides for rate requirements and the issuance of inspection stickers.	06/08/2017 - To SENATE Committees on GOVERNANCE AND FINANCE and TRANSPORTATION AND HOUSING.		Secondary
AB 1082	Burke (D)	Transportation Electrification: Vehicle Charging	Requires a large electrical corporation to file with the Public Utilities Commission a program proposal for the installation of vehicle charging stations at school facilities, giving priority to schools located in disadvantaged communities. Authorizes the use of these charging stations by faculty, students, and parents before, during, and after school hours. Includes a reasonable mechanism for cost recovery by the electrical corporation.	06/14/2017 - To SENATE Committees on ENERGY, UTILITIES AND COMMUNICATIONS and EDUCATION.		Secondary
AB 1083	Burke (D)	Transportation Electrification: State Parks and Beaches	Requires each large electrical corporation file a program proposal with the Public Utilities Commission for the installation of electric vehicle charging stations at state parks and beaches within its service territory. Requires the electrical corporation to install, own, operate, and maintain the electric vehicle charging equipment. Includes a reasonable mechanism for cost recovery.	06/20/2017 - From SENATE Committee on ENERGY, UTILITIES AND COMMUNICATIONS with author's amendments.		Secondary

Bill #	Author	Title	Summary	Status	Position	Priority
AB 1121	Chiu (D)	Water Emergency Transportation Authority	Amends existing law which establishes the San Francisco Bay Area Water Emergency Transportation Authority, and prescribes the functions and duties of the authority with regard to the regulation of public transportation ferries and related water transportation. Increases the membership of the authority.	06/01/2017 - To SENATE Committee on TRANSPORTATION AND HOUSING.		Secondary
AB 1145	Quirk (D)	Electric and Communication Facilities: Cable Operators	Amends the Improvement Act of 1911. Authorizes the Department of Transportation and any person maintaining any utility facility to enter into a contract providing for or apportioning the obligations and costs to specified removal or relocations of utility facilities. 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 specification of contributions of labor, materials and money.	06/20/2017 - From SENATE Committee on ENERGY, UTILITIES & COMMUNICATION: Do pass as amended to Committee on GOVERNANCE AND FINANCE.		Secondary
AB 1160	Bonta (D)	Autonomous Vehicles	Changes the definition of autonomous vehicle to mean any vehicle equipped with autonomous technology that has been integrated into that vehicle or a vehicle that meets specified levels of driving automation.	06/08/2017 - To SENATE Committee on TRANSPORTATION AND HOUSING.		Secondary
AB 1172	Acosta (R)	State Highways: Relinquishment	Authorizes the California Transportation Commission to relinquish to the City of Santa Clarita all or any portion of Sierra Highway located within the city limits of that city if the Department of Transportation and the city enter into an agreement providing for that relinquishment.	06/20/2017 - From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass to Committee on APPROPRIATIONS.		Secondary
AB 1421	Dababneh (D)	Railroads: Noise and Vibration Levels	Requires the Department of Transportation to conduct a study to determine the noise and vibration levels associated with all railroad lines in the vicinity of residential areas or schools.	06/08/2017 - To SENATE Committee on RULES.		Secondary

Bill #	Author	Title	Summary	Status	Position	Priority
AB 1523	Obernolte (R)	San Bernardino County Transportation Authority: Design	Amends The San Bernardino County Transportation Authority Consolidation Act of 2017 which creates the San Bernardino County Transportation Authority (SBCTA). Authorizes the SBCTA to use the design-build contracting process for local agencies to award a contract for the construction of the Mt. Vernon Avenue Viaduct project in the City of San Bernardino. Includes the requirement of purchase of all supplies, equipment, and materials, and the construction of all facilities and works.	06/20/2017 - From SENATE Committee on TRANSPORTATION AND HOUSING: Do pass to Committee on APPROPRIATIONS.		Secondary
AB 1568	Bloom (D)	Enhanced Infrastructure Financing Districts	Enacts the Neighborhood Infill Finance and Transit Improvements Act, which authorizes an infrastructure finance plan to provide, under specified circumstances, for the receipt and use of any increase of the total receipts of local sales and use tax imposed under the Bradley-Burns Uniform Local Sales and Use Tax Law. Requires the legislative body of a municipality establishing an enhanced infrastructure financing district to adopt an ordinance for calculating the increase in tax receipts.	06/14/2017 - To SENATE Committees on GOVERNANCE AND FINANCE and TRANSPORTATION AND HOUSING.		Secondary
AB 1613	Mullin (D)	San Mateo County Transit District: Retail	Authorizes the board of the San Mateo County Transit District, unless a specified transactions and use tax has been imposed, to impose a retail transactions and use tax set at a rate. Prohibits the County of San Mateo from imposing a specified transactions and use tax if another retail transactions or use tax has been imposed.	06/14/2017 - From SENATE Committee on TRANSPORTATION AND HOUSING with author's amendments.		Secondary

Bill #	Author	Title	Summary	Status	Position	Priority
SB 4	Mendoza (D)	Goods Movement and Clean Trucks Bond Act	Enacts the Goods Movement and Clean Trucks Bond Act to authorize a certain amount of state general obligation bonds to the State Air Resources Board for projects and programs consistent with the Goods Movement Emission Reduction Program, and a specified amount to the 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.	06/22/2017 - To ASSEMBLY Committees on HEALTH and LOCAL GOVERNMENT.		Secondary
SB 30	Lara (D)	California-Mexico Border	Makes findings and declarations related to a wall on the border between California and Mexico. Prohibits the state from awarding or renewing certain contracts. Provide that, for purposes of contracts with the state, the term responsible bidder does not include a bidder who is providing or has provided goods or services to the federal government for the construction of a federally funded wall, fence, or other barrier along the State's southern border.	06/15/2017 - To ASSEMBLY Committee on ACCOUNTABILITY AND ADMINISTRATIVE REVIEW.		Secondary
SB 145	Hill (D)	Autonomous Vehicles: Testing on Public Roads	Repeals a requirement that the Department of Motor Vehicles notify the Legislature of receipt of an application seeking approval to operate an autonomous vehicle capable of operating without the presence of a driver inside the vehicle on public roads. Repeals the requirement that the approval of such an application not be effective any sooner than a specified number of days after the date of the application.	05/18/2017 - To ASSEMBLY Committees on TRANSPORTATION and COMMUNICATIONS AND CONVEYANCE.		Secondary

Bill #	Author	Title	Summary	Status	Position	Priority
SB 249	Allen (D)	Off-Highway Motor Vehicle Recreation	Revises and recasts provisions of the Off-Highway Motor Vehicle Recreation Act. Requires reports regarding the state park system, public information regarding all plans, reports and studies, an update to the soil conservation standard, implementation of a program to monitor the condition of soils, wildlife, and vegetation habitats, and identification and protection of sensitive natural, cultural, and archaeological resources. Revises the method of calculating certain gasoline excise taxes.	06/15/2017 - To ASSEMBLY Committee on WATER, PARKS AND WILDLIFE.		Secondary
SB 268	Mendoza (D)	Los Angeles County Metropolitan Transportation	Requires the Los Angeles County Metropolitan Transportation Authority to submit a plan to the Legislature for revising the composition of the authority, if the number of members of the board of supervisors is increased, within a specified number of days of the increase. Adds the county auditor as a nonvoting member of the board of directors. Reduces the number of the board of supervisors. Requires that one supervisor represent the largest population in the unincorporated area of the County of Los Angeles.	06/20/2017 - From ASSEMBLY Committee on LOCAL GOVERNMENT with author's amendments.		Secondary
SB 389	Roth (D)	Department of Transportation: Programmatic Testing	Authorizes the Department of Transportation to establish a special subaccount of the State Highway Account to accommodate deposits and expenditures of moneys relative to routine programmatic testing and inspection services requested by a local agency or other entity that are not directly related to a particular project, including, but not limited to, aggregate qualifications, mix verifications, plant inspections, and laboratory certifications.	06/08/2017 - To ASSEMBLY Committee on TRANSPORTATION.		Secondary

Bill #	Author	Title	Summary	Status	Position	Priority
SB 477	Cannella (R)	Intercity rail corridors: extensions	Provides that at any time after an interagency transfer agreement between the Department of Transportation and a joint powers board has been entered into, the amendment of the agreement may provide for the extension of an affected rail corridor to provide intercity rail service beyond the defined boundaries of the corridor. Requires a proposed extension to be approved through a specified business plan.	06/15/2017 - To ASSEMBLY Committees on TRANSPORTATION and LOCAL GOVERNMENT.		Secondary
SB 498	Skinner (D)	Vehicle Fleets: Zero-Emission Vehicles	Requires the State Air Resources Board to review all programs affecting the adoption of zero-emission vehicles in the state and report to the Legislature no later than the specified date, policy recommendations for increasing the use of zero-emission vehicles in the state.	06/12/2017 - To ASSEMBLY Committees on TRANSPORTATION and ACCOUNTABILITY AND ADMINISTRATIVE REVIEW.		Secondary
SB 622	Wiener (D)	Local Agency Public Construction Act: Golden Gate	Amends the Local Agency Public Construction Act which requirements for highway districts to advertise for contracts for all vessel repair, maintenance and alteration work as specified and instead, requires a bridge and highway district to publicize contracts for those facilities and public works whenever estimated expenditures exceed a specified amount and enact an informal bidding ordinance to govern the selection of contractors.	06/05/2017 - To ASSEMBLY Committees on LOCAL GOVERNMENT and TRANSPORTATION.		Secondary
SB 672	Fuller (R)	Traffic Actuated Signals: Motorcycles and Bicycles	Extends requirements that, upon the first placement of a traffic-actuated signal or replacement of the loop detector of a traffic-actuated signal, the signal be installed and maintained, to the extent feasible and in conformance with professional engineering practices, so as to detect lawful bicycle or motorcycle traffic on the roadway.	05/26/2017 - To ASSEMBLY Committee on TRANSPORTATION.		Secondary

Bill #	Author	Title	Summary	Status	Position	Priority
SB 802	Skinner (D)	Autonomous Vehicles: Advisory Taskforce	Directs the Office of Planning and Research to convene an Emerging Vehicle Advisory Study Group to review policies regarding new types of motor vehicles, including, but not limited to, autonomous vehicles and shared-use vehicles, and provide recommendations to the Legislature.	06/20/2017 - From ASSEMBLY Committee on TRANSPORTATION with author's amendments.		Secondary
SB 810	Trans & Housing Cmt	Transportation: Omnibus Bill	Deletes the existing examination and certificate requirement and instead prohibits a person holding a class A, class B, or class C driver's license from operating a vehicle hauling highway route controlled quantities of radioactive materials unless the person possesses both a valid license of the appropriate class and a certificate of training, as required under specified federal law.	06/01/2017 - To ASSEMBLY Committee on TRANSPORTATION.		Secondary
AB 33	Quirk (D)	Transportation Electrification	Requires the Public Utilities Corporation to consider authorizing electrical corporations to offer programs and investments in electric vehicle service equipment installed in residential garages of customers who purchase a used electric vehicle. Requires 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.	06/14/2017 - To SENATE Committees on ENERGY, UTILITIES AND COMMUNICATIONS and ENVIRONMENTAL QUALITY.		Housing/LandUse
AB 686	Santiago (D)	Housing Discrimination: Further Fair Housing	Requires a public agency to administer its programs and activities relating to housing and community development in a manner to affirmatively further fair housing. authorize the Director of Fair Employment and Housing to exercise his or her discretion to investigate, or to bring a civil action, based on a verified complaint that alleges a violation of these provisions. Requires an agency that completes an assessment of fair housing to submit it and post it on its Web site.	06/14/2017 - To SENATE Committees on TRANSPORTATION AND HOUSING and JUDICIARY.		Housing/LandUse

Bill #	Author	Title	Summary	Status	Position	Priority
AB 733	Berman (D)	Infrastructure Financing Districts: Climate Change	Authorizes the financing of projects that enable communities to adapt to the impacts of climate change, including extreme weather events, sea level rise, flooding, heat waves, wildfire, and drought. Makes conforming changes to the Legislature's findings and declarations.	06/21/2017 - From SENATE Committee on ENVIRONMENTAL QUALITY: Do pass as amended.		Housing/LandUse
AB 734	Bonta (D)	Infrastructure Financing Districts: City of Oakland	Authorizes an infrastructure financing district within the City of Oakland to finance public capital facilities or projects that include freight rail.	05/24/2017 - To SENATE Committees on GOVERNANCE AND FINANCE and TRANSPORTATION AND HOUSING.		Housing/LandUse
AB 829	Chiu (D)	Planning and Zoning: Annual Report	Amends the Planning and Zoning Law. Requires a certain annual report by planning agencies to include the relationship between jobs and housing, including any imbalance between jobs and housing. Require that this portion of the report include an assessment of any significant increases or decreases in employment since the date of the last annual report.	06/01/2017 - To SENATE Committee on RULES.		Housing/LandUse
AB 852	Grayson (D)	Planning and Zoning: General Plan: Report	Requires a city or county report regarding a general plan for land use development within its boundaries to 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.	05/17/2017 - To SENATE Committee on RULES.		Housing/LandUse
AB 863	Cervantes (D)	Affordable Housing and Sustainable Communities Program	Requires the Strategic Growth Council, in selecting projects for funding under the Affordable Housing and Sustainable Communities 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.	06/22/2017 - In SENATE. Read second time and amended. Re-referred to Committee on ENVIRONMENTAL QUALITY.		Housing/LandUse

Bill #	Author	Title	Summary	Status	Position	Priority
AB 915	Ting (D)	Planning and Zoning: Density Bonus: Affordable Housing	Requires the City and County of San Francisco, if it has adopted an ordinance requiring an affordable housing minimum percentage for housing developments, to apply that ordinance to the total number of housing units in the development, including any additional housing units granted pursuant to these provisions, unless the city, county, or city and county exempts those additional housing units from the ordinance. Provides that this provision does not apply to applications submitted before a specified date.	06/14/2017 - To SENATE Committee on TRANSPORTATION AND HOUSING.		Housing/LandUse
AB 932	Ting (D)	Shelter Crisis: Homeless Shelters	Provides that, upon a declaration of a shelter crisis by the City of San Diego or the City and County of San Francisco, certain emergency housing may include homeless shelters and permanent supportive housing. Provides that, in lieu of compliance with state and local building, housing, health, habitability, planning and zoning, or safety standards and laws, the cities or county may adopt by ordinance reasonable local standards for homeless shelters and permanent supportive housing.	06/22/2017 - In SENATE. Read second time and amended. Re-referred to Committee on JUDICIARY.		Housing/LandUse
AB 943	Santiago (D)	Land Use Regulations: Local Initiatives: Voter Approval	Increases the vote threshold for approval of local ordinances or amendments of ordinances intended to reduce density or stop development or construction of any parcels located less than one mile from a major transit stop within a municipality.	06/08/2017 - To SENATE Committees on GOVERNANCE AND FINANCE and ELECTIONS AND CONSTITUTIONAL AMENDMENTS.		Housing/LandUse
AB 1156	Ting (D)	Planning and Zoning: Housing Element	Requires the analysis of a housing element to include documentation on the percentage of residents who pay more than 30% and more than 50% of their income towards the cost of housing.	06/21/2017 - Re-referred to SENATE Committee on TRANSPORTATION AND HOUSING.		Housing/LandUse

Bill #	Author	Title	Summary	Status	Position	Priority
AB 1397	Low (D)	Local Planning: Housing Element	Revises the inventory of land suitable for residential development to include vacant sites and sites that have realistic and demonstrated potential for redevelopment to meet a portion of the locality's housing need for a designated income level. Requires parcels included in the inventory to have sufficient utilities supply available to support housing development.	06/14/2017 - To SENATE Committee on TRANSPORTATION AND HOUSING.		Housing/LandUse
AB 1404	Berman (D)	Environmental Quality Act: Categorical Exemption	Expands exemptions from the California Environmental Quality Act to include proposed developments occurring within the unincorporated areas of a county. Requires the Office of Planning and Research to recommend proposed regulatory amendments for the implementation of these provisions. Requires the secretary to certify and adopt the changes.	06/08/2017 - To SENATE Committee on ENVIRONMENTAL QUALITY.		Housing/LandUse
AB 1505	Bloom (D)	Land Use: Zoning Regulations	Amends the Planning and Zoning Law to authorize the legislative body of a city or county to adopt ordinances to require, as a condition of development of residential rental units, that a development include a certain percentage of residential rental units affordable to, and occupied by, moderate-income, lower income, very low income, or extremely low income households.	06/07/2017 - In SENATE. Read second time. To third reading.		Housing/LandUse
AB 1683	Burke (D)	Transformative Climate Communities Program: Report	Requires the Strategic Growth Council to submit a specified report on the Transformative Climate Communities Program to the Governor and specified committees of the Legislature.	06/14/2017 - To SENATE Committee on RULES.		Housing/LandUse
SB 3	Beall (D)	Affordable Housing Bond Act of 2018	Enacts the Affordable Housing Bond Act of 2018 which would authorize the issuance of bonds to be used to finance various existing housing programs, as well as infill infrastructure financing and affordable housing matching grant programs.	06/15/2017 - To ASSEMBLY Committee on HOUSING AND COMMUNITY DEVELOPMENT.		Housing/LandUse

Bill #	Author	Title	Summary	Status	Position	Priority
SB 166	Skinner (D)	Residential Density and Affordability	Amends the Planning and Zoning Law. Prohibits a city, county, or city and county from permitting or causing an inventory of sites identified in a housing element to be insufficient to meet its remaining unmet share of the regional housing need for lower and moderate-income households.	06/15/2017 - To ASSEMBLY Committees on LOCAL GOVERNMENT and HOUSING AND COMMUNITY DEVELOPMENT.		Housing/LandUse
SB 540	Roth (D)	Workforce Housing Opportunity Zone	Authorizes a local government to establish a Workforce Housing Opportunity Zone by preparing an Environmental Impact Report pursuant to the California Environmental Quality Act and adopting a specific plan required to include text and a diagram or diagrams containing specified information. Requires certain public hearings. Provides for certain loans.	06/15/2017 - To ASSEMBLY Committees on LOCAL GOVERNMENT and NATURAL RESOURCES.		Housing/LandUse
SB 680	Wieckowski (D)	San Francisco Bay Area Rapid Transit District	Extends the maximum distance from transit facilities of real and personal property that the San Francisco Bay Area Rapid Transit District is authorized to take for transit-oriented joint development projects, as commercial, residential, or mixed-use developments that are undertaken in connection with those transit facilities.	06/01/2017 - To ASSEMBLY Committee on TRANSPORTATION.		Housing/LandUse



Edmund G. Brown Jr.
Governor

Brian P. Kelly
Secretary

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May 12, 2017

The Honorable Susan Collins
Chairman
Subcommittee on Transportation, Housing and
Urban Development and Related Agencies
Committee on Appropriations
United States Senate
Washington, DC 20510

The Honorable Jack Reed
Ranking Member
Subcommittee on Transportation, Housing and
Urban Development and Related Agencies
Committee on Appropriations
United States Senate
Washington, DC 20510

Dear Madam Chairman and Senator Reed:

Last month, Governor Edmund G. Brown Jr. signed SB 1, the landmark "Road Repair and Accountability Act of 2017," which was backed by a broad coalition of supporters and invests \$52.4 billion over the next decade to fix roads, freeways and bridges in communities across California and put more dollars toward transit and safety. States all over the country are stepping up: California has now joined 21 other states that have enacted new transportation funding to improve infrastructure since 2013 - so the partnership with the federal government is more important now than ever.

President Donald J. Trump and several Members of Congress have pledged to dramatically increase federal infrastructure investment this year. California is certainly making significant investments in transportation and infrastructure, and is eager to partner with the federal government to advance important projects, many of which are significant both for California and the entire nation. Therefore, on behalf of the California State Transportation Agency, I respectfully urge you to consider the following requests in the federal fiscal year (FY) 2018 appropriations bill for Transportation, Housing and Urban Development (THUD).

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Honor FAST Act Authorized Funding Levels

California strongly advocated for a multi-year surface transportation reauthorization that would provide stability and certainty, allow for deliberate investment and job growth, and improve the conditions of the nation's roads and bridges. Therefore, California welcomed the enactment of the Fixing America's Surface Transportation Act (FAST Act, P.L. 114-094), a five-year authorization of highway, transit, safety and rail programs.

The FAST Act included approximately \$225 billion in contract authority over five years for the Federal-aid highway program, increasing funding from \$41 billion in federal FY 2015 to \$47 billion in federal FY 2020 – a 15 percent increase. Therefore, we are pleased that the federal FY 2017 Consolidated Omnibus Appropriations bill provides obligation limitations that fully honor increased FAST Act funding levels for Highway Trust Fund programs instead of keeping these programs level-funded through a year-long Continuing Resolution.

While we urge Congress to further increase infrastructure spending through Federal Infrastructure Investment Legislation this year, at a minimum, we ask that the federal FY 2018 THUD appropriations bill fully honor FAST Act funding levels for Highway Trust Fund programs.

Passenger Rail

As the state responsible for delivering the nation's first high-speed rail system, California has made significant investments in high-speed intercity passenger rail and therefore supports dedicated long-term federal investment and partnership in passenger rail programs.

In addition to \$3.5 billion in federal funding, the State of California has made an unprecedented commitment to the project, dedicating 25 percent of annual proceeds from its Greenhouse Gas Reduction Fund ("Cap and Trade") program to the development of the system -- this has provided \$1.2 billion for the high-speed rail project to date. Additionally, last month California sold its first \$1.13 billion of Proposition 1A construction bonds for the high-speed rail project.

Continued partnership with the federal government will be critical to the California High-Speed Rail program's success, and we ask that Congress provide significant funding for the High-Speed Intercity Passenger Rail program and fully fund FAST Act authorized FRA grant programs: the Consolidated Rail Infrastructure and Safety Improvements (FAST Act sections 11102 and 11301); the Federal-State Partnership for State of Good Repair (FAST Act sections 11103 and 11302); and the Restoration and Enhancement Grants (FAST Act sections 11104 and 11303).

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Further, California joins with the American Road and Transportation Builders Association, the American Public Transportation Association, the Transportation Trades Department, AFL-CIO and several other industry and labor organization to oppose the inclusion of riders that would impede the development of state high-speed passenger rail programs in the federal FY 2018 THUD appropriations bill. In addition to the damage adverse provisions in the appropriations bill would do to California's high-speed rail efforts, we believe they would also send a negative message to other states, regions and the private sector planning to invest in any kind of major infrastructure project.

Moreover, California opposes the Trump Administration's *America First – A Budget Blueprint to Make America Great Again* ("FY 2018 Trump Administration 'Skinny Budget'") proposal to terminate federal support for Amtrak's long distance train services. We are pleased the federal FY 2017 Consolidated Omnibus Appropriations bill provided funding for Amtrak long-distance service, and we ask that Congress continue to fund this service in the federal FY 2018 THUD bill.

Public Transportation

Cities in California and throughout the nation are planning large, new public transportation facilities. Therefore, we are concerned that the federal FY 2018 Trump Administration "Skinny Budget" appears to retreat from full federal partnership in these important projects by stating, "Future investments in new transit projects would be funded by the localities that use and benefit from these localized projects."

California does not support the federal FY 2018 Trump Administration's "Skinny Budget" proposal to cut Federal Transit Administration (FTA) funding and limit funding for FTA Capital Investment Program (New Starts) to projects with existing full funding grant agreements (FFGAs). Therefore, we are pleased that the federal FY 2017 Consolidated Omnibus Appropriations bill provided full FAST Act Highway Trust Fund funding levels for FTA and over \$2.4 billion for FTA Capital Investment Grants, including funding for new California FFGAs - \$100 million for the Caltrain Peninsula Corridor Electrification Project and \$50 million for the Santa Ana and Garden Grove Streetcar. The Caltrain Peninsula Electrification Project alone will result in the creation of over 9,600 jobs, including over 1,300 located outside of California in places like Jacksonville, Florida; Richmond, Virginia; Hudson, Wisconsin; Littleton, Colorado and Salt Lake City where a domestic railcar assembly plant will be built.

California strongly urges Congress to honor FAST Act funding levels for transit programs and to provide robust funding for FTA discretionary programs and new FFGAs in the federal FY 2018 THUD Appropriations bill.

Freight and Goods Movement

California is the nation's international trade leader, in terms of value and quantity of goods handled by its seaports, airports, railroads and roadways; and California's commitment to improving its freight system is unmatched in the U.S.

California strongly urges Congress to invest more in the national freight transportation system, which is of critical importance to the national economy. Specifically, California urges Congress to provide the fully authorized amount for FAST Act freight programs in the federal FY 2018 THUD bill, including \$900 million for the Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (FASTLANE) grants program.

Moreover, California opposes the federal FY 2018 Trump Administration 'Skinny Budget' proposal to terminate the Transportation Investment Generating Economic Recovery (TIGER) grant program. We are pleased that the federal FY 2017 Consolidated Omnibus Appropriations bill provided \$500 million for the TIGER program, and we ask Congress to continue funding the TIGER program in the federal FY 2018 THUD bill.

2017 California Winter Storms and FHWA Emergency Relief Funding

In 2017, California suffered the most severe winter storm events it has seen in 20 years, brought on by an "atmospheric river" weather phenomena. In addition to damages to the Oroville Dam Spillway, there was major storm damage to highways, roads and bridges throughout California. In January, more than nine feet of snow fell over Donner Summit in only seven days. In that same week, the storm brought as much as ten inches of rain in some places, and several corridors were flooded along the coast and inland. February offered no respite, as torrential winter continued, and California's Department of Transportation (Caltrans) dealt with mudslides, rockslides, slip outs, and washouts – not to mention snowdrifts and avalanche control. All-in-all, the Donner Summit area received more than 56 feet of snow between January and February 2017.

As a result of the 2017 Severe Winter Storms, Caltrans current (as of mid-April 2017) preliminary damage estimate for the State Highway System is more than \$900 million with an additional \$400 million for local roads. However, only \$100 million is authorized annually for the FHWA Emergency Relief Program for the emergency repair and restoration of Federal-aid highway facilities. In fact, the \$100 million Emergency Relief Program annual authorization is frequently exceeded, and therefore Congress has periodically provided additional funds for the Emergency Relief Program through Supplemental Appropriations. To date, Caltrans has received a \$10 million FHWA

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“quick release” Emergency Relief allocation for work associated with the 2017 Severe Winter Storms.

California greatly appreciates the \$1 billion of FHWA Emergency Relief funding Congress provided nationally in the federal FY 2017 Continuing Resolution enacted in December 2016, and the \$528 million Congress provided nationally in the federal FY 2017 Consolidated Omnibus Appropriations bill enacted in May 2017. However, given the magnitude of the California 2017 Severe Winter Storm damage, which greatly exceeds the total annual authorization for the FHWA Emergency Relief Program, we are asking Congress to include additional FHWA Emergency Relief funding in the federal FY 2018 THUD bill or a Supplemental Appropriations bill to address California's 2017 Severe Winter Storm damage.

Federal Infrastructure Investment Legislation

As Congressional authorizers and appropriators work with the Trump Administration this year to craft Federal Infrastructure Investment Legislation, California acknowledges that several different ideas will be considered. We are ready to work with you.

To offer a few initial thoughts, California supports the position taken by the American Association of State Highway and Transportation Officials (AASHTO) and others that a new federal program should include, as a foundation, additional sustainable revenue to ensure the permanent solvency of the Highway Trust Fund. It should also build upon the good work Congress has done by enacting the FAST Act and include direct federal assistance through programs Congress has already authorized – this would immediately provide a stream of “Fix it First” funding to repair existing assets, and also directly fund work supporting the state’s strategic priorities for highway, transit and rail programs.

California is a diverse state, and we believe that infrastructure investment should be through a balanced program of guaranteed discretionary and formula programs that will provide for regional priorities and major projects in critical border and trade corridors, improve safety and meet the needs of rural communities and tribal governments, and improve the performance of our transportation system as a whole.

We are also encouraged by Executive Order 13766 and President Trump’s focus on streamlining the environmental review and permitting processes. California is a national leader in sustainable infrastructure development and the first state to participate in National Environmental Policy Act Assignment. We have a proven track record of achieving significant results. California strongly supports streamlining of Federal regulations to facilitate more expeditious project delivery without diminishing environmental standards and safeguards, and we look forward to engaging Congress and the Trump Administration in this discussion.

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Sincerely,



BRIAN P. KELLY
Secretary

cc: Members of the California Congressional Delegation



OFFICE OF THE GOVERNOR

To: Members of the California Delegation
 From: Governor Edmund G. Brown Jr.
 Date: June 6, 2017
 Re: Proposed White House Budget

The White House budget would harm the state's ability to provide access to health care, extend support for housing and social services, protect our environment, strengthen our infrastructure, and keep people safe.

Due to the gravity of the proposed cuts, I wish to provide you in this memo with additional detail on what they will mean for California's government if they are enacted.

Health Care

The budget would change the **Children's Health Insurance Program** by cutting funding and capping eligibility, putting a large new burden on the state. It ends the increase in the enhanced-federal match rate, a change that we estimate will require \$397 million in additional state money this fiscal year and \$557 million next fiscal year. The cap would mean that only children coming from families who are at or below 250% of the federal poverty level would get federal support. Given that the state currently provides support to children in families up to 266% of poverty level and offers additional support through Medi-Cal access and the County Children's Health Initiative Program, these cuts would harm our ability to carry out these programs, which collectively serve hundreds of thousands of children in the state.

The budget would cut **Medicaid** by hundreds of billions of dollars through per-capita caps, with tens of billions in cuts to California alone. We estimate these changes will cost California \$680 million in fiscal year 2020, a figure that will rise to \$5.3 billion in fiscal year 2027. In addition, the American Health Care Act, if enacted, will impose further cuts by reducing the federal match percentage for new Medicaid expansion enrollees. Together, these proposals will devastate our ability to meet the needs of the 13 million people in California – nearly one-third of our state – who are enrolled in Medi-Cal.

Finally, the budget includes a number of other harmful cuts: cuts to the **Community Mental Health Services** block grant that last year provided \$69 million in funding to county mental health plans across the state; the elimination of the **Preventive Health and Health Services** block grant that funds 20 different programs at the state's Department of Public Health; the elimination of 14 health and nursing training programs that could make it harder to fill open positions; and cuts to health and biomedical research funds that are a key foundation of the state's research and innovation enterprise.

Social Services

The budget cuts the **Supplemental Nutrition Assistance Program** by \$191 billion over 10 years. A proportional cut to California would result in a \$1.6 billion annual decline in federal support to the state's CalFresh program, which serves more than four million people and is vital to food security.

The budget limits eligibility for the **Earned Income Tax Credit** and the **Child Tax Credit** by imposing new restrictions on undocumented Californians who seek to claim the credit. Given that more than two million people in California are undocumented, these cuts may have large repercussions on families and children who need this support.

The budget also cuts the **Temporary Assistance for Needy Families** program by 10 percent, which would result in hundreds of millions of dollars in cuts to low-income families in the state.

The budget eliminates the **Low Income Home Energy Assistance Program**. This program serves an estimated 219,265 households in California, the majority of which included vulnerable populations such as children, the elderly, and people with disabilities. The state received \$176.5 million in funding for this program last year to help households in need pay a gas or electric utility bill once per year, help them cope with emergency energy issues such as a breakdown of an in-home system or the effects of a natural disaster, and provide weatherization assistance.

The budget eliminates the **Social Services Block Grant**, depriving California of \$191 million in funding. California relies on these funds to help people with disabilities, improve child welfare, and support child care programs. We are also concerned that the White House may be proposing to eliminate the ability to transfer Temporary Assistance for Needy Families funding to the Title XX block grant, which is a key state authority granted under current Social Services Block Grant authorizing statutes. It is important to protect both core funding and the transfer authorities.

The budget eliminates the **Community Services Block Grant**, which last year provided \$63 million to California to help our state reduce poverty, help low-income families, and revitalize communities. Services range from assistance to the homeless to education and skills to health and housing. We estimate that this program serves 691,455 families that include 1,890,319 individuals. Without this support, funds for local community action agencies will be at risk.

Finally, the budget cuts support for a number of other important programs: the **Foster Grandparent Program**, a program funded by the Corporation for National and Community Service (which the White House proposes to eliminate) that receives \$1.2 million in funding to match people age 55 and above with more than 500 individuals with developmental disabilities; and the **Independent State Living Grants**, through which California receives \$1.9 million to help individuals with disabilities live independently with a higher quality of life.

Housing

The budget eliminates the **Community Development Block Grant** program, which provides vital funding for key housing and neighborhood support services. It is more than 40 years old

and is driven by local needs. California receives \$355 million in support. Of that total, \$27 million is allocated to the state and the balance went directly to local jurisdictions.

The budget eliminates the **HOME Investment Partnerships Program**. This program provides support for affordable housing for low-income families. California receives \$127 million in support. Of that total, \$31 million is allocated to the state and the remainder to local jurisdictions.

Finally, the budget includes a range of other cuts to the federal **Department of Housing and Urban Development** that would harm California families, including: cuts to housing vouchers and other rental assistance, raising the required tenant contribution, and work requirements. All of these cuts would further exacerbate the shortage of affordable housing in California.

Education

The budget reduces **Title I funding** for schools with high percentages of low-income families by more than \$500 million nationwide. This would mean tens of millions of dollars in annual cuts to California, which relies on Title I funding to serve more than 10,000 schools.

The budget eliminates the **Supporting Effective Instruction State Grants** program, through which California last year received \$242 million to help attract and retain good teachers and support their professional development.

The budget eliminates the **Student Support and Academic Enrichment** block grant, which provided California in the neighborhood of \$40 million, and the **21st Century Community Learning Centers Program**, which provided California with \$132 million. These funds were designed to improve school conditions, upgrade technology, and increase support for after-school and summer enrichment programs.

The budget eliminates the **Public Service Loan Forgiveness** program, which is an important tool to recruit new graduates to work for the state and is also useful for nonprofits.

Finally, the budget cuts grants to states under the **Individuals with Disabilities Education Act**. Given that this Act is already below full-funding levels, these cuts would especially harm the state as we work to provide students with disabilities with the educational services they need.

Labor and Workforce Development

The budget cuts funding for the **Workforce Innovation and Opportunity Act** as well as funds for **Wagner-Peyser** career-center employment services. Tens of thousands of Californians rely on these services to prepare for and find good jobs.

The budget eliminates the **Migrant and Seasonal Farmworker** program, under which the state receives \$19 million to help farmworkers and their families receive job training as well as information on unemployment insurance, disability insurance, and workplace rights.

The budget eliminates the **Senior Community Service Employment Program**, through which California received \$7.5 million in federal funding to help low-income adults aged 55 and above develop skills and find work.

The budget cuts funds for **apprenticeships** by more than 5 percent. California has more than 75,000 active apprentices and seeks to expand this vital workforce development program.

The budget may reduce **unemployment insurance** funding and use a solvency standard that could cost California businesses an additional \$5.7 billion in federal unemployment insurance taxes over a five-year period. The budget also changes the **Individual Unemployability (IU)** rating in a way that could cause thousands of veterans to lose income. While this program should be studied, we must make sure we do not harm vulnerable veterans who have earned the right to compensation for injuries and disabilities that they incurred through service.

Finally, the budget cuts the **Susan Harwood Training Grant** program, which awarded more than a million dollars to California nonprofits to help them educate and train workers in the state to know and exercise their workplace rights.

Science, Energy, and Agriculture

The budget cuts the **National Institutes of Health** budget by \$5.8 billion. A cut of this magnitude would devastate our scientific enterprise and reverberate across California's renowned research institutions.

The budget imposes steep cuts on climate science across agencies – from the **National Oceanic and Atmospheric Administration** to the **National Science Foundation** to **Department of Energy** programs – that would harm the state's ability to monitor and assess climate risks and determine the best ways of addressing them.

The budget reneges on \$2 billion in contributions that the U.S. pledged to the **United Nations Green Climate Fund**. This cut deprives the fund of critical resources to promote clean-energy development and climate resiliency in developing countries. The budget makes these cuts even though several other countries have pledged more to the fund on a per-capita basis.

The budget eliminates the Department of Energy's **Weatherization Assistance Program**, which provided California \$5.9 million to help low-income families conserve energy and save money. We estimate that 1,866 households in the state benefited from this program, which not only reduced costs for participants but improved health and safety.

The budget eliminates the Department of Energy's **State Energy Program**, which is a driver of state action on energy issues. The program helps governors invest in efficiency and renewable energy priorities, enabling states to save energy and money through innovative programs and public-private partnerships. Last year, California received \$50 million through this program.

The budget eliminates the **Water and Wastewater Loan and Grant Program**, which provides funding for drinking water systems, sanitation, waste disposal, and storm water drainage. Local communities and utility districts across the state rely on this funding to upgrade their systems.

The budget puts funding at risk for a number of other water management and conservation grant programs, including the **Nonpoint Source Management Program**, the **Underground Storage Tank** leak prevention program, and the **Water Pollution Control Program**.

The deep cuts in Environmental Protection Agency funding also mean that a number of **air quality** enforcement and funding programs are at risk. Examples include programs that help the state reduce particulate matter from diesel and address high-ozone areas.

The budget puts funding for **environmentally-responsible land management** at risk, including the possibility of reductions in support for **hazardous waste clean-up**, remediation of plots of land that are contaminated and development of **brownfields**, and **site investigation** support, all of which collectively require millions of dollars in funding.

The budget eliminates the **Market Access Program** and the **Foreign Market Development Program**, which provides tens of millions of dollars to nonprofit commodity and agriculture trade associations in California to help local industry sell its products overseas.

Finally, the budget includes a range of other cuts: to the **National Resources Conservation Service**, whose programs are highly subscribed in California; reductions from the current appropriated level in the **Army Corps of Engineers' civil works** budget, which includes levee improvement and other flood protection projects; to the **Specialty Crop Block Grant** program, which provides California with \$21.7 million in support for a number of agricultural projects; and to the **Specialty Crop Pests** program, to protect against invasive species that damage crops.

Transportation

The budget proposes tens of billions of dollars in reduced outlays after fiscal year 2021 from the **Highway Trust Fund**, which would massively reduce core federal support for highway and transit projects across the state. Public-private partnerships, while helpful, cannot replace core funding.

The budget cuts the **Federal Transit Administration's Capital Investment Grants (New Starts)** program from \$2.4 billion to \$1.2 billion, limiting funding to projects with existing Full Funding Grant Agreements. California projects that need dollars – including the Sacramento and Orange County streetcars, the BART connection to San Jose, extensions of Metro and light rail service in Los Angeles, and expanding bus rapid transit in Fresno – would be unable to get them.

The budget cuts grants to **Amtrak** by over \$700 million by ending support for long-distance train services. This would cut support for the California Zephyr, Coast Starlight, Southwest Chief and Sunset Limited lines which serve many rural California communities, and would increase pressure on other services (such as the Capitol Corridor, San Joaquins, and Pacific Surfliner) that would bear more of the fixed cost of operations.

Finally, the budget eliminates the **Transportation Investment Generating Economic Recovery** grants, which has provided hundreds of millions of dollars to California over the last decade. These funds were especially useful to spur innovative, multi-modal and multi-jurisdictional transportation projects that required collaboration across a range of stakeholders.

Justice and Public Safety

The budget cuts \$10 million in funding for an **earthquake early-warning alert system** on the west coast that could provide additional time to respond to seismic activity, saving lives and infrastructure. The long-planned system needs these funds for completion. The budget also reduces funding by \$11 million for **tsunami-monitoring stations** in oceans and cuts funds for a next-generation **weather-forecasting** system, both of which will be critical in an emergency.

The budget eliminates funding for the **State Criminal Alien Assistance Program**, under which the state received \$50.6 million in federal reimbursements last year. The budget also cuts other justice-related funding that could harm rehabilitative services.

The budget eliminates federal funding for the **Legal Services Corporation**, which provides hundreds of millions of dollars in civil legal aid for low-income Americans.

Finally, the budget cuts a number of other public safety programs: the **Homeland Security Grant Program** and **Urban Area Security Initiative** program, which help protect key assets from our cyber-networks to the ports through which billions of dollars of goods pass through; the **Emergency Management Performance Grant** program which enables us to better prepare for and respond to disasters; and the **Pre-Disaster Mitigation Grant Program**, which improves state resilience at a time when resilience is so important for the future of California.

Congress of the United States
Washington, DC 20515

June 8, 2017

The Honorable Rodney P. Frelinghuysen
 Chairman
 House Appropriations Committee
 H-305, The Capitol
 Washington, DC 20515

The Honorable Nita M. Lowey
 Ranking Member
 House Appropriations Committee
 1019 Longworth House Office Building
 Washington, DC 20515

The Honorable Bill Shuster
 Chairman
 House Transportation and Infrastructure Committee
 2251 Rayburn House Office Building
 Washington, DC 20515

The Honorable Peter A. DeFazio
 Ranking Member
 House Transportation and Infrastructure Committee
 2164 Rayburn House Office Building
 Washington, DC 20515

Dear Chairmen Frelinghuysen and Diaz-Balart and Ranking Members Lowey and Price:

We write to bring your attention to a shortfall in funding for the Federal Highway Administration (FHWA) Emergency Relief Program and to express our support for authorizing and appropriating supplemental funding to address these short-falls. In 2017, California suffered the most severe winter storm events it has seen in 20 years, brought on by "atmospheric river" weather phenomena. In addition to damages to the Oroville Dam Spillway, there was major storm damage to highways, roads and bridges throughout the state. In January, more than nine feet of snow fell over Donner Summit in only seven days. In that same week, the storm brought as much as ten inches of rain in some places, and several corridors were flooded along the coast and inland. February offered no respite, as torrential winter continued, and the California Department of Transportation (CALTRANS) had to deal with mudslides, rockslides, slip outs, and washouts – not to mention snowdrifts and avalanche control. All-in-all, the Donner Summit area received more than 56 feet of snow between January and February 2017.

As you know, the Emergency Relief Program is authorized annually at \$100 million. However, the funding requested by states for eligible disaster assistance has often exceeded the available funding levels. For instance, the California Department of Transportation (CALTRANS) has estimated preliminary damages to the state highway system from the 2017 winter storms at over \$800 million with an additional \$400 million estimate for local roads. CALTRANS is also waiting for \$546 million in reimbursements from prior storm events dating back to 1990.

California is not the only state that has been impacted by funding shortfalls. Our colleagues in the State of Georgia are in the midst of dealing with a major disaster on the I-85, which will certainly cost more to repair than the \$10 million in FHWA emergency funding already allocated. When the I-35W bridge collapsed in Minneapolis, Minnesota, Congress acted swiftly and in a bi-partisan manner to authorize and appropriate supplemental FHWA Emergency Relief Program funds to address the program shortfall.

We sincerely appreciate the \$528 million in funding that the conferees have allocated to the FHWA Emergency Relief Program in the Fiscal Year 2017 Omnibus Appropriations Act. This funding will go a long way towards helping eliminate the backlog.

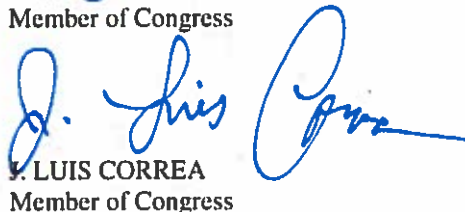
We look forward to continuing to work with you to further address funding shortfalls in the FHWA Emergency Relief Program, and to assist our states in rebuilding and recovering from disasters impacting our transportation systems.

Sincerely,


 JULIA BROWNLEY
 Member of Congress


 JUDY CHU
 Member of Congress


 SALUDO CARBAL
 Member of Congress


 J. LUIS CORREA
 Member of Congress

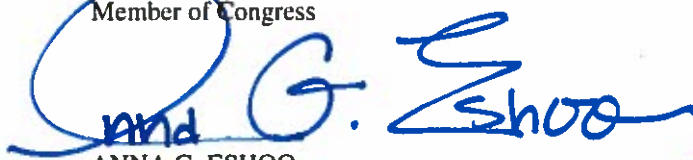
The Honorable Rodney Frelinghuysen
The Honorable Nita Lowey
The Honorable Bill Shuster
The Honorable Peter DeFazio
June 8, 2017



JIM COSTA
Member of Congress



MARK DESAULNIER
Member of Congress



ANNA G. ESHOO
Member of Congress



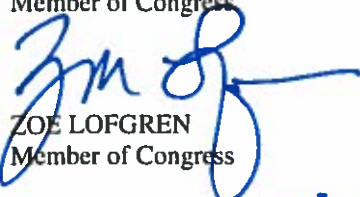
JOHN GARAMENDI
Member of Congress



JARED HUFFMAN
Member of Congress



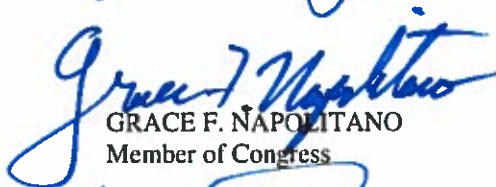
BARBARA LEE
Member of Congress



ZOE LOFGREN
Member of Congress



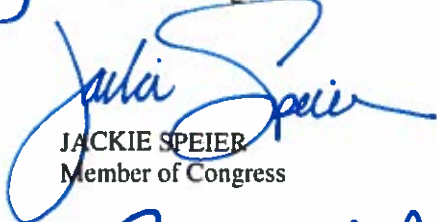
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ERIC SWALWELL
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