

# Memorandum

Tab 15

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 9, 2015

Reference No.: 4.1  
Action

From: WILL KEMPTON  
Executive Director

Subject: **STATE AND FEDERAL LEGISLATION**

## **ISSUE:**

- 1) Does the California Transportation Commission (Commission) have comments on the legislation identified and monitored by staff as presented in Attachment A?
- 2) Should the Commission ratify its letter to Congress related to its positions on the proposed bills reauthorizing a long-term federal transportation funding program?

## **RECOMMENDATION:**

Staff recommends that the Commission:

- 1) Accept the staff report and provide direction to staff on legislation of interest in Attachment A; and
- 2) Ratify the Commission's letter to Congress related to reauthorization of a long-term federal transportation funding bill as presented in Attachment B.

## **BACKGROUND:**

The Legislature has been in recess since September 11<sup>th</sup>, and will reconvene on January 4<sup>th</sup>, 2016, to begin the second year of the two-year session. No two-year bills can move during recess, and no new bills can be introduced, so there is little to report on the regular session. Attachment C of the book item is the tentative Legislative Calendar for 2016.

## **Status of the First Extraordinary Session**

Per the Governor's Proclamation made on June 16<sup>th</sup>, a Special Extraordinary Session of the Legislature convened on June 19<sup>th</sup> to address transportation infrastructure funding. In order to increase revenues, the Legislature must pass legislation with a supermajority, which has to include some Republican votes. By the end of the regular session there was not a proposal that could muster the necessary two-thirds vote of either house. As a result, the Speaker and Pro Tem appointed a Conference Committee to continue working on the issue during the legislative interim recess.

The conference committee met on October 16<sup>th</sup> in Sacramento and again on October 21<sup>st</sup> in Ontario. No additional activity has occurred at this time, though leaders suggest that a compromise may be

proposed soon and put to a vote on each Floor. The composition and outcome of such a compromise are unclear at this time, but staff will keep the Commission apprised of any new developments.

### **Federal Legislation Update**

In December, Congress passed and the President signed into law the Fixing America's Surface Transportation (FAST) Act. It is the first long-term authorization since 2005's SAFETEA-LU, which expired in 2009. Since then, Congress has used short-term extensions and 2012's MAP-21 authorization - a two-year bill - to support the federal surface transportation program. The FAST Act provides much-needed certainty of federal funding levels for the next five years and therefore is a very important piece of legislation.

The FAST Act authorizes Highway, Transit and Railroad programs at \$305 billion over 5 years.

- \$281 billion is directly funded from revenues in the bill (aka "contract authority programs") which is for highway programs and most transit programs.
- \$24 billion is authorized to be appropriated annually. The programs needing appropriations are New Starts Transit construction grants and Amtrak/passenger rail investments.

Of particular note, the FAST Act creates two new funded freight programs. A Formula Freight program funded at \$6.3 billion which is allocated to the states, and a Nationally Significant Freight and Highway Projects Competitive grant program funded at \$4.5 billion. These could be very beneficial to California, but the Commission may wish to consider now how it would like the formula funding to be administered.

In addition, the new authorization creates a pilot program where five states can apply to the White House Council on Environmental Quality to have their state environmental review law (for example, CEQA in CA) replace the need for NEPA if the Council determines that such state laws are substantially equivalent to NEPA. California would be one of the only states that could apply for this designation for highway projects because they are currently enrolled in the Surface Transportation Project Delivery Program. This pilot program lasts 12 years and also allows 25 local communities to be eligible for this delegation authority. While the details are not yet clear, the Commission may want to remain apprised as the five slots in the pilot may fill quickly and it may be unfortunate for California to miss out on the opportunity.

While the passage of a new long-term federal reauthorization is welcome, there is still much work needed to implement the new programs and requirements. In addition, because much of the new funding is derived from one-time budgetary arrangements, the Commission and other stakeholders must continue working toward a more reasonable way to pay for transportation in the future.

In November, the Commission sent a letter to Congress related to its positions on the proposed bills reauthorizing a long-term federal transportation funding program. Staff recommends that the Commission ratify this letter as presented in Attachment B.

**SUMMARY OF SIGNIFICANT BILLS:**

There are a number of regular session bills that were introduced in 2015 and are still active in the legislative process (two-year bills). These two-year bills must pass out of all policy committees in their house of origin by January 15<sup>th</sup>, and off their floor by January 31<sup>st</sup>, or they are dead for this session. The status of those bills that are of particular interest to the Commission are as follows:

**AB 227 (Alejo, D) Transportation Funding** – Among other things, this bill returns the weight fees to the State Highway Account from the General Fund.

*Status: Assembly Budget Committee*

*Adopted Position: Support*

**SB 16 (Beall, D) Transportation Funding** – Among other things, creates the Road Maintenance and Rehabilitation Program to address deferred highway and local road maintenance. This bill was the template for SB1X-1 (Beall) in the Special Session.

*Status: Senate Floor*

*Adopted Position: Support*

**SB 254 (Allen, D) State Highways: Relinquishment** – Authorizes the Commission to relinquish to a local government a portion of the state highway system if Caltrans enters into an agreement with the city or county. This bill essentially cuts the Legislature out of relinquishments, streamlining the existing process.

*Status: Assembly Transportation Committee*

*Adopted Position: Support in Concept*

**SB 321 (Beall, D) Motor Vehicle Fuel Taxes: Rate Adjustment** – Requires the State Board of Equalization (BOE) to adjust the price-based excise tax rate to reflect the estimate made by the board based on the average fuel price over the previous 4 fiscal years and the estimated price for the current fiscal year.

*Status: Senate Floor*

*Adopted Position: Support in Concept*

**SCR 45 (Berryhill, R) Joe Levy Memorial Highway** – Re-designates a portion of State Highway Route 41 in the County of Fresno as the Joe Levy Memorial Highway, instead of the Dwight D. Eisenhower Memorial Freeway, and adjusts the portion of State Highway Route 41 designated as the Dwight D. Eisenhower Memorial Freeway.

*Status: Assembly Appropriations*

*Adopted Position: Support*

Attachment A - Status of all the bills the Commission has been monitoring that are still potentially active in the legislative process

Attachment B – The Commission’s letter to Congress related to reauthorization of a long-term federal transportation funding bill

Attachment C – 2016 Tentative Legislative Calendar

ATTACHMENT A

| <b>Bill #</b>        | <b>Author</b>  | <b>Title</b>   | <b>Description</b>   | <b>Status</b>  | <b>Dead/2-Year</b> |
|----------------------|--|--|--|--|--------------------|
| <b><u>AB 4</u></b>   | Linder<br>(R - Corona)                                     | Vehicle Weight Fees:<br>Transportation Bond Debt<br>Service                                  | This bill would prohibit weight fee revenues from being transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation obligation bonds. This bill would also prohibit loans of weight fee revenues to the General Fund.  | <b>Last Action</b><br>Hearing canceled at the<br>request of author<br>April 9, 2015<br><b>Current Location</b><br>Assembly Transportation<br>Committee | 2-Year             |
| <b><u>AB 212</u></b> | Achadjian<br>(R - San Luis Obispo)                         | State Highways   | Makes technical nonsubstantive changes to existing law that establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes.  | <b>Last Action</b><br>Introduced<br>February 2, 2015<br><b>Current Location</b><br>Assembly  | 2-Year             |
| <b><u>AB 227</u></b> | Alejo<br>(D - Watsonville)<br>and<br>Perea<br>(D - Fresno) | Transportation Funding   | This bill would retain weight fee revenues in the State Highway Account. Deletes the provisions relating to the reimbursement of the State Highway Account for weight fee revenues and relating to the making of loans to the General Fund, thereby providing for the portion of fuel excise tax revenues that is derived from increases in the motor vehicle fuel excise tax in 2010 to be allocated to the State Transportation Improvement Program, to the State Highway Operation and Protection Program, and to city and county roads.  | <b>Last Action</b><br>Re-referred to Committe on<br>Budget<br>April 16, 2015<br><b>Current Location</b><br>Assembly Budget                             | 2-Year             |
| <b><u>AB 338</u></b> | Hernandez, R<br>(D - West Covina)                          | Los Angeles County<br>Metropolitan Transportation<br>Authority: Transactions and Use<br>Tax. | This bill would authorize the MTA to impose an additional transportation transactions and use tax at a rate of 0.5%, for a period not to exceed 30 years, subject to various requirements, including the adoption of an expenditure plan and voter approval. The Transactions and Use Tax Law limits to 2% the combined rate of all transactions and use taxes imposed in any county, with certain exceptions. This bill would exempt the transactions and use tax authorized by the bill from this limitation.  | <b>Last Action</b><br>Hearing postponed by<br>committee<br>June 15, 2015<br><b>Current Location</b><br>Senate Transportation and<br>Housing Committee  | 2-Year             |
| <b><u>AB 360</u></b> | Melendez<br>(R - Lake Elsinore)                            | Airports: Evaluation   | Amends existing law which requires the State Department of Transportation, prior to finalizing an evaluation for the need for an airport that is owned and operated by the United States in the State that ceases to be so owned or operated, to submit a copy of its report to the State Transportation Commission for review and comment within a specified number of days. <del>Provides an increase in the time period for the Commission to complete its review and comment. This bill would require the Commission to complete its review and comment not later than 50 days after receiving the evaluation.</del> | <b>Last Action</b><br>Hearing postponed by<br>Committee<br>April 8, 2015<br><b>Current Location</b><br>Assembly Transportation<br>Committee            | 2-Year             |
| <b><u>AB 378</u></b> | Mullin<br>(D - South San<br>Francisco)                     | State Highway 101 Corridor   | Declares the intent of the Legislature to enact legislation that will enable responsible local, regional, and state agencies to substantially improve mobility in the State Highway 101 corridor.  | <b>Last Action</b><br>Introduced<br>February 18, 2015<br><b>Current Location</b><br>Assembly   | 2-Year             |
| <b><u>AB 518</u></b> | Frazier<br>(D- Oakley)                                     | Department of Transportation   | Amends existing law authorizing a local agency to enter into an agreement with the appropriate transportation planning agency to use its own funds to develop, and construct a project within its own jurisdiction. Deletes a provision requiring the department to compile information and report to the Legislature.   | <b>Last Action</b><br>Referred to Committee<br>March 5, 2015<br><b>Current Location</b><br>Assembly Transportation<br>Committee                        | 2-Year             |

ATTACHMENT A

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|-----------------------|-----------------------------------|--|--|--|--------|
| <b><u>AB 620</u></b>  | Hernandez, R<br>(D - West Covina) | High-Occupancy Toll Lanes:<br>Exemptions from Tolls  | Requires the Los Angeles County Metropolitan Transportation Authority, in implementing the value-pricing and transit development program, to adopt eligibility requirements for mitigation measures for commuters and transit users of low and moderate income. Requires provision of hardship exemptions from the payment of toll charges for commuters who meet the eligibility requirement for specified assistance programs.   | <b>Last Action</b><br>Hearing canceled at the request of author<br>April 27, 2015<br><b>Current Location</b><br>Assembly Transportation Committee            | 2-Year |
| <b><u>AB 633</u></b>  | Grove<br>(R - Bakersfield)        | Highway Relinquishment: Route 202  | Authorizes the Commission to relinquish to the City of Tehachapi and the County of Kern specified portions of State Highway Route 202, under certain conditions. Provides that these relinquishments shall be made only if a specified sum in state funds is appropriated to the City of Tehachapi and the County of Kern for maintenance of the relinquished segments.  | <b>Last Action</b><br>Hearing postpone by Committee<br>April 8, 2015<br><b>Current Location</b><br>Assembly Transportation Committee                         | 2-Year |
| <b><u>AB 779</u></b>  | Garcia C<br>(D - Bell Gardens)    | Environmental Quality: Transit<br>Priority Areas Transportation:<br>Congestion Management Programs | Makes revisions to Government Code Sections 65088 and 65089 relating to the requirements of Congestion Management Plans. Revises the definition of infill opportunity zone. Revises the requirements for a congestion management program by removing traffic level of service standards for a system of highways and roadways. Requires measures of effectiveness for such system. Requires the plan to analyze the relationship between local land use decisions and regional transportation systems. Requires a deficiency plan to be prepared if it is determined a county or its cities are not conforming with the management plan. | <b>Last Action</b><br>Hearing canceled at the request of author<br>August 25, 2015<br><b>Current Location</b><br>Senate Transportation and Housing Committee | 2-Year |
| <b><u>AB 1098</u></b> | Bloom<br>(D - Santa Monica)       | Transportation: Congestion Management  | Deletes traffic level of service standards as an element of a congestion management program and deletes related requirements, including a requirement that a city or county prepare a plan when highway or roadway level of service standards are not maintained. Requires performance measures to include vehicle miles traveled, air emissions, and bicycle, transit, and pedestrian mode share. Requires an evaluation of how a congestion management program contributes to achieving a greenhouse gas reduction target.   | <b>Last Action</b><br>Hearing postponed by committee<br>April 14, 2015<br><b>Current Location</b><br>Assembly Transportation & Local Government Committees   | 2-Year |
| <b><u>AB 1309</u></b> | Gray<br>(D - Merced)              | Transportation Projects: County of Merced  | Appropriates an unspecified amount from an unspecified fund to the Merced County Association of Governments for allocation to the construction of the Atwater-Merced Expressway and the Campus Parkway projects in the County of Merced.   | <b>Last Action</b><br>Hearing postponed by committee<br>April 23, 2015<br><b>Current Location</b><br>Assembly Transportation Committee                       | 2-Year |
| <b><u>AB 1364</u></b> | Linder<br>(R - Corona)            | California Transportation Commission   | Excludes the California Transportation Commission from the Transportation Agency and establishes it as an entity in the state government.  | <b>Last Action</b><br>Referred to Committee<br>March 23, 2015<br><b>Current Location</b><br>Assembly Transportation Committee                                | 2-Year |
| <b><u>SB 1</u></b>    | Gaines<br>(R - Roseville)         | Global Warming Solutions Act of 2006: Compliance   | Amends the State Global Warming Solutions Act of 2006. Authorizes the State Air Resources Board to include the use of market based compliance mechanisms. Exempts categories of persons or entities that did not have a compliance obligation under a market based compliance mechanism from being subject to that market based compliance mechanism. Requires all participating categories of persons or entities to have a compliance obligation beginning on a specified date.  | <b>Last Action</b><br>Hearing canceled at the request of author<br>April 7, 2015<br><b>Current Location</b><br>Senate Environmental Quality Committee        | 2-Year |

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|---------------|-----------------------------|--|---|---|--------|
| <b>SB 16</b>  | Beall<br>(D - San Jose)     | Transportation Funding                               | Creates the Road Maintenance and Rehabilitation Program and a related fund for deferred highway and local road maintenance. Provides additional transportation revenues resulting from increases in motor vehicle fuel taxes and vehicle registration fees, redirection of commercial vehicle weight fees and accelerated transportation load repayment. Transfers a portion of the diesel fuel tax increase to the Trade Corridors Investment Fund. Increases the vehicle license fee over a specified time period for transportation bond debt service. Requires Caltrans to identify efficiencies and savings. Requires the Commission to allocate all capital and support costs for the SHOPP and requires a supplemental allocation process for SHOPP projects. Provides for an appropriation from the Road Maintenance and Rehabilitation Account to the Controller and the Commission for the costs of carrying out duties associated with the bill. | <b>Last Action</b><br>To Inactive File at the request of the author<br>September 9, 2015<br><b>Current Location</b><br>Senate Floor                           | 2-Year |
| <b>SB 158</b> | Huff<br>(R - Diamond Bar)   | Transportation Projects:<br>Comprehensive Agreements | <del>Deletes obsolete cross-references and makes technical changes to existing law that authorizes the Department of Transportation or a regional agency to enter into a comprehensive development lease with a public or private entity for a transportation project.</del> Authorizes the Department of Transportation or a regional agency to enter into a comprehensive development lease for a proposed transportation project on the state highway system if a draft environmental impact statement or draft environmental impact report for the project was released by the department by a specified date for public comment.   | <b>Last Action</b><br>Re-referred to Committee on Transportation and Housing<br>April 7, 2015<br><b>Current Location</b><br>Senate Transportation and Housing | 2-Year |
| <b>SB 254</b> | Allen<br>(D - Santa Monica) | State Highways: Relinquishment                       | The bill would authorize the Commission to relinquish to a county or a city a portion of a state highway that is not part of the interregional road system, if the department has entered into an agreement with the county or city providing for the relinquishment and the road has been placed in a state of good repair. The bill would delete the requirement that good repair includes maintenance.   | <b>Last Action</b><br>Referred to committee on Transportation<br>June 15, 2015<br><b>Current Location</b><br>Assembly Transportation Committee                | 2-Year |
| <b>SB 321</b> | Beall<br>(D - San Jose)     | Motor Vehicle Fuel Taxes: Rate Adjustments           | Requires the State Board of Equalization to adjust the rate in a manner as to generate an amount of revenue equal to the average amount of revenue loss attributable to a certain exemption over the next five fiscal years, based on estimates made by the board, and continue to take into account adjustments required by existing law to maintain revenue neutrality.   | <b>Last Action</b><br>To inactive file at the request of author<br>September 11, 2015<br><b>Current Location</b><br>Senate Floor                              | 2-Year |
| <b>SB 564</b> | Cannella<br>(R - Ceres)     | Vehicles: School Zone Fines                          | Requires that an additional fine be imposed if a certain violation occurred when passing a school building or school grounds and the highway is posted with a standard warning sign and an accompanying sign notifying motorists that increased penalties apply for traffic violations that are committed within that school zone. Requires the funds from additional fines be deposited in the State Highway Account for funding school zone safety projects within the Active Transportation Program.   | <b>Last Action</b><br>Hearing canceled at the request of author<br>June 29, 2015<br><b>Current Location</b><br>Assembly Transportation Committee              | 2-Year |
| <b>SB 630</b> | Hancock<br>(D - Berkeley)   | Public Contract Bidders: Cost Overruns               | Require a bidder or contractor bidding on a state public works contract to include with the bid a report of all cost overruns on public works projects or purchase contract previously awarded by the state to that bidder or contractor.   | <b>Last Action</b><br>Hearing canceled at the request of author<br>April 28, 2015<br><b>Current Location</b><br>State Governmental Organization Committee     | 2-Year |

ATTACHMENT A

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| <b><u>SB 698</u></b> | Cannella<br>(R - Ceres)    | Active Transportation Program:<br>School Zone Safety         | Relates to the Active Transportation Program to encourage increased use of active modes of transportation, such as biking and walking. Appropriates continuously an unspecified amount from the Greenhouse Gas Reduction Fund to the State Highway Account in the State Transportation fund for purposes of funding school zone safety projects within the Active Transportation Program.   | <b><i>Last Action</i></b><br>Hearing canceled at the request of author<br>April 16, 2015<br><b><i>Current Location</i></b><br>Senate Environmental Quality Committee                 | 2-Year |
| <b><u>SCA7</u></b>   | Huff<br>(R - Diamond Bar)  | Motor Vehicle fees and taxes:<br>Restriction on Expenditures | Makes changes to Article XIX to place limits on how transportation taxes and fees can be used:<br>1. Amends Sections 1, 5, 6, and 8 – mainly to prohibit borrowing of any of the Section 2 revenues, and secondly, to institute an across-the-board 25% limit on Section 2 revenues that can be used for bond indebtedness. In Section 6(b), adds language to require approval by a vote of the voters.<br>2. Adds Sections 11 and 12 - prohibits borrowing fuel excise tax revenues or VLF revenues that exceed 0.65% of the market value of a vehicle and requires that revenues from taxes imposed on motor vehicle fuels for water borne vessels be used for boating facilities development and other specified uses. | <b><i>Last Action</i></b><br>Read second time and amended. Re-referred to Committee<br>May 28, 2015<br><b><i>Current Location</i></b><br>Senate Transportation and Housing Committee | 2-Year |
| <b><u>SCR 45</u></b> | Berryhill<br>(R - Modesto) | Joe Levy Memorial Highway                                    | Redesignates a portion of State Highway Route 41 in the County of Fresno as the Joe Levy Memorial Highway, instead of the Dwight D. Eisenhower Memorial Freeway, and adjusts the portion of State Highway Route 41 designated as the Dwight D. Eisenhower Memorial Freeway.   | <b><i>Last Action</i></b><br>Re-referred to Committee<br>September 11, 2015<br><b><i>Current Location</i></b><br>Assembly Appropriations Committee                                   | 2-Year |

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STATE OF CALIFORNIA

EDMUND G. BROWN Jr., Governor



SENATOR JIM BEALL, Ex Officio  
ASSEMBLY MEMBER JIM FRAZIER, Ex Officio

Will Kempton, Executive Director

## CALIFORNIA TRANSPORTATION COMMISSION

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November 20, 2015

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

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

The Honorable Jim Inhofe  
Chairman  
Environment & Public Works Committee  
United States Senate  
410 Dirksen Senate Office Building  
Washington, DC 20510

The Honorable Barbara Boxer  
Ranking Member  
Environment & Public Works Committee  
United States Senate  
456 Dirksen Senate Office Building  
Washington, DC 20510

Dear Chairmen and Ranking Members,

The California Transportation Commission (Commission) is responsible for allocating transportation funding in the state. Thank you for trying to enact Federal legislation reauthorizing a multi-year surface transportation funding plan. Federal funding for transportation is crucial for both mobility and ensuring a robust national economy. As a result, Congressional consideration of the future of transportation funding is critical.

Further, a multi-year reauthorization is important to provide certainty and allow for more deliberate investment in the transportation system. However, the program is woefully underfunded, and annual funding should be substantially increased. Therefore, the Commission urges you to enact a six-year reauthorization bill with the highest funding levels available. Long-term certainty and reliability coupled with increased funding should be tantamount components of any transportation funding plan.

California is the nation's international trade leader, and therefore the Commission is pleased that both the Senate DRIVE Act and the House STRRA 2015 contain provisions that will advance national freight policy and create new contract authority freight programs. Pursuant to MAP-21, California formed the California Freight Advisory Committee and completed a state Freight Mobility Plan; other states must take similar action to facilitate greater comprehension of a nationwide freight system and result in better multi-state coordination. The Commission strongly supports the Senate DRIVE Act's National Freight Program and urges Congress to include a contract authority formula apportionment element as part of any

overall freight program. An apportionment program will provide a steady, predictable, funding stream that states can anticipate and use to plan and prioritize multi-year freight projects.

The Commission also appreciates that Congress is contemplating specific contract authority programs for major projects. Generally, the Commission supports the larger annual funding levels provided by the House STRRA 2015's Nationally Significant Freight and Highway Projects proposal over the Senate DRIVE Act's Assistance for Major Projects. Additionally, the Commission contends that the House STRRA 2015 proposal's lower minimum project cost eligibility threshold will enable a larger and more diverse cross-section of worthwhile projects to qualify for Federal assistance. Finally, the Commission appreciates and supports the twenty percent rural project set-asides in both the House and Senate proposals, as typically rural freight projects are at a competitive disadvantage when competing for grant funds.

As with several other states, California is taking an aggressive stance to address its chronic transportation funding shortfall by investigating the potential of a pay as-you-go road charge in-lieu of the traditional fuel-based excise tax. In 2014, California enacted legislation to establish a Road Charge Technical Advisory Committee to design a road charge demonstration program in our state. With the Committee's design recommendations almost complete, California is planning to move ahead with its demonstration program beginning in the summer of 2016. This program has been designed as a national model for eventual adoption nationwide, and our intention to seek grant funding as part of a 12-state coalition to further prove concepts such as in-vehicle telematics continues to evolve. Therefore, the Commission greatly appreciates that both the Senate DRIVE Act and House STRRA 2015 authorize funding for grants to support alternative user-based revenue mechanisms, critical to ultimate long-term sustainable funding solutions.

The Commission supports in managing programs through measuring performance. Despite the requirement of performance measures in MAP-21, the House STRRA 2015 requires the creation of new national performance measures and targets, while the Senate DRIVE Act shortens both the period that states have to achieve existing performance targets and the period after which penalties would be assessed for not meeting those targets. The Commission notes that none of the MAP-21 performance management rulemakings have been finalized, and urges Congress to allow these rulemaking processes to run their course and avoid enacting new policies that will delay the implementation of these rules or undermine the work that has already been done.

Both the Senate and the House have enacted passenger rail funding legislation, and therefore, the Commission urges Congress to include a passenger rail component in the final surface transportation reauthorization conference report. The Commission supports efforts to increase intercity rail capital investment grants but believes that all rail grant funding should be made available for eligible projects in every state and respectfully requests that the Northeast Corridor set aside contained in the House STRRA 2015 not be included in the final reauthorization conference report.

Again, the Commission truly appreciates all the effort that has gone in to enacting a long-term reauthorization of Federal transportation funding. Do not hesitate to contact us for additional information or support toward successful negotiations.

Sincerely,

LUCY DUNN  
Chair  
California Transportation Commission

cc: Honorable Barbara Boxer, U.S. Senate  
Honorable Diane Feinstein, U.S. Senate  
Honorable Devin Nunes, U.S. House of Representatives  
Honorable Xavier Becerra, U.S. House of Representatives  
Honorable Mike Thompson, U.S. House of Representatives  
Honorable Linda Sanchez, U.S. House of Representatives  
Honorable Pete Aguilar, U.S. House of Representatives  
Honorable Karen Bass, U.S. House of Representatives  
Honorable Ami Bera, U.S. House of Representatives  
Honorable Julia Brownley, U.S. House of Representatives  
Honorable Ken Calvert, U.S. House of Representatives  
Honorable Lois Capps, U.S. House of Representatives  
Honorable Tony Cardenas, U.S. House of Representatives  
Honorable Judy Chu, U.S. House of Representatives  
Honorable Paul Cook, U.S. House of Representatives  
Honorable Jim Costa, U.S. House of Representatives  
Honorable Susan Davis, U.S. House of Representatives  
Honorable Jeff Denham, U.S. House of Representatives  
Honorable Mark DeSaulnier, U.S. House of Representatives  
Honorable Anna Eshoo, U.S. House of Representatives  
Honorable Sam Farr, U.S. House of Representatives  
Honorable John Garamendi, U.S. House of Representatives  
Honorable Janice Hahn, U.S. House of Representatives  
Honorable Mike Honda, U.S. House of Representatives  
Honorable Jared Huffman, U.S. House of Representatives  
Honorable Duncan Hunter, U.S. House of Representatives  
Honorable Darrel Issa, U.S. House of Representatives  
Honorable Steve Knight, U.S. House of Representatives  
Honorable Doug LaMalfa, U.S. House of Representatives  
Honorable Barbara Lee, U.S. House of Representatives  
Honorable Ted Lieu, U.S. House of Representatives  
Honorable Zoe Lofgren, U.S. House of Representatives  
Honorable Alan Lowenthal, U.S. House of Representatives  
Honorable Doris Matsui, U.S. House of Representatives  
Honorable Kevin McCarthy, U.S. House of Representatives  
Honorable Tom McClintock, U.S. House of Representatives  
Honorable Jerry McNerry, U.S. House of Representatives  
Honorable Grace Napolitano, U.S. House of Representatives  
Honorable Nancy Pelosi, U.S. House of Representatives  
Honorable Scott Peters, U.S. House of Representatives  
Honorable Dana Rohrabacher, U.S. House of Representatives  
Honorable Lucille Roybal-Allard U.S. House of Representatives  
Honorable Ed Royce, U.S. House of Representatives  
Honorable Raul Ruiz, U.S. House of Representatives  
Honorable Loretta Sanchez, U.S. House of Representatives  
Honorable Adam Schiff, U.S. House of Representatives  
Honorable Brad Sherman, U.S. House of Representatives  
Honorable Jackie Speier, U.S. House of Representatives  
Honorable Eric Swalwell, U.S. House of Representatives  
Honorable Mark Takano, U.S. House of Representatives  
Honorable Norma Torres, U.S. House of Representatives  
Honorable David Valadao, U.S. House of Representatives  
Honorable Juan Varga, U.S. House of Representatives  
Honorable Mimi Walters, U.S. House of Representatives  
Honorable Maxine Waters, U.S. House of Representatives  
Commissioners, California Transportation Commission  
Jim Beall, Chair, Senate Committee on Transportation and Housing  
Jim Frazier, Chair, Assembly Committee on Transportation  
Brian Kelly, Secretary, California State Transportation Agency  
Malcolm Dougherty, Director, California Dept. of Transportation

**2016 TENTATIVE LEGISLATIVE CALENDAR**

|              |   |
|--------------|---|
| January 4    | Legislature reconvenes for second year of the two-year session  |
| January 15   | Last day for policy committees to hear and report to the fiscal committee any two-year bills introduced in their house in 2015  |
| January 22   | Last day for any committee to hear and report to the floor any two-year bills introduced in their house in 2015                 |
| January 31   | Last day for each house to pass bills introduced in their house in 2015   |
| February 19  | Last day for members to introduce bills   |
| March 17     | Spring recess begins  |
| March 28     | Legislature reconvenes from spring recess   |
| April 22     | Last day for policy committees to hear fiscal bills introduced in their house   |
| May 6        | Last day for policy committees to hear non-fiscal bills introduced in their house   |
| May 27       | Last day for fiscal committees to hear and report to the Floor bills introduced in their house                                  |
| June 3       | Last day to pass bills out of house of origin   |
| June 15      | Budget bill must be passed by midnight  |
| June 30      | Last day for a legislative measure to qualify for the November 8 General Election ballot  |
| July 1       | Last day for policy committees to meet and report out bills   |
| July 1       | Summer recess begins provided the budget bill has passed  |
| August 1     | Legislature reconvenes from summer recess   |
| August 12    | Last day for fiscal committees to meet and report bills to the Floor  |
| August 19    | Last day to amend any bills on the Floor  |
| August 31    | Last day for each house to pass bills, by midnight, except bills that take effect immediately or bills in Extraordinary Session |
| August 31    | Final recess begins   |
| September 30 | Last day for the Governor to sign or veto bills   |
| November 30  | Adjournment <i>sine die</i> at midnight   |
| December 5   | 2017-18 Regular Session convenes for Organizational Session at 12 noon  |