

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: January 29, 2014

Reference No.: 4.1
Action

From: ANDRE BOUTROS
Executive Director

Subject: **STATE AND FEDERAL LEGISLATION**

ISSUE:

The Legislature reconvened on January 6th to begin the second year of the 2013-2014 session. The deadline for bills that were introduced in 2013 to pass out of their house of origin is January 31st. The last day for bills to be introduced in 2014 is February 21st.

Should the California Transportation Commission (Commission):

- 1) Accept the Staff Report?
- 2) Provide direction to staff with respect to the legislation identified and monitored by staff?
Attachment A identifies 36 bills that met the criteria approved by the Commission.

RECOMMENDATION:

Staff recommends that the Commission:

- 1) Accept the staff report, and
- 2) Provide direction to staff on legislation of interest to it.

BACKGROUND:

The Commission approved criteria to guide Commission staff in monitoring legislation and selecting bills that should be brought forward for Commission consideration. An over-arching criterion is that a bill must directly affect transportation on a statewide basis. Bills meeting one or more of the criteria, provided below, will be brought forward to the Commission for consideration.

- Funding/Financing - funding or a funding mechanism for transportation (capital and operations)
- Environmental Mitigation - implementation of green house gas emissions reduction and transportation (e.g., AB 32), and/or involve the environmental process and transportation (e.g., CEQA)
- Planning - implementation of transportation and land use and planning (e.g., SB 375)
- Project Delivery - changes to the way transportation projects are delivered

Additional criteria for bringing a bill forward include:

- Direct Impact to Commission - changes in Commission responsibility, policy impact or operations
- Commissioner Request - recommended by a Commissioner for consideration by the Commission at its next regularly scheduled meeting

The Commission adopted policy to 1.) consider legislation in relation to its overall policy by topic area prior to taking a position on legislation addressing that topic; and 2.) remain selective in its use of watch, support or opposition on a bill. The rationale for a policy by topic area is it permits the Commission to address a suite of legislative proposals dealing with the same topic by commenting to the author(s) without necessarily taking a position. Rather than taking specific positions on bills in their initial state, the Commission can advise the Legislature on a bill's policy and/or technical aspects, as well as how it helps or hinders transportation. The intent of the Commission's comments is to alert the author of the bill's impact on a policy and/or technical aspect related to transportation planning, programming, financing, mitigation, or project delivery.

Further direction will be provided to staff, by the Chair, on bills that meet the aforementioned criteria.

Attachments

- A – Status of State and Federal Legislation

Bill #	Author	Title	Subject	Description	Status
<u>AB 204</u>	Wilk	Green Vehicles: Fees	Funding/Financing	This bill would express the intent of the Legislature to enact legislation to impose a fee in conjunction with registration on green vehicles to address the costs of those vehicles using public roads and highways.	<i>Last Action</i> Introduced in Assembly January 30, 2013 <i>Current Location</i> Not Yet Assigned to Committee
<u>AB 243</u>	Dickinson	Local Government: Infrastructure Financing Districts	Funding/Financing	This bill would authorize the creation of an infrastructure and revitalization financing district and the issuance of debt with 55% voter approval. The bill would authorize a district to finance projects in redevelopment project areas, former redevelopment project areas and former military bases if special conditions are met. The bill would authorize a district to fund various projects including: highways, interchanges, ramps and bridges, arterial streets, parking facilities and transit facilities.	<i>Last Action</i> In Assembly for concurrence, to inactive file September 11, 2013 <i>Current Location</i> Assembly Inactive File
<u>AB 317</u>	Hall	Transportation: State Highways	Direct Impact to CTC	This bill would make a non-substantive change to provisions requiring the Transportation Commission to program interregional and regional transportation capital improvement projects through the State Transportation Improvement Program process.	<i>Last Action</i> Introduced in Assembly February 12, 2013 <i>Current Location</i> Not Yet Assigned to Committee
<u>AB 574</u>	Lowenthal	Greenhouse Gas Reduction Fund: Sustainable Communities	Direct Impact to CTC Planning Environment	This bill would require the Air Resources Board to establish standards for the use of moneys allocated in the Greenhouse Gas Reduction Fund for sustainable communities projects. This bill would require the Air Resources Board to establish the criteria for the development and implementation of regional grant programs. This bill would also require the Commission to designate the regional granting authority within each region of the state to administer the allocated moneys for regional grant programs.	<i>Last Action</i> In Assembly Appropriations Committee, held in Committee May 24, 2013 <i>Current Location</i> Assembly Appropriations Committee

Bill #	Author	Title	Subject	Description	Status
<u>AB 603</u>	Cooley	Public Contracts: Design Build: Capitol Southeast Connector Project	Project Delivery	Existing law, until January 1, 2014, authorizes certain state and local transportation entities, if authorized by the California Transportation Commission, to use a design-build process for contracts on transportation projects, as specified. Existing law establishes a procedure for submitting bids that includes a requirement that design-build entities provide a statement of qualifications submitted to the transportation entity that is verified under oath, subject to penalty of perjury. This bill would authorize the Capitol Southeast Connector Joint Powers Authority to utilize design-build procurement for the Southeast Connector Project in Sacramento County, subject to authorization by the commission. The bill would require a transportation entity, as defined, awarding a contract for a public works project pursuant to these provisions, to reimburse the Department of Industrial Relations for costs of performing prevailing wage monitoring and enforcement of the public works project and would require moneys collected to be deposited into the State Public Works Enforcement Fund, a continuously appropriated fund. By depositing money in a continuously appropriated fund, the bill would make an appropriation. This bill would make legislative findings and declarations as to the necessity of a special statute for Sacramento County.	<i>Last Action</i> Amended April 16, 2013 <i>Current Location</i> Assembly Transportation Committee Not Heard in Committee April 22, 2013 as scheduled
<u>AB 680</u>	Salas	Transportation Funds Transportation: Interregional Road System	As amended, no longer impacting Funding/Financing	Existing law requires certain transportation funds made available for transportation capital improvement projects to be programmed and expended in specified amounts for interregional improvements and regional improvements. Existing law specifies the state highway routes that are included in the interregional road system and the state highway routes that are eligible interregional and intercounty routes. This bill would include State Highway Route 43 as an eligible interregional and intercounty route.	<i>Last Action</i> In Senate Appropriations, held in committee August 30, 2013 <i>Current Location</i> Senate Appropriations Committee
<u>AB 749</u>	Gorell	Public Private Partnerships	Project Delivery	This bill would extend the sunset provision from January 1, 2017 to January 1, 2022. <i>This bill would also state the intent of the Legislature for a project developed under these provisions to have specified characteristics.</i>	<i>Last Action</i> In Assembly Transportation Committee, not heard April 29, 2013 <i>Current Location</i> Assembly Transportation Committee

Bill #	Author	Title	Subject	Description	Status
<u>AB 823</u>	Eggman	California Farmland Protection Act	Environment	This bill would enact the California Farmland Protection Act, which would require that a lead agency reviewing a development project, as defined, require that all feasible mitigation of the identified significant environmental impacts associated with the conversion of agricultural lands be completed by the project applicant, as prescribed, and would require the lead agency to consider the permanent protection or replacement of agricultural land as feasible mitigation for identified significant effects on agricultural land caused by a development project.	<i>Last Action</i> Passed from Assembly Natural Resources Committee April 29, 2013 <i>Current Location</i> Assembly Agriculture Committee
<u>AB 863</u>	Torres	Transit Projects: Environmental Review Process	Environment	Authorizes the Department of Transportation to assume responsibilities for federal review and clearance under the National Environmental Policy Act for a transit project that is subject to the act. Provides that the state consents to the jurisdiction of the federal courts in that regard, and provides that the department may not assert immunity from suit under the U.S. Constitution with regard to actions brought relative to those responsibilities under federal law.	<i>Last Action</i> Referred to Committee March 4, 2013 <i>Current Location</i> Assembly Transportation and Natural Resources Committees
<u>AB 852</u>	Dickinson	Environmental Quality: Exemption	Environment	This bill revises the exemption from the CEQA for residential, employment center, and mixed-use development project that require the project and specific plan to be consistent with the general use designation, density, building intensity, and applicable policies specified for the project area and accepted project area policies for which a planning organization's determination and alternative planning would achieve the greenhouse gas emission reduction targets	<i>Last Action</i> In Assembly, reconsideration granted, to Senate January 17, 2014 <i>Current Location</i> Senate Inactive File
<u>AB 886</u>	T. Allen	California Transportation Finance Authority: Tax credit certificates for exporters and importers: Income tax credit	Funding/Financing	This bill would authorize the California Transportation Financing Authority to award tax credit certificates to exporters and importers that demonstrate that they have increased their cargo tonnage or value through state ports and airports by specified amounts or have a net increase in qualified full-time employees hired in the state or have incurred capital costs for cargo facilities in the state. <i>The bill would require the authority to provide a report to the Legislature regarding the tax credit certificate program, as provided.</i> This bill would allow credits under the Personal Income Tax and Corporation Tax laws.	<i>Last Action</i> Passed from Revenue and Taxation Committee to Appropriations May 13, 2013 <i>Current Location</i> Assembly Appropriations Committee

Bill #	Author	Title	Subject	Description	Status
<u>AB 963</u>	Levine	State Contracts: RFP Procedures	Project Delivery Environment	This bill would require a bidder's record of environmentally preferable purchasing to be a factor in awarding a contract under a request for proposal.	<i>Last Action</i> In Assembly Appropriations Committee, not heard January 24, 2014 <i>Current Location</i> Assembly Appropriations Committee
<u>AB 1002</u>	Bloom	Vehicles: Registration Fees	Funding/Financing Planning	This bill would, in addition to any other taxes and fees specified in the Vehicle Code and the Revenue and Taxation Code, impose a tax of \$6 to be paid at the time of registration or renewal of registration of every vehicle subject to registration under the Vehicle Code in a county that is in a metropolitan planning organization required to prepare a sustainable communities strategy as part of its regional transportation plan, except as specified. This bill would require the Department of Motor Vehicles, after deducting all reasonable administrative costs, to remit the money generated by the tax for deposit in the Sustainable Communities Strategy Subaccount, which the bill would establish in the Motor Vehicle Account. The bill would make funds in the subaccount available, upon appropriation by the Legislature, for specified purposes.	<i>Last Action</i> In Assembly, read second time and amended, re-referred to Local Government Committee April 23, 2013 <i>Current Location</i> Assembly Local Government Committee
<u>AB 1046</u>	Gordon	Department of Transportation: Innovative Delivery	Project Delivery	This bill would authorize the department's District 4 director to direct existing District 4 resources to the Innovative Delivery Team Demonstration Program and to authorize department staff to perform reimbursed work for projects on and off the state highway system within the boundaries of the County of Santa Clara pursuant to the master agreement, as defined, and accompanying work programs, as defined.	<i>Last Action</i> In Senate Appropriations Committee, not heard August 19, 2013 <i>Current Location</i> Senate Appropriations Committee
<u>AB 1081</u>	Medina	Economic Development: Goods-Movement Infrastructure	Funding/Financing Planning	Existing law requires the Governor, in conjunction with the Governor's Budget, to submit annually to the Legislature a proposed 5-year infrastructure plan containing specified information concerning infrastructure needed by state agencies, public schools, public post secondary educational institutions and a proposal for funding the needed infrastructure. This bill would require the infrastructure plan to include information related to infrastructure identified by state and federal transportation authorities and recommendations for private sector financing as specified.	<i>Last Action</i> In Senate Appropriations, held in committee August 30, 2013 <i>Current Location</i> Senate Appropriations Committee

Bill #	Author	Title	Subject	Description	Status
<u>AB 1194</u>	Ammiano and V.M Perez	Safe Routes to School Program	Funding/Financing	This bill would provide that the program may fund both construction and noninfrastructure activities, as specified. The bill would require the program to be funded by an annual appropriation in the budget act of not less than \$46,000,000, consisting of federal and state transportation funds eligible to be expended for this purpose. The bill would require 20% of program funds to be used for noninfrastructure activities, as specified. The bill would authorize the transfer of the responsibility for selecting projects and awarding grants from the Department of Transportation to the California Transportation Commission, at the discretion of the Transportation Agency. The bill would require the Department of Transportation to employ a full time coordinator to administer the program. The bill would also delete references to a superseded federal transportation act.	<i>Last Action</i> In Senate Transportation and Housing Committee, not heard July 2, 2013 <i>Current Location</i> Senate Transportation and Housing Committee
<u>AB 1457</u>	Skinner	Budget Act of 2014	Funding/Financing Direct Impact to CTC	Makes appropriations for the support of state government for the 2014-15 fiscal year.	<i>Last Action</i> Introduced January 9, 2014 <i>Current Location</i> Assembly
<u>ACA 8</u>	Blumenfield	Local Government Financing: Voter Approval	Funding/Financing	This measure would lower to 55% the voter-approval threshold for a city, county, or city and county to incur bonded indebtedness in the form of general obligation bonds to fund specified public improvements and facilities including transportation infrastructures, streets and roads, sidewalks, transit systems, highways, freeways etc.	<i>Last Action</i> In Senate, re-referred to Appropriations Committee June 27, 2013 <i>Current Location</i> Senate Appropriations Committee

Bill #	Author	Title	Subject	Description	Status
<u>SB 1</u>	Steinberg	Sustainable Communities Investment Authority	Funding/Financing Planning	This bill would authorize certain public entities of a Sustainable Communities Investment Area, as described, to form a Sustainable Communities Investment Authority (authority) to carry out the Community Redevelopment Law in a specified manner. The bill would require the authority to adopt a Sustainable Communities Investment Plan for a Sustainable Communities Investment Area and authorize the authority to include in that plan a provision for the receipt of tax increment funds provided that certain economic development and planning requirements are met. The bill would authorize the legislative body of a city or county forming an authority to dedicate any portion of its net available revenue, as defined, to the authority through its Sustainable Communities Investment Plan. The bill would require the authority to contract for an independent financial and performance audit every 5 years.	<i>Last Action</i> In Senate, to Inactive File September 12, 2013 <i>Current Location</i> Senate Inactive File
<u>SB 15</u>	Padilla	Aviation: Unmanned Aircraft Systems	Aeronautics	This bill would, under existing civil and criminal provisions, provide that engaging in the prohibited activities with devices or instrumentalities affixed to or contained within an unmanned aircraft system is included within the prohibitions. With respect to the criminal provisions, the bill would impose a state mandated local program by changing the definition of a crime. This bill would also provide that an unmanned aircraft system may not be equipped with a weapon. This bill would define "unmanned aircraft system" for all of these purposes. This bill would additionally require that an application for a search warrant specify if an unmanned aircraft system, as defined, will be used in the execution of the search warrant, and the intended purpose for which the unmanned aircraft system will be used.	<i>Last Action</i> In Assembly Public Safety Committee, reconsideration granted August 27, 2013 <i>Current Location</i> Assembly Public Safety Committee
<u>SB 33</u>	Wolk and Frazier	Infrastructure Financing Districts: Voter Approval	Funding/Financing	This bill would revise provisions governing infrastructure financing districts. This bill would eliminate the requirement of voter approval for creation of the district and for bond issuance, and would authorize the legislative body to create the district subject to specified procedures. This bill would authorize the creation of such district subject to specified procedure and would authorize a district to finance specified actions and projects including: : highways, interchanges, ramps and bridges, arterial streets, parking facilities and transit facilities.	<i>Last Action</i> In Assembly, to inactive file September 11, 2013 <i>Current Location</i> Assembly Inactive File
<u>SB 408</u>	De Leon	Transportation Funds	Funding/Financing	This bill relates to transportation funds available for capital improvement projects. This bill would provide that remaining funds are available for the study of, and development and implementation of, capital improvement projects.	<i>Last Action</i> Referred to Committee February 28, 2013 <i>Current Location</i> Senate Rules Committee

Bill #	Author	Title	Subject	Description	Status
<u>SB 444</u>	De Leon	State Highway Route 86: Relinquishment	Direct Impact to the Commission	Note: the legislative authority for this relinquishment was undertaken in SB 788. This bill would authorize the Commission to relinquish to the cities of Brawley, El Centro, and Imperial and the County of Imperial, specified portions of State Route 86 under certain conditions. This bill redesignates a specified portion of such route as part of State Route 78 following relinquishment and requires the relinquishments to be done at no cost to the state, unless the Commission makes a finding of need.	<i>Last Action</i> Referred to Committee April 11, 2013 <i>Current Location</i> Senate Transportation and Housing Committee
<u>SB 486</u>	DeSaulnier	Office of Legal Compliance and Ethics Office of Strategic Assessment and Accountability	Direct Impact to the Commission	This bill would require the Secretary of the Transportation Agency, in consultation with the Director of Transportation, to identify performance measurement benchmarks on which the department would be required to report in specified areas, including, among others, enhancement of public safety and environmental sustainability. Requires the Department to issue reports and the Transportation Secretary to report to the Commission at least quarterly beginning July 1, 2014 on the Department's performance.	<i>Last Action</i> In Assembly, to inactive file September 10, 2013 <i>Current Location</i> Assembly Inactive File
<u>SB 616</u>	Wright	State Aid to Airports Program	Aeronautics Funding/Financing	Authorizes payments from the Aeronautics Account in the State Transportation Fund for the State Aid to Airports Program for projects that the sponsor has started or completed in accordance with a federal Airport Improvement Program grant, <i>unless the project was started or completed prior to January 1, 2014</i>	<i>Last Action</i> In Senate, read second time and amended, to third reading January 27, 2014 <i>Current Location</i> Senate Third Reading File
<u>SB 661</u>	Hill	False Advertising	Project Delivery	This bill would establish an exception to existing law by authorizing a person, firm, corporation, or association to sell or offer for sale in this state any merchandise labeled as being made in the United States if the merchandise is made, manufactured, or produced in the United States and has an article, unit, or part from outside of the United States that cannot be obtained within the United States, as specified, and constitutes only a negligible part of the final manufactured product.	<i>Last Action</i> Failed passage in Judiciary Committee January 14, 2014 <i>Current Location</i> Senate Judiciary Committee

Bill #	Author	Title	Subject	Description	Status
<u>SB 731</u>	Steinberg	Environment: California Environmental Quality Act	Environment	This bill would enact the "CEQA Modernization Act of 2013" which would revise the California Environmental Quality Act to, among other things, provide greater certainty for smart infill development. States the intent of the Legislature to provide funds annually to the Strategic Growth Council for the purposes of providing planning incentive grants to local and regional agencies to implement Sustainable Communities Strategies. May 7th version adds a requirement for the Attorney General to annually submit to the Legislature a report containing specified information on CEQA litigation in the state, removes reference to funding from the Alternative and Renewable Fuel and Vehicle Technology Fund, and would require appropriation of funds by the Legislature for the Strategic Growth Council.	<i>Last Action</i> Passed from Assembly Committee on Local Government, to second reading September 11, 2013 <i>Current Location</i> Assembly Second Reading File
<u>SB 791</u>	Wyland	Motor Vehicle Fuel Tax: Rate Adjustment	Funding/Financing	This bill would eliminate the requirement that the State Board of Equalization adjust the rate of the excise tax on motor vehicle fuel and would require the Department of Finance to annually calculate that rate and report that calculated rate to the Joint Legislative Budget Committee. Provides the rate for the state's next fiscal year would remain the same as the rate of the current fiscal year or would decrease. Provides the rate may increase upon a future act by the Legislature.	<i>Last Action</i> Referred to Committee April 11, 2013 <i>Current Location</i> Senate Committees on Transportation and Housing and Governance and Finance Not heard in Transportation and Housing Committee April 30, 2013
<u>SB 851</u>	Leno	Budget Act of 2014	Funding/Financing Direct Impact to CTC	Makes appropriations for the support of state government for the 2014-15 fiscal year.	<i>Last Action</i> Introduced January 9, 2014 <i>Current Location</i> Senate Budget and Fiscal Review Committee

Bill #	Author	Title	Subject	Description	Status
<u>SCA 1</u>	Wyland	State Auditor: Duties	Direct Impact to the Commission	This measure would require the California State Auditor to biennially conduct a specified financial audit and performance evaluation of each state program, including the administration or oversight of that program by the department or agency that is responsible for the program, and submit a report of the results of that financial audit and performance evaluation to the Legislature, as prescribed. This measure would require the committee that considers the budget in each house of the Legislature to meet and consider recommendations made in each performance evaluation within 90 days of submission by the California State Auditor. This measure would require the California State Auditor to make each financial audit and performance evaluation available to the public on an Internet Web site and in hardcopy format and require the Legislature to appropriate to the California State Auditor's Office funds as necessary to implement these provisions	<i>Last Action</i> Re-referred to Committee February 7, 2013 <i>Current Location</i> Senate Committees on Governmental Organization and Elections & Constitutional Amendments
<u>SCA 4</u>	Liu <i>Senate Co-Author:</i> Pavley <i>Assembly Co-Author:</i> Bonilla	Local Government Transportation Projects: Special Taxes: Voter Approval	Funding/Financing	This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition, if the <i>proposition proposing the tax includes certain requirements including: (a) The ballot proposition contains a specific list of programs and purposes to be funded and a requirement that tax proceeds be spent solely for those programs and purposes (b) The ballot proposition includes a requirement for annual independent audit of the amount of tax proceeds collected and expended and the specified purposes and programs funded and (c) The ballot proposition requires the governing board to create a citizens oversight committee to review all expenditures of proceeds and financial audits and report its finding to the governing board and public.</i>	<i>Last Action</i> In Senate, read second time and amended, re-referred to Senate Rules Committee August 28, 2013 <i>Current Location</i> Senate Second Reading File <i>Commission Adopted Position</i> Support position adopted 1-8-13 Support letter issued 1-14-13
<u>SCA 6</u>	DeSaulnier	Initiative Measures: Funding Source	Funding/Financing	This measure would prohibit an initiative measure that would result in a net increase in state or local government costs, other than costs attributable to the issuance, sale or repayment of bonds, from being submitted to the electors or having any effect unless and until the Legislative Analyst and the Director of Finance jointly determine that the initiative measure provides for additional revenues in an amount that meets or exceeds the net increase in costs.	<i>Last Action</i> In Senate, read second time, to third reading May 24, 2013 <i>Current Location</i> Senate Third Reading File

Bill #	Author	Title	Subject	Description	Status
<u>SCA 8</u>	Corbett <i>Assembly Co-Author:</i> Wieckowski	Transportation Projects: Special Taxes: Voter Approval	Funding/Financing	This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for transportation projects requires the approval of 55% of its voters voting on the proposition, <i>if the proposition proposing the tax includes certain requirements including: (a) The ballot proposition contains a specific list of programs and purposes to be funded and a requirement that tax proceeds be spent solely for those programs and purposes (b) The ballot proposition includes a requirement for annual independent audit of the amount of tax proceeds collected and expended and the specified purposes and programs funded and (c) The ballot proposition requires the governing board to create a citizens oversight committee to review all expenditures of proceeds and financial audits and report its finding to the governing board and public.</i>	<i>Last Action</i> From Senate Transportation and Housing Committee, adopted and re-referred to Senate Rules Committee August 27, 2013 <i>Current Location</i> Senate Rules Committee <i>Commission Adopted</i> <i>Position</i> Support position adopted 1-8-13 Support letter issued 1-14-13
<u>S 1957</u>	Bennet	Partnership to Build America Act of 2014	Funding/Financing	Establishes the American Infrastructure Fund, to provide bond guarantees and make loans to States, local governments, and non-profit infrastructure providers for investments in certain infrastructure projects, and to provide equity investments in such projects.	<i>Last Action</i> Referred to Committee January 16, 2014 <i>Current Location</i> Senate Finance Committee
<u>HR 3636</u>	Blumenauer	Excise Tax on Gasoline Diesel and Kerosene	Funding/Financing	This bill would create the Update, Promote, and Develop America's Transportation Essentials Act of 2013; amends the Internal Revenue Code of 1986 to increase the excise tax on gasoline, diesel, and kerosene fuels	<i>Last Action</i> Referred to House Committee on Ways and Means December 3, 2013 <i>Current Location</i> House Ways and Means Committee

Bill #	Author	Title	Subject	Description	Status
<u>HR 3638</u>	Blumenauer	Road Usage Fee Pilot Program	Funding/Financing	This bill would create the Road Usage Fee Pilot Program Act of 2013; establish a Road Usage Fee Pilot Program to provide grants to conduct studies of methods for recording and reporting the number of miles traveled by particular vehicles, to conduct studies of payment, enforcement, and privacy protection methods for such systems, and to implement mileage-based fee systems in jurisdictions that have adopted a plan for such systems.	<p><i>Last Action</i> Referred to Committee December 6, 2013</p> <p><i>Current Location</i> House Committees on Transportation & Infrastructure and Energy & Commerce</p>