

Date of Hearing: April 2, 2019

ASSEMBLY COMMITTEE ON JOBS, ECONOMIC DEVELOPMENT, AND THE ECONOMY

Sabrina Cervantes, Chair

AB 245 (Muratsuchi) – As Amended March 26, 2019

SUBJECT: California Aerospace and Aviation Commission: establishment

POLICY FRAME: California has historically been a global aerospace leader, holding 9% of the combined space and aircraft market in the world in 2016. The aerospace industry is, however, being transformed by new technologies, commercial opportunities, and innovation centers within regions previously considered too remote or technologically undeveloped. In short, California's dominance is being challenged. In order to maintain the state's competitiveness, California may need a new framework from which the state can better facilitate and align public and private sector actions. Among other challenges, the state needs to prepare for competition from other states, a potential new round of military base closures, shifts in funding priorities at NASA, and implementation of the National Security Plan, to name only a few.

AB 245 proposes the creation of an industry-focused commission to help guide the state's economic and workforce development activities. Able to be industry-funded, this Commission could provide a unique component to the state's existing economic framework, which currently focuses on regional economies and integrated economic development networks.

The policy committee analysis includes information on the California economy, the importance of the aerospace industry to the state, competitiveness issues against other states, and shifting aerospace priorities. Nonstate Commission funding is already being organized and is described in Comment 6. Suggested technical amendments are included in Comment 7.

SUMMARY: Enacts the California Aerospace and Aviation Act of 2019 (Act), which establishes the 17-member California Aerospace and Aviation Commission (Commission) for the purpose of serving as a central point of contact for related industries and supporting the health and competitiveness of these industries in California. Authority for the operation of the Commission sunset on January 1, 2025. Specifically, **this bill:**

- 1) **Legislative Findings:** Expresses findings and declarations of the Legislature that include, but are not limited to:
 - a) The aerospace and aviation industries, collectively, constitute one of the largest high-technology manufacturing sectors within the U.S.
 - b) The aerospace and aviation industries generate a significant portion of economic output from companies that manufacture goods and provide services throughout the industry's supply chain.
 - c) Accelerated by surges in delivery of civil aircraft systems across platforms and commercial space launches, production grew in 2017 and is poised for continued growth across all sectors in 2018.
 - d) California is a global leader in space instrumentation, satellite services and manufacturing, and engineering services. The state provides more than 50% of all aerospace engineering services and 59% of aircraft search, detection, navigation, guidance, and nautical instrumentation.
 - e) The California aerospace industry employs approximately 230,000 workers directly and supports 511,000 jobs across related industry sectors, including finance, construction, and transportation.

- f) Key California strengths include having a capable and skilled workforce, with numerous technical universities to provide a pipeline for the industry, ideal climate conditions for flight-testing, large restricted airspace, high concentration of military operations, easy access to international manufacturing as an aerospace industry legacy, major international shipping ports, and an emerging startup scene, which has introduced new players such as SpaceX, Orbital ATK, and Virgin Galactic, among others, into the area.
 - g) California's position as a global leader, however, is being increasingly challenged. Primary industry challenges have been identified, including: competition from abroad in aerospace manufacturing, a declining in-state customer base with government contracts, and state tax credits that need modification to match incentives in other states;
 - h) The significant benefits provided to California by the aerospace and aviation industries are in jeopardy as a result of the concerted efforts of other states and countries to lure the industry away from California; and
 - i) The Legislature declares that there is a need for a concerted and collaborative effort by California state and local governments to provide an environment supportive of, and conducive to, the undertakings of the aerospace and aviation industries in this state.
- 2) **Create Commission:** Establishes a 17-member Commission located under the administrative authority of the Governor's Office of Business and Economic Development (GO-Biz). In addition, this bill:
- a) Requires that the offices of the Commission be contained within existing operations of GO-Biz, except that the Commission may use additional office and meeting space donated by a nonprofit entity.
 - b) Requires the Commission to meet at least four times a year with the first meeting being scheduled on or before May 1, 2021.
 - c) Requires that the operations of the commission be supported through a combination of state and nonstate moneys. State funds (generally paying the salary of GO-Biz staff) are required to be matched at least dollar-for-dollar by nonstate funds.
 - d) Requires the Director of GO-Biz to determine when sufficient nonstate moneys are available to support the operations of the Commission. All Commission activities are prohibited until such a determination is made and the Department of Finance is notified of this determination.
 - e) Sunsets the authority to operate the Commission on January 1, 2025.
- 3) **Commission Purpose:** Provides that the purpose of the Commission is to serve as a central point of contact for businesses engaged in the aerospace and aviation industries and to support the health and competitiveness of these industries in California.
- 4) **Commission Activities:** Requires the Commission to make recommendations to the Legislature, the Governor, GO-Biz, and other state agencies on legislative or administrative actions that may be necessary or helpful to maintain and improve the position of the state's aerospace and aviation industries in the national and world markets. In undertaking its mission and responsibilities, the commission is authorized to do all of the following:
- a) Hold hearings, meetings, and other activities designed to solicit information from aerospace and aviation businesses and related stakeholders;

- b) Host and participate in trade shows;
 - c) Approve or modify any marketing and promotion plan developed by the director to promote aerospace and aviation industries in the state;
 - d) Adopt operational rules and procedures, consistent with the authorities and requirements of this chapter, the GO-Biz, and general operating procedures of the state;
 - e) Request and obtain any information from state entities necessary to carry out the purposes of this chapter; and
 - f) Accept grant moneys, gifts, and donations for the purpose of implementing this Act; as specified.
- 5) **Board Appointments:** Specifies that members of the Commission serve at the pleasure of their appointing body, which include the Governor, the Assembly Speaker, and the Senate Rules Committee as follows:
- a) The Governor appoints:
 - i) Three members from large aerospace or aviation corporations;
 - ii) Two members from small or medium-size aerospace or aviation businesses;
 - iii) One member from a local or regional economic development corporation;
 - iv) One member from a seaport that exports aerospace or aviation equipment;
 - v) One member from the aerospace or aviation industry supply chain;
 - vi) One member from a general aviation airport; and
 - vii) One member with workforce development experience from an aerospace or aviation-related field.
 - b) The Speaker of the Assembly appoints one member from California's higher education system and one member who is currently an employee or member of a union or guild of aerospace or aviation employees.
 - c) The Senate Committee on Rules appoints one member who is a representative of investment and incubators used in the aerospace or aviation industry and one member who is currently an employee or member of a union or guild of aerospace or aviation employees.
 - d) The Director of the Governor's Office of Business and Economic Development (GO-Biz) and the Director of the California Military Department serve as ex officio nonvoting members of the Commission and are authorized to designate a representative to serve on the Director's behalf.
- 6) **Board Member Terms:** Sets a two-year appointment term and prohibits any member from serving more than three terms. For the initial appointment round, however, commission members representing the appointment categories below shall serve for three years in order to establish a staggered appointment schedule, resulting in a more organizationally effective board structure.
- a) Two members from small or medium-size aerospace or aviation businesses.
 - b) One member from a seaport that exports aerospace or aviation equipment.
 - c) One member from the aerospace or aviation industry supply chain.
 - d) One member from a general aviation airport.

- 7) **Director Appointment and Salary:** Requires the Governor to appoint the Commission Director and authorizes the Commission to submit a list of qualified Commission Director candidates for the Governor's consideration. In addition, the bill specifies that:
 - a) The Commission Director's salary is to be set by the Department of Human Services, as specified; and
 - b) The Commission Director reports directly to the Director of GO-Biz, who will also serve as the Commission Director during a vacancy in that position and during a temporary absence, disability, or unavailability of the Commission Director to perform the Director's duties.

- 8) **Selection of Chair:** Requires the chairperson and vice chairperson to be selected by the Commission members from among the Commission membership. In addition, the bill specifies the following:
 - a) The vice chairperson serves as the chairperson in the chairperson's absence;
 - b) The members of the commission serve without compensation; and
 - c) Members of the Commission are required to receive the actual and necessary travel expenses while on official Commission business.

- 9) **Commission Support:** Specifies that the Commission Director provides staff support to the Commission. In addition, the bill:
 - a) Authorizes the Commission to contract for consultants and appoint an advisory board. Members of the advisory board are to serve without compensation and are prohibited from using the name of the commission on any letterhead, business card, or identification badge without expressed authority from the Commission.
 - b) Authorizes GO-Biz to assign additional staff on a temporary or permanent basis to support the work of the Commission.

- 10) **Nonstate Donations:** Sets a minimum match for nonstate funds that support the operations of the Commission. Unless otherwise specified, all funds received by the Commission are required to be deposited in the Aerospace and Aviation Account, which is created by this bill. In addition, the bill provides the following related to these contributions:
 - a) Moneys in the account are subject to appropriation by the Legislature;
 - b) Moneys in the account are under the direct control of the Director of GO-Biz or the Commission Director's designee;
 - c) No donation may be larger than 25% of the annual budget of the Commission; and
 - d) For each private donation, the Commission is required to post specified information on its website within 30 days of receiving those funds. This requirement is in addition to and does not supplant any requirements of the Political Reform Act of 1974, as specified.

- 11) **Annual Report:** Requires the Commission to annually report, as specified, on its activities. At a minimum, the report is required to include:
 - a) A list of Commission activities;
 - b) Outcomes of those activities;
 - c) Trends impacting the competitiveness of California's aerospace and aviation industries; and

d) Key economic data about the industries.

EXISTING LAW establishes GO-Biz to serve as the state's primary agency for issues of economic and business development. Among other entities within GO-Biz's oversight are the California Business Investment Services Program, the Office of the Small Business Advocate, the International Trade and Investment Program, and the California Infrastructure and Economic Development Bank.

FISCAL EFFECT: Unknown

COMMENTS & CONTEXT:

- 1) **California Economy:** California is home to nearly 40 million people, providing the state with one of the most diverse populations in the world, often comprising the single largest concentration of nationals outside their native country. In 2017, this diverse group of business owners and workers produced \$2.7 trillion in goods and services, \$171 billion of which were exported to over 220 countries around the world.

California's economy was larger than all but four nations in the world in 2017 – only the national economies of the United States, China, Japan, and Germany being larger. Historically, a number of factors have contributed to California's significant position within the global marketplace, including its strategic west coast location, the size of its consumer base, the strength of its dominant industry sectors, its economically diverse regional economies, its skilled workforce, and its culture of innovation and entrepreneurship, particularly in the area of technology.

Many policy makers and economists describe California as having not a single economy, but having a highly integrated network of a dozen or so regional economies. While biotech has a comparative advantage in some regions, information technology drives growth in others. Driving this economic vitality are both Fortune Global 250 companies with California headquarters and other facilities, as well as the state's robust small business sector, which employs half of all workers and is comprised of more than 98% of all businesses in the state.

In 2017 (most recent data), California's largest industry sectors were: Finance and Insurance (21.6% of state GDP); Trade, Transportation, and Utilities (14.5%); Professional and Business Services (12.8%); Manufacturing (10.9%); Information (8.7%); Tourism and Arts (4.2%); and Construction (3.9%). *Chart 1 – California GDP by Industry Sectors* shows state GDP in dollars by industry sector. One of the unique qualities of California's economy is its multiple dominant industry sectors.

The state's three largest industry sectors in terms of GDP – Finance and Insurance; Trade, Transportation, and Utilities; and Professional and Business Services – also provide a foundation to other industry sectors, including Manufacturing and Information. Each of these top performing industry sectors are also distinguished as being a tradable industry sector, meaning that it is a sector whose output in terms of goods and services is traded internationally, or could be traded internationally given a plausible variation in relative prices. Aerospace and aviation activities fall within each of the top five sectors.

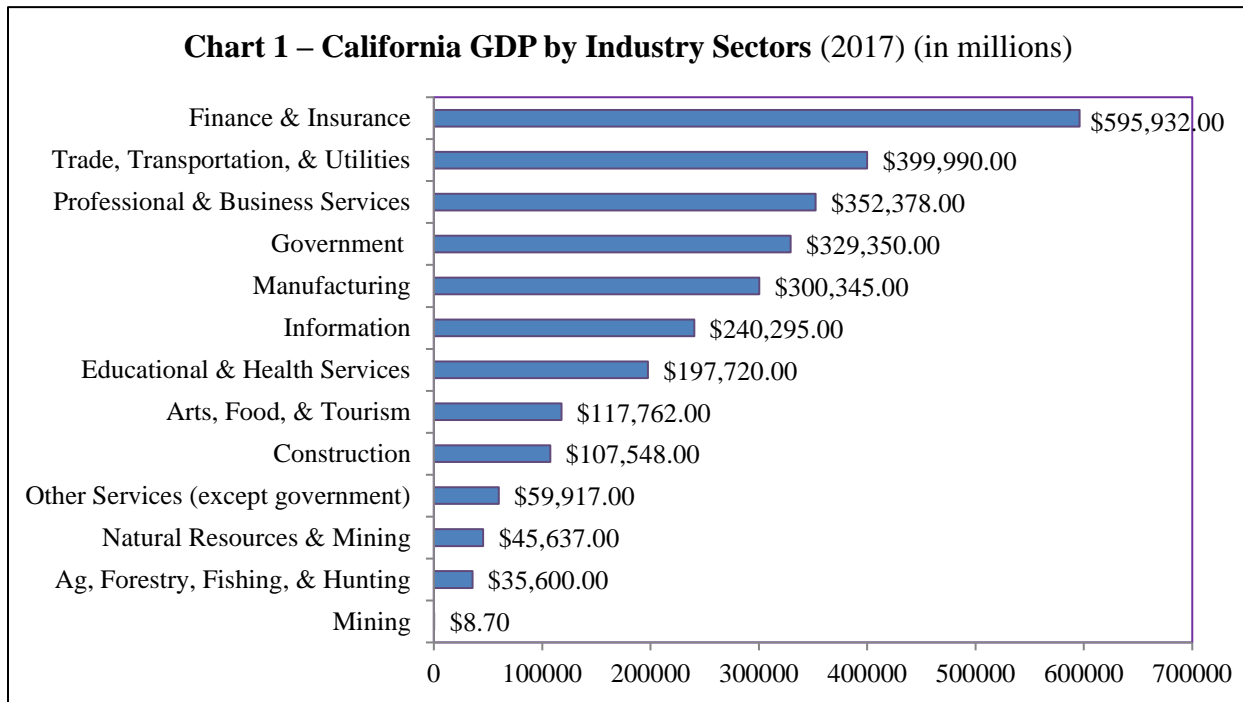
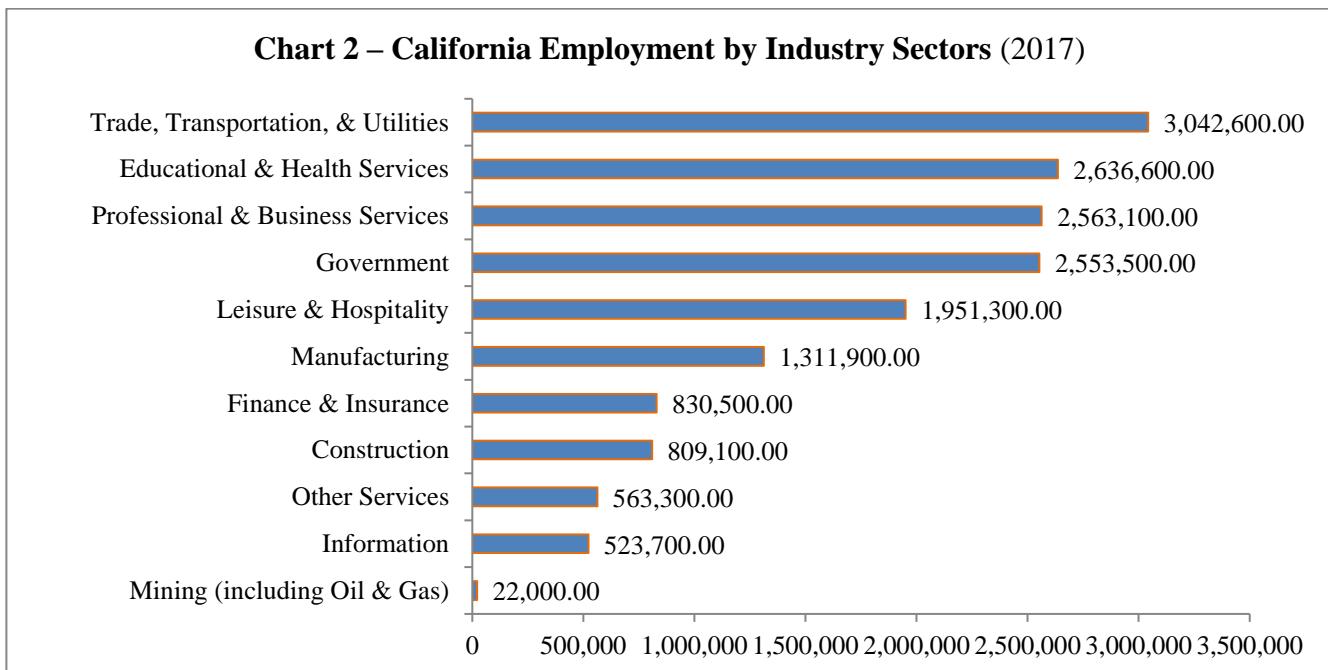


Chart 2 – California Employment by Industry Sectors shows employment data within the same industry sectors as are measured in Chart 1. In 2017 (most recent data), the Trade, Transportation, and Utilities sector represented the industry with the largest number of employees in California, followed by jobs in Education and Health Services.



Global and domestic markets are constantly evolving. The pace of this change is increasing as digitization and artificial intelligence, among other trends, cause the radical reordering of “traditional” industry boundaries and interrelationships. For aviation and aerospace, these new technologies offer opportunities, but also challenges as other areas of the U.S. and the world develop their own capabilities and expertise.

National space policy is also in flux, and a shift away from satellite technologies, an area in which California excels, to manned commercial missions to Mars could have a significant ripple effect on a range of California industry sectors as federal and private research and development dollars go elsewhere.

- 2) **Economic Impact of Aerospace Industries:** Aerospace and aviation are not one industry sector. Rather, businesses within these industries are classified under the North American Industry Classification System (NAICS) as being within a range of sectors, including Manufacturing, Information, Professional & Business Services, and Trade, Transportation, and Utilities. The aerospace and aviation industries depend on robust supply chains of small businesses providing high tech services and products. Due to the significant amount of defense-related work these industries provide to the U.S. government, many aspects of their contracting are required to remain in the U.S.

According to data provided by the Aerospace Industries Association on the economic impact of the **aerospace and defense** industries, in 2016 (most recent) these industries:

- Generated \$872.1 billion in sales from companies throughout the industry, including the supply chain. Slightly more than half (52%) of all revenues were generated by firms providing the end-user goods and services. Of the 48% of sales accruing to supply chain businesses, approximately 27% were with service providing businesses, such as engineering and testing services.
 - Supported 2.4 million U.S. jobs within businesses producing end-user goods and services and within the industry's supply chain, with about 490,000 jobs in the industry's commercial aerospace segment (e.g. civil and general aviation aircraft, helicopters, and space systems) and 355,500 jobs in the defense and national security segment of the industry (e.g. military aircraft, ground and sea systems, armaments, and space systems).
 - Shipped \$146 billion of exports from the U.S., representing a 2.2% increase over 2015, as compared to a 3.3% decrease in all U.S. exports during the same period. China was the top destination for aerospace and defense exports (\$14.7 billion), followed by the United Kingdom (\$11.6 billion), and France (\$11.4 billion). Washington was the top exporting state, followed by California.
- 3) **Aerospace Competitiveness:** The U.S. ranks first among nations in its attractiveness to the aerospace industry, according to the 2018 Aerospace Manufacturing Attractiveness Rankings prepared by PricewaterhouseCoopers (PwC). Features that distinguish the U.S. are the quality of its labor force, its overall healthy economy, and its transportation-related infrastructure. In addition, the country's rankings is advantaged by the significant level of defense spending, illustrated by the \$717 billion defense budget authorization in August 2017. Other high ranking countries include Canada, Singapore, Switzerland, and the United Kingdom.

The PwC report also noted that global demand for aircraft remained high, especially within the Asia-Pacific region. Trade disputes and tariffs could, however, impact what is otherwise an expanding global market.

In the state rankings, PwC gave the highest rank to Washington, followed by Texas, Georgia, Arizona, and Colorado. California did not rank in the top 10. The state ranking were based on seven criteria using seven public and private data sources, including labor force, infrastructure, economy, cost, and tax policy.

- Labor force measurements used in the ranking of states included: production workers’ annual hours for aerospace manufacturing, basic education, skilled education, advanced education, and union flexibility.
- Economy measurements used in the state ranking included: GDP, growth in GDP, consumer price index, manufactured goods exported, total manufacturing output, and subsidies for durable goods manufacturing.

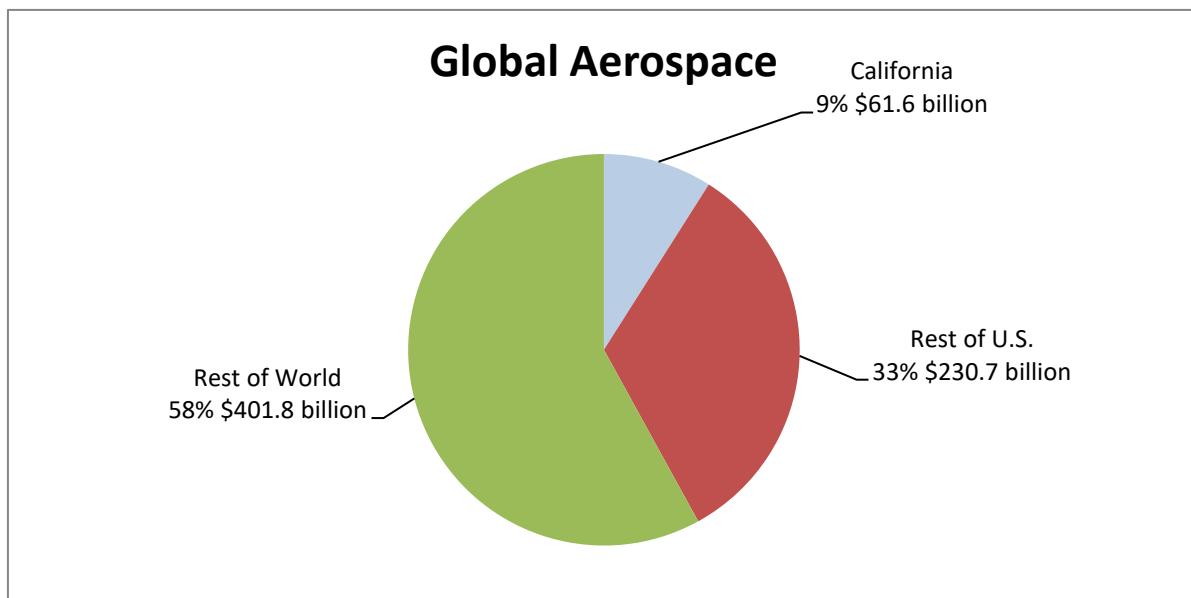
Given these examples, California should have ranked very high. Instead, California ranked 13th, primarily based on cost (ranking 48th) and state tax policy (ranking 50th). Measurements of cost included the average cost of electricity, transportation expenditures by state and local governments, average hourly wage payroll for aerospace manufacturing, industrial production index for total manufacturing, and total cost over the created value of construction. Tax policy was measured by the state and local tax burden as a share of state income and state individual tax rate at \$75,000 of income.

Many states have economic development commissions that support dominant and emerging industries. As an example, the author highlights Washington State’s (top ranked state) “Aerospace Sector Lead,” which helped to develop and now coordinates implementation of the Washington State Aerospace Strategy.

- 4) **California’s Aerospace Industry:** Recent California data was difficult to find, with most government, economic development, and business associations citing research by A. T. Kearney. This 2014 report notes that aerospace is one of California’s largest industries, with a total economic impact of more than \$100 billion annually, including \$38.8 billion in indirect revenues that support related industries.

In this report, the aerospace market sector includes:

- Space industry: Launch Services; Satellite Manufacturing; Ground Equipment; Engineering Services; and Satellite Services.
- Aircraft Industry: Aircraft; Engine and Parts; Search, Detection, Navigation, Guidance, and Nautical (SDNGN) Instruments; and Maintenance Repair and Overhaul.



California is a global leader in in space instrumentation, satellite services and manufacturing, and engineering services. The state provides more than 50% of all aerospace engineering services and 59% of aircraft SDNGN instrumentation.

The California aerospace industry employs 230,000 workers directly and supports 511,000 jobs across related industry sectors. Other related industry sectors include Finance, Construction, and Transportation.

Key California strengths include having a capable and skilled workforce, with numerous technical universities to provide a pipeline for the industry. This advantage is identified as weakening, however, as are several other industry advantages, including:

- Competition from abroad in aerospace manufacturing;
- A declining in-state customer base with government contracts; and
- State tax credits (reviewed in 2012) that need modification to match incentives in other states.

The report does note that wage differences between competitive states are equalizing and that there is an increasingly supportive political environment in the Assembly and among California's U.S. Congressional delegation. In 2014, the Legislature approved an enhanced tax credit and tax exemption for Lockheed Martin and Northrop Grumman, who were competing for federal Department of Defense contracts. The incentives provided a tax credit of 17.5% of wages paid to its workers, potentially worth \$420 million over the 15-year life of the deal, and exempts from property tax tangible personal property having space flight capacity, AB 2389 (Fox), Chapter 116, Statutes of 2014 and AB 777 (Muratsuchi), Chapter 13, Statutes of 2014.

In 2016, the Legislature approved the extension of the sales and use tax exemption on equipment used in manufacturing through 2023, AB 398 (E. Garcia), Chapter 135, Statutes of 2017.

With average wages in aerospace being over \$100,000 per year and more than 60% of the jobs in Southern California requiring specialized training but less than a four-year degree, the aerospace and aviation business sectors offer the state a unique strategy for supporting business expansion by both large and small businesses and upward mobility for workers.

- 5) **National Security Strategy:** In December 2017, the Trump Administration released the National Security Strategy (Strategy), which could have far reaching funding implications on California's aerospace and aviation industries.

Among other things, the Strategy promotes space exploration through partnership between the U.S. government and private industry, commits to defending U.S. assets, declares that the U.S. "must maintain our leadership and freedom of action in space," and directs the government to work with industry to "improve the resiliency of our space architecture."

The Strategy notes that space-based systems and information are playing an ever increasing role in military and intelligence systems, communications and financial networks, weather monitoring, and navigation. "As U.S. dependence on space has increased, other actors have gained access to space-based systems and information." Better technology and lower costs have allowed other governments and the private sector to obtain "imagery, communications, and geolocation services [which] allows motivated actors to access previously unavailable information," which can possibly have an "impact on military operations and on America's ability to prevail in a conflict."

The Strategy states that a robust manufacturing sector is also key to national security. More specifically, the ability of the military to respond to an emergency will depend on the nation's ability to produce needed parts and systems; support healthy and secure supply chains; and provide a skilled U.S. workforce. This is one of the driving forces behind the federal government's trade disputes with many nations around the world.

In promoting greater investment, "the U.S. Government will work with industry partners to strengthen U.S. competitiveness in key technologies and manufacturing capabilities. In addition, we will reform regulations and processes to facilitate the export of U.S. military equipment." The Strategy also commits to supporting technical colleges and apprenticeship programs that link to targeted national security technologies.

AB 245 proposes the establishment of a commission of experts from the public and private sector to assist California lawmakers in evaluating and developing responses to changes and opportunities that arise as the federal government continues to implement the National Security Strategy.

- 6) **Funding for the Commission:** AB 245 requires the donation of nonstate funds to support its activities. The first meeting of the Commission cannot be held until the Director of GO-Biz determines that sufficient nonstate funds are available. To this end, a new nonprofit is in the process of being formed to act as a fundraising organization for this type of Commission.

The primary objectives and purposes of the organization are "to promote the growth of commercial space and aviation economic development statewide through activities designed to enhance California's aerospace competitiveness including but not limited to establishing regional Super STEM (Science, Technology, Engineering, Math) Centers of Education to support the education, training and development of California's workforce; and to solicit and accept monetary and non-monetary contributions and governmental and private grants for the purpose of furthering these charitable activities." According to the author's office, the organization has already obtained federal tax exempt status and selected potential board members, which include economic development professionals, former military, contractors, relevant academics, and representatives of each region of the state that has facilities and infrastructure capable of supporting commercial space activities.

AB 245 already contains strict disclosure provisions for all donations and a prohibition for any entity from contributing more than 25% of the Commissions' annual budget.

- 7) **Proposed Amendments:** Below is a list of technical amendments staff recommends to further the purposes of the bill.
- a) Require the first meeting to be "held," rather than simply scheduled, prior to May 1, 2021.
 - b) Restructure the Act to more closely align with general statutory practices, including relocating the purpose of the Commission.
 - c) Delete the provision which required Commission approval of any marketing or promotional plan and, instead, authorize the Commission to review and comment on reports and plans related to the aviation and aerospace industries, including, but not limited to, marketing and promotional plans.
 - d) Provide that the Director of GO-Biz is to establish the baseline for the nonstate match for the initial years of the Commission, based on the Commission's budget.
 - e) Make other related technical changes.

8) **Related Legislation:** Below is a list of related legislation.

- a) **AB 14 (Waldron) Unmanned Aircraft Systems (UAS) Task Force:** This bill establishes the Unmanned Aircraft Systems (UAS) Task Force to develop a comprehensive policy for the use of UAS in California, including the use of UAS to promote aviation, aerospace, agricultural, public safety, and technology industry uses throughout the state. Status: Failed Passage in the Assembly Committee on Transportation, 2015.
- b) **AB 240 (Lackey) California Institute for Aerospace:** This bill would have requested the University of California Regents to establish the California Institute for Aerospace in order to achieve specified goals, including: a) creating new opportunities for jobs in aerospace research; b) designing and using public-private partnerships to perform innovative research in aerospace technology; and c) develop California's next generation of engineers and technicians through expanded research opportunities within the aerospace industry. The bill requested the Regents to locate the institute at a satellite campus within 20 miles of Edwards Air Force Base or United States Air Force Plant 42, so that it will be close to a large part of the state's current aerospace research and development. Status: Held on the Suspense File of the Assembly Committee on Appropriations, 2017.
- c) **AB 427 (Muratsuchi) Aerospace Commission:** This bill would have established the California Aerospace and Aviation Commission (Commission) for the purpose of serving as a central point of contact for related industries and to support the health and competitiveness of these industries in California. Status: Vetoed by the Governor, 2018. The Governor's veto message stated: "This bill enacts the California Aerospace and Aviation Act of 2018, which establishes the California Aerospace and Aviation Commission within the Governor's Office of Business and Economic Development. While the value of the aviation and aerospace industry is critical to the economy of this state, this bill would create a new bureaucracy that replicates many of the things the state is already doing. I think the goals of this bill can be easily handled under current law by the Governor's Office of Business and Economic Development."
- d) **AB 1071 (Brough) Aerospace Hirer Credit:** This bill authorizes a tax credit for a qualified taxpayer, defined as an aerospace entity, in an amount equal to 17.5% of qualified wages paid or incurred during the taxable year to a qualified employee, not to exceed \$25,000,000 per taxpayer per taxable year. Status: Pending in the Assembly Committee on Revenue and Taxation.
- e) **AB 2237 (Olsen) Science, Technology, Engineering, and Mathematics Partnership Academies:** This bill would have established Science, Technology, Engineering, and Mathematics (STEM) Partnership Academies for the purpose of providing grants to school districts to establish up to 100 academies in STEM occupations, including application software developer, computer user support specialist, computer programmer, computer hardware engineer, industrial engineer, civil engineer, architectural engineer, aerospace engineer, dietetic technician, medical scientist, microbiologist, general medical practitioner, dental services provider, and chemist. Status: Held on the Suspense File of the Assembly Committee on Appropriations, 2016.
- f) **AB 2600 (Lackey) California Institute for Aerospace:** This bill would have requested the University of California Regents to establish the California Institute for Aerospace in order to achieve specified goals, including: a) creating new opportunities for jobs in aerospace research; b) designing and using public-private partnerships to perform innovative research in aerospace technology; and c) develop California's next generation of engineers and technicians through expanded research opportunities within the aerospace industry. The bill requested the Regents to locate the institute at a satellite campus within 20 miles of Edwards Air Force Base or United States Air Force Plant 42, so that it will be close to a large part of the state's current aerospace

research and development. Status: Held on the Suspense File of the Assembly Committee on Appropriations, 2016.

- g) **AB 2664 (Irwin) UC Entrepreneurship:** This bill requires the University of California (UC) to make one-time expenditures on activities, using the \$22 million General Fund provided in the Budget Act of 2016, to expand or accelerate economic development in the state in ways that support innovation and entrepreneurship, including in the areas of aerospace. Status: Signed by the Governor, Chapter 826, Statutes of 2015.
- h) **ACR 43 (O'Donnell) California Aerospace Week:** This resolution proclaims the week of March 23 through March 27, 2015, as California Aerospace Week and recognizes the contributions of the aerospace industry to the history, economy, security, and educational system of California. Status: Adopted, Resolution Chapter 27, Statutes of 2015.
- i) **AJR 13 (Lackey) National Aeronautics and Space Administration:** Expresses the Legislature's advocacy for the President and the U.S. Congress to continue to place an emphasis on increasing funding to the National Aeronautics and Space Administration's (NASA) budget and encouraging the expansive use of public-private partnerships to propel the industry forward into the next generation of advancement. Status: Adopted by the Legislature, Resolutions Chapter 144, Statutes of 2017.
- j) **HR 37 (O'Donnell) California Aerospace Days:** This resolution proclaims the days of February 29, 2016, and March 1, 2016, as California Aerospace Days. Status: Adopted, 2016.
- k) **HR 58 (Muratsuchi) California Manufacturing Day:** This resolution declares Friday, October 6, 2017, as California Manufacturing Day. Status: Adopted, 2017.
- l) **SB 1138 (Hueso) Space Day:** This bill requires the Governor to proclaim the first Friday in May of each year to be Space Day and to encourage public schools and educational institutions to conduct suitable commemorative exercises on that date. Status: Signed by the Governor, Chapter 196, Statutes of 2016.
- m) **SB 1215 (Allen) California Aerospace Commission:** This bill would have established the California Aerospace Commission to foster the development of aerospace-related activities, including, but not limited to, aviation, commercial and governmental space travel, unmanned aerial vehicles, aerospace education and job training, infrastructure and research launches, manufacturing, academic research, applied research, economic diversification, business development, tourism, and education. Status: Held on the Suspense File of the Senate Committee on Appropriations, 2016.
- n) **SR 19 (Fuller) California Aerospace Week:** This resolution recognizes the contributions of the aerospace industry by proclaiming the week of March 23 through March 27, 2015, as California Aerospace Week. Status: Adopted, 2015.
- o) **SR 60 (Fuller) California Aerospace Days:** This resolution recognizes the contributions of the aerospace industry to the history, economy, security, and educational system of California, its communities, and its citizens by proclaiming the days of February 29, 2016, and March 1, 2016, as California Aerospace Days. Status: Adopted, 2016.

REGISTERED SUPPORT / OPPOSITION:

Support

Association of California Airports

California Conference of Machinists
California Pilots Association
California Airports Council
County of Santa Barbara
San Carlos Airport Pilots Association

Opposition

None on File

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