

ORANGE COUNTY
TRANSPORTATION AUTHORITY

2015 / 2016

State Legislative Platform

Revised and adopted on November 23, 2015





The Orange County Transportation Authority (OCTA) was formed in 1991 by the consolidation of seven separate transportation agencies. This consolidation created a multimodal authority, which eliminated duplicate transportation functions and increased efficiency in providing transportation services throughout the County.

The 2015-2016 State Legislative Platform positions OCTA to advocate for the recognition and advancement of OCTA's projects and programs, while continuing to pursue economic and regulatory reforms that provide cost savings and opportunities for economic stimulus. In addition to these efforts, OCTA will continue to inform the Legislature and the Governor about the economic and regulatory challenges that the state's transportation infrastructure system faces and the need for state and regional collaboration to study alternative and innovative methods to help address these challenges.

While annual transportation funding has remained relatively stable over the last few years due to previously enacted funding reforms and Proposition 1B, which is now coming to an end, the state's transportation system continues to be severely underfunded. In an attempt to address this, the 2013-2014 state legislative session saw the passage of key initiatives which sought to provide funding to the transportation sector, including the authority to explore the potential use of a road user charge. In addition, expenditure plans which will govern the immediate and future allocation of revenues from the state's various cap-and-trade programs were adopted. With about 40 percent of the state's greenhouse gas emissions coming from transportation sources, the use of revenues from these programs offers a unique opportunity for increased transportation investment in Orange County. However, questions remain as to how to ensure that these programs are appropriately implemented and that the revenues are equitably distributed, both now and in the future.

Work will also continue in 2015-2016 to explore many of the recommendations that were included in the State-Smart Transportation Initiative and the California Transportation Infrastructure Priorities review documents that were released in 2014. These documents, which conducted top-to-bottom reviews of the state's Department of Transportation (Caltrans), recommended sweeping changes to the funding priorities of the state's transportation system and have already served as the impetus for reform legislation. While many of the recommendations found within the reports could serve to implement much needed efficiency and transparency reforms, it is unclear how they could impact the decision making purview of local agencies as they work to deliver their own transportation improvements.

In conjunction with funding and reform discussions, methods of streamlining existing project delivery methods must continue to be pursued to ensure that the maximum cost and time savings are achieved. Alternative project contracting and delivery methods, such as design-build and construction manager/general contractor, can be utilized to streamline large transportation projects to provide more immediate economic benefits to commuters.

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The 2015-16 State Legislative Platform (Platform) serves as a framework document to guide the Orange County Transportation Authority's (OCTA) state legislative, regulatory, and administrative activities in the coming legislative session. The Key Transportation Policy Issues section briefly describes the issues that are anticipated to be the major focus of the upcoming legislative session and offers guiding policy direction for those issues. The later sections present guiding policy statements for other major issue areas that may arise during the session.

Although this document generally serves to guide legislative activities and recommendations, positions on individual items not directly addressed by the Platform will be brought to the Board of Directors (Board) for formal action.

Key Transportation Policy Issues In 2015-2016

A number of significant transportation issues are expected to be discussed in the 2015-16 legislative session. A few of these key issues are highlighted in this section including: Transportation Funding, Implementation of Environmental Regulations and Cap-and-Trade, and Statewide Transportation Reform Efforts.

In order to better understand how resources are anticipated to be allocated during the 2015-16 legislative session, each issue in the Key Transportation Issues section is designated with a "Lobbying Action Level." The level is derived from the expected impact the issue could have on OCTA, the context in which the issue is moving forward, and the amount of resources that are expected to be devoted to the issue in pursuit of the objective.

A Lobbying Action Level - High designation means that all resources and actions necessary will be devoted to this particular issue not only due to the direct, significant, or long-term impacts that the outcome poses to OCTA, but also the priority items of the OCTA Board. A strategically targeted, comprehensive array of actions will be taken in addition to those used for other Lobbying Action Levels.

A Lobbying Action Level - Medium designation means that a full range of resources will be explored for the particular issue depending on the current status. Such actions could include formal correspondence and personal involvement of staff or Board members through the legislative process.

A Lobbying Action Level - Low designation means that a smaller amount of resources will be devoted to the issue due to the low level of activity anticipated for that particular item. These issues will be monitored for potential amendments which could increase the issue's significance and warrant a higher level of activity.

Transportation Funding:

Since 2010, state funding for transportation programs continues to experience changes. In March 2010, the "gas tax swap" eliminated the state sales tax on gasoline and was replaced by a 17.3 cent increase to the state gas excise tax (gas tax) in order to increase the flexibility on how these funds could be utilized. Additionally, as part of the "gas tax swap" package, the state sales tax on diesel was increased to 6.75 percent, while the diesel gas tax was reduced to 13.6 cents in order to provide a steady revenue stream for public transit.

The November 2010 election placed the state transportation financing structure in uncharted territory. While Proposition 22 contained stronger protections for specific local and transportation funding sources, the provisions related to local transportation funds modified transit formulas in a way that negatively impacted transit operations funding. Furthermore, Proposition 26 required any measure passed where a revenue source was increased regardless of revenue neutrality, within a specified time period, to be re authorized by a two-thirds vote.

The Legislature ultimately passed the ratification of the gas tax swap and also included provisions to maintain funding levels for transit, transfer weight fee revenue to cover transportation debt service, and reduced overall funding for capital programs.

Through 2014, the state continued to fund transportation and transit programs at traditional levels. However, the road ahead may contain some

reasons for caution in projecting future revenue levels. As Proposition 1B (2006) funding programs reach their conclusion, transit revenues continue to remain dependent on economic growth. With no new transportation funding source projected, and a large percentage of traditional transportation funding sources being used for transportation bond debt service, questions remain as to how the state intends to address the maintenance and infrastructure improvement needs of the state's transportation system. In addition, increases in fuel efficiency standards for newer automobiles have reduced the amount of fuel that is being purchased. As a result, gas tax revenue collected to fund transportation improvements continues to decline. For these reasons, it is imperative to identify any attempts by the state to use special fund transfers or any efforts to shift funding responsibilities to the local level to address the transportation funding needs of the state. Discussions on the regional, state, and federal levels to address these challenges are ongoing and will continue through the 2015-16 legislative session.

Therefore, in 2015-2016, to assist in the development of measures and programs to address these funding challenges, OCTA will:

- a) Support efforts to maintain and protect transportation and transit funding and distribution formulas approved under the gas tax swap
Lobbying Action Level High
- b) Advocate for a continued strong state role in providing funding for transit operations rather than shifting responsibility to local transportation entities. No additional requirements should be created for operation levels beyond existing capacity, unless agreed to by that entity or otherwise appropriately funded
Lobbying Action Level High
- c) Oppose efforts to divert or reclassify transportation revenue sources, including General Fund and debt service purposes
Lobbying Action Level High

- d) Oppose efforts to link or reprioritize local and state transportation funding through the AB 32 program
Lobbying Action Level High
- e) Support legislation to implement the provisions of the federal reauthorization, Moving Ahead for Progress in the 21st Century in an equitable manner that promotes traditional funding levels, programming roles, and local discretion in allocation decisions
Lobbying Action Level High
- f) Support the development of greater efficiencies within the Transportation Development Act, eliminating any unnecessary, overly burdensome and/or duplicative mandates
Lobbying Action Level High
- g) Support efforts to provide secure transit funding for capital and operating expenses to assist in meeting AB 32 (Chapter 488, Statutes of 2006) and SB 375 (Chapter 728, Statutes of 2008) goals
Lobbying Action Level Medium
- h) Flexibility should be included in any state transit funding source, allowing transit operators to use the funding for both operations and capital expenditures
Lobbying Action Level Medium

Implementation of Environmental Regulations and Cap-and-Trade

The state is currently pursuing multiple environmental objectives, many of which seek to reduce emissions from the transportations sector. The Global Warming Solutions Act of 2006, known as AB 32, created landmark greenhouse gas emission reduction requirements by setting the overall state goal of restoring emissions to 1990 levels by the year 2020. To meet this mandate, the state has undertaken numerous mitigation strategies, including mandates for regions to create a sustainable communities strategy to meet regional greenhouse gas emission reduction targets, increased fuel efficiency standards for vehicles, and the development of a cap-and-trade program.

In 2014, the Governor signed legislation that established a framework to allocate both immediate

and future cap-and-trade revenues through numerous competitive and formula-based programs, and involve numerous state agencies including the California State Transportation Agency (CalSTA), the California Air Resources Board, the California Department of Transportation (Caltrans), the California Environmental Protection Agency, and the Governor’s Strategic Growth Council.

Therefore, in order to ensure that the state’s environmental regulations and cap-and-trade program are implemented in an equitable manner which will both help to reduce emissions, and encourage the development of necessary infrastructure and services to meet the needs of California’s growing population, in 2015-2016 OCTA will:

- a) Support efforts to ensure local flexibility in meeting the goals of AB 32 and the use of any associated funding
Lobbying Action Level High
- b) Support the eligibility of the transportation sector and inclusion of county transportation commissions as eligible recipients of any funding mechanism created for AB 32 implementation, including the cap-and-trade program
Lobbying Action Level High
- c) Support efforts to ensure the availability of proven technology and adequate funding prior to the implementation of zero emission bus regulations
Lobbying Action Level High
- d) Support the prioritization of transportation projects and programs that achieve greenhouse gas emissions reductions for cap-and-trade funding
Lobbying Action Level High
- e) Support incentive-based compliance measures rather than punitive policies
Lobbying Action Level Medium
- f) Oppose efforts to create regulations or strengthen existing standards that are not currently economically practicable or technologically feasible
Lobbying Action Level Medium

- g) Support legislation to streamline the environmental review and permitting processes for transportation projects and programs to avoid potentially duplicative and unnecessary analysis, while still maintaining traditional environmental protections
Lobbying Action Level Medium
- h) Support the creation of grant programs to assist with compliance of the adopted regulations
Lobbying Action Level Low
- i) Support the creation of formula-based funding programs under the cap-and-trade program to assist with compliance of any adopted regulations
Lobbying Action Level Low

Implementation of Statewide Transportation Reform Efforts

In 2014, CalSTA released the State Smart Transportation Initiative (SSTI) and the California Transportation Infrastructure Priorities (CTIP) reports. These reports provided not only an examination of the operations of Caltrans, but also analyzed the state’s strategy and ability to deliver the needed improvements to the state’s transportation system and recommendations for improvement. Many of the recommendations suggested seek changes in funding structures and priorities, the role of local and regional agencies, and would require additional review of existing and future projects to ensure projects align with the state’s planning and environmental priorities.

While many of the suggestions included in these reports were abstract and preliminary at the time that the reports were released, it is expected that in 2015-16, legislation will be introduced to enact many of the recommendations included in the SSTI and CTIP reports, attempting to realign existing funding programs and local delegation authority.

Furthermore, in 2015 Governor Brown called for a special session of the legislature to address the unfunded maintenance needs for the state and local transportation systems, and for improvements to trade corridors. Discussion will also take place within the special session on reforms to create improved efficiencies with existing funds and in project delivery.

As the special session continues in 2016, efforts will continue to ensure that proposals introduced during the special session are consistent with the legislative principles adopted by the OCTA Board.

Therefore, as reform efforts advance on the state level, OCTA will:

- a) Support streamlining of the Caltrans review process for projects, simplification of processes, and reduction of red tape, without compromising environmental safeguards

Lobbying Action Level High

- b) Support maintaining the current State Transportation Improvement Program (STIP) formula, which provides 75 percent of the STIP funding to the locally nominated Regional Transportation Improvement Program (RTIP) and 25 percent to the Interregional Transportation Improvement Program (ITIP) Program

Lobbying Action Level High

- c) Oppose efforts to unnecessarily subject projects to additional reviews and project selection approvals that could adversely affect delivery timelines and processes

Lobbying Action Level High

- d) Support legislation protecting or expanding local decision-making in programming expenditures of transportation funds

Lobbying Action Level High

- e) Support the retention of existing and future local revenue sources

Lobbying Action Level High

- f) Support administrative policy changes to lower the oversight fee charged by Caltrans to ensure that project support costs are equivalent whether the project is administered by Caltrans or a local agency

Lobbying Action Level Medium

I. State Budget

As the Legislature continues to move forward in developing solutions to close the state's structural deficit, OCTA continues to monitor the status of transportation funding in California, promoting the continued stability of existing programs and efforts to address future funding deficiencies to meet transportation infrastructure needs. As a proven method to help rebuild the economy through investments in vital transportation infrastructure projects and critical transit services, OCTA also will work to promote methods of expediting such projects to allow for such stimulus.

Key actions by OCTA will include:

- a) Oppose unfunded mandates for transportation agencies, transit providers, and local governments in providing transportation improvements and services;
- b) Oppose cost shifts or changes in responsibility for projects funded by the state to the local transportation entities;
- c) Support legislation to treat the property tax of single-county transit districts the same as multi-county districts and correct other Educational Revenue Augmentation Fund inequities between like agencies;
- d) Support the constitutional protection of all transportation funding resources;
- e) Seek additional funding for paratransit operations and transit accessibility capital improvements that support persons with disabilities and senior citizens;
- f) Support removing the barriers for funding transportation projects, including allowing local agencies to advance projects with local funds when state funds are unavailable due to budgetary reasons, and allowing regions to pool federal, state, and local funds in order to limit lengthy amendment processes and streamline project delivery time.

II. State/Local Fiscal Reforms and Issues

As California's budget challenges continue, uncertainties over potential future structural changes remain. OCTA is concerned that local agencies will be impacted as the Legislature and Administration attempt to erase the budget deficit and repay loans coming due in the next few years.

Therefore, OCTA will:

- a) Oppose efforts to reduce local prerogative over regional program funds;
- b) Oppose levying new and/or increase in gasoline taxes or user fees, including revenue increases on fuel consumption categorized as charges, fees, revenue enhancements, or similar classifications. Consideration of such efforts shall occur when a direct nexus is determined to exist between revenues and transportation projects and additional revenues are to be controlled by the county transportation commission;
- c) Oppose efforts to decrease the voter threshold requirement for local tax measures for transportation purposes and/or mandating specific uses of future local sales tax revenues;
- d) Oppose efforts to increase administrative fees charged by the Board of Equalization on the collection of local sales tax measures;
- e) Support efforts to ease or simplify local matching requirements for state and federal grants and programs;
- f) Support legislation to protect the flexibility of the federal aid highway funds by requiring state compliance with federal highway safety requirements;
- g) Support flexibility for obligating regional federal transportation funds through interim exchange instead of loss of the funds by the local agency;
- h) Support increased flexibility in state guidelines related to the use of state highway funds for soundwalls;

- i) Support efforts to restore equity with regards to the generation and disbursement of sales tax revenues that support the Local Transportation Fund.

III. State Transportation Improvement Program Streamlining

The STIP, substantially amended by SB 45 (Chapter 622, Statutes of 1997), is a programming document that establishes the funding priorities and project commitments for transportation capital improvements in California. SB 45 placed decision-making closest to the problem by providing project selection for 75 percent of the funding in the RTIP. This funding is distributed to counties based on an allocation formula. The remaining 25 percent of the funds is programmed by Caltrans in the ITIP. Although traditionally funded through multiple revenue sources, as a result of the state's ongoing budgetary issues, the gas excise tax and bond funding have become the STIP's remaining sources of program funding.

Key provisions to be sought by OCTA include:

- a) Support legislation that maintains equitable "return to source" allocations of transportation tax revenues, such as updating the north/south formula distribution of county shares and ITIP allocations;
- b) Support legislation to clarify that programming of current period county shares has priority over advancement of future county shares;
- c) Support a formula-based guaranteed disbursement of the ITIP;
- d) Support legislation to involve county transportation commissions in the development and prioritization of State Highway Operation and Protection Program projects;
- e) Support efforts to allow a mode neutral STIP.

IV. Transit Programs

In 2015-16, OCTA will continue with its focus on providing safe, reliable, and efficient transit services in Orange County. While state transit funding has recently become more stable, future demand increases due to environmental regulations and increased fuel prices may put further strain on existing resources. Thus, OCTA will make every effort to minimize additional state obligations to transit operations which lack a sufficient and secure revenue source.

To that end, OCTA will focus on the following:

- a) Support legislation to encourage and incentivize the interoperability of transit and rail systems within California;
- b) Support legislation to limit the liability of transit districts for the location of bus stops (*Bonanno v. Central Contra Costa Transit Authority*);
- c) Support the citing of transit oriented development projects (i.e. authorize extra credit towards housing element requirements for these developments), including incentives for development;
- d) Support program reforms to realign administrative rules, farebox recovery requirements, and various exclusions under the State Transit Assistance Program;
- e) Support legislation and or/regulations which aim to enhance transit services without compromising the overall safety of transit riders, coach operators, and on-road vehicles;

V. Roads and Highways

OCTA's commitment to continuously improve mobility in Orange County is reflected through a dynamic involvement in such innovative highway endeavors as the ownership of the 91 Express Lanes and the use of design-build authority on the State Route 22 project. OCTA will continue to seek new and innovative ways to deliver road and highway projects to the residents of Orange County and, to that end, in 2015-16, OCTA will focus on the following:

- a) Oppose efforts to create a conservancy that would

inhibit the delivery of transportation projects under study or being implemented in the region;

- b) Support improvements in major trade gateways in California to facilitate the movement of intrastate, interstate, and international trade beneficial to the state's economy;
- c) Support efforts to expand, extend, and preserve new and existing alternative project delivery methods such as design-build, public-private partnership authority, and construction manager/general contractor authority, including expanding mode and funding eligibility, while allowing the appropriate balance of partnership between the state and local agencies;
- d) Support legislation that would authorize local agencies to advertise, award, and administer contracts for state highway projects;
- e) Oppose duplicative reporting mandates and efforts to impose additional requirements, beyond what is required in statute, on lead agencies awarding contracts using alternative project delivery mechanisms;
- f) Support the use of public-private partnerships that increase highway capacity without limiting the ability to improve public facilities and that maintains local authority and flexibility in decision making;
- g) Support studying the policies, funding options, and need for rail/highway grade separations including any impact on existing state highway and transit funding sources;
- h) Support the Transportation Corridor Agency's Foothill South Toll Road Extension Plan to connect State Route 241 to Interstate 5 in South Orange County;
- i) Work with Caltrans to ensure design specifications for bridges are free from defect;
- j) Seek cooperation from the state, the county, cities, and other local jurisdictions to implement street signal coordination, prioritization, preemption, and use of intelligent transportation system measures;
- k) Work with Caltrans to further improve street signal coordination by permitting the coordination of

on-and off-ramp signals with local street signal synchronization efforts;

- l) Continue to work with Caltrans and regional agencies on expanding utilization of continuous access of high-occupancy vehicle (HOV) lanes;
- m) Monitor efforts to increase fines for HOV lane violations and, if implemented, ensure fines are dedicated to enforcement purposes;
- n) Work with Caltrans on collaborative solutions to address the degradation of HOV lanes within the state, ensuring any solution respects local transportation funding sources and programs, is supported by the relevant regional transportation planning agency, and does not attempt to redirect existing local transportation funding sources. Any discussions associated with HOV degradation must include an analysis of the impacts from single-occupant low-emission vehicles, including associated federal requirements triggered by their access allowance;
- o) Support efforts to improve local oversight and create operational improvements in the administration of the Orange County Taxi Administration Program;
- p) Support legislation that provides for equitable enforcement of regulations governing transportation network companies;
- q) Support efforts to increase the flexibility for the use of funds for motorist service programs such as the Service Authority for Freeway Emergencies program and for funds previously acquired through the Service Authority for Abandoned Vehicles program;
- r) Oppose legislation that fails to preserve local discretion and flexibility in the development of the congestion management program.

VI. 91 Express Lanes/Managed Lanes

OCTA's commitment to continuously improve mobility in Orange County is reflected through a dynamic involvement in such innovative highway endeavors as the ownership of the 91 Express Lanes, a ten-mile managed lane facility on State Route 91, extending

from State Route 55 to the Orange/Riverside County line. Since its purchase in 2003, the 91 Express Lanes has provided drivers an alternative mobility option between Orange and Riverside Counties, while also allowing for investment in multi-modal improvements throughout the State Route 91 corridor. As transportation demands continue to increase and transportation revenues remain stagnant, innovative tools must be available to ensure transportation infrastructure projects continue to be built in a reliable, prompt, and efficient manner. One such tool many agencies are discussing is increased use of managed lane facilities. To ensure not only the continued success of the 91 Express lanes, but also to ensure managed lane policy moving forward allows for local flexibility and input, in 2015-16, OCTA will:

- a) Support legislation to ensure revenues from managed lane facilities remain within the corridor from which they are generated, opposing efforts to divert revenues from managed lane facilities for state purposes;
- b) Cooperate with the Riverside County Transportation Commission on the extension of the existing 91 Express Lanes into Riverside County;
- c) Support efforts to preserve local flexibility in the administration of toll lanes, ensuring consistency with the provisions of the settlement agreement in Avery et al v. Orange County Transportation Authority;
- d) Oppose state efforts to construct or operate managed lane facilities that are established without an adopted statewide managed lane strategy or plan;
- e) Oppose state efforts to construct or operate managed lane facilities that fail to respect existing local transportation projects and funding programs;
- f) Support customer privacy rights while maintaining OCTA's ability to effectively communicate with customers and operate the 91 Express Lanes;
- g) Support the use of new technology to enhance toll agency enforcement efforts;
- h) Support methods to address toll violations due to the absence of license plates, the use of temporary

plates, or protected plates. The option of allowing for the immediate issuance of permanent vehicle license plates at the point of sale must be considered.

VII. Rail Programs

Metrolink is Southern California's commuter rail system that links residential communities to employment and activity centers. Orange County is served by three Metrolink routes: the Orange County Line, the Inland Empire-Orange County Line, and the 91 Line. In support of these routes, OCTA administers 48 miles of track that carry approximately four million passengers per year. OCTA's Metrolink capital budget is funded through a combination of local, state, and federal funding sources. In 2014, with the support of OCTA, its member agencies, and in partnership with the BNSF Railway, Metrolink became the first commuter railroad in the nation to run interoperable Positive Train Control (PTC)-equipped trains with plans to put PTC in service on all of its routes by 2015.

In addition to Metrolink services, Orange County is also served by inter-county passenger rail services provided by Amtrak Pacific Surfliner (Surfliner). These trains operate along the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor and are currently administered by Caltrans. With the passage of SB 1225 (Chapter 802, Statutes of 2012), a statutory framework was established to facilitate the transfer of operation and managerial oversight of Surfliner services to the LOSSAN Rail Corridor Agency (LOSSAN Agency), pending Caltrans approval. In 2013, OCTA was selected by the LOSSAN Agency to serve as the interim administering agency to facilitate the transfer of Surfliner services to the LOSSAN Agency.

Other rail systems could also travel through Orange County at some point in the future, including magnetic-levitation (also known as Maglev) and additional intercity rail service. While the status and future of these programs is uncertain, OCTA will be watchful to ensure that funding for these rail systems does not impact other transportation funding sources.

Key advocacy efforts will emphasize the following:

- a) Support legislation that encourages commercial, commuter-based development around passenger rail corridors that includes permanent job creation;
- b) Support legislation that will aid in the development, approval, and construction of projects to expand goods movement capacity and reduce congestion;
- c) Support efforts at creating additional efficiency in rail program oversight, including consideration of possible program consolidation;
- d) Monitor and evaluate plans and progress of high-speed rail and its funding;
- e) Work with regional passenger rail providers including Metrolink and the LOSSAN Agency, on any proposed legislation to provide safety improvements on the rail network in Southern California, including positive train control;
- f) Ensure that public control of goods movement infrastructure projects is retained at the local level;
- g) Seek mitigation for the impacts of goods movement on local communities;
- h) Pursue ongoing, stable sources of funding for goods movement infrastructure;
- i) Continue to work with local, regional, state, and federal entities, as well as with the private sector, to develop and implement needed infrastructure projects that support modernization, connectivity, and general system-wide improvements to California's rail network.

VIII. Active Transportation

Active transportation projects and programs, which encourage greater mobility through walking and biking, have grown in popularity due to the environmental, health, and cost savings benefits. Through local planning efforts such as Orange County's Regional Bikeways Planning Collaborative and the development of OCTA's Commuter Bikeways Strategic Plan, OCTA continues to study, plan, and fund active transportation projects and programs as part of its mission to provide Orange County with an efficient and multi modal transportation system.

Key positions include:

- a) Support legislation that increases the visibility and safety of users engaged in active transportation;
- b) Support creative use of paths, roads, and abandoned rail lines using existing established rights-of-way to promote bike trails and pedestrian paths;
- c) Support policies that encourage the safe interaction and operation of integrated multi-modal systems, including roadways, rail lines, bikeways, and pedestrian ways, and the users of those facilities;
- d) Support efforts to streamline active transportation funding programs.

IX. Administration/General

General administrative issues arise every session that could impact OCTA's ability to operate efficiently. Key positions include:

- a) Oppose legislation and regulations adversely affecting OCTA's ability to efficiently and effectively contract for goods and services, conduct business of the agency, and limit or transfer the risk of liability;
- b) Support legislation that is aimed at controlling, diminishing, or eliminating unsolicited electronic messages that congest OCTA's computer systems and reduce productivity;
- c) Support legislation that establishes reasonable liability for non-economic damages in any action for personal injury, property damage, or wrongful death brought against a public entity based on principles of comparative fault;
- d) Support legislation that would provide for consistency of campaign contribution limits applied to both elected and appointed bodies;
- e) Monitor the effect of Brown Act legislation on OCTA Board operations as it relates to the use of new technologies for communication with the public.

X. Environmental Policies

Changes in environmental laws can affect OCTA's ability to plan, develop, and build transit, rail, and highway projects. While OCTA has been a leading advocate for new, cleaner transit technologies and the efficient use of transportation alternatives, it also remains alert to new, conflicting, or excessive environmental statute changes.

Key positions include:

- a) Oppose efforts to grant special interest groups or new bureaucracies control, oversight, or influence over the California Environmental Quality Act process;
- b) Oppose legislation that restricts road construction by superseding existing broad based environmental review and mitigation processes;
- c) Support incentives for development, testing, and purchase of clean fuel commercial vehicles;
- d) Support efforts to seek funding and flexibility for the retrofit or re-powering of transit buses and locomotives with cleaner engines to attain air quality standards;
- e) Oppose legislation that would limit lead agency discretion in the management and oversight of lands set aside for environmental mitigation purposes, while encouraging policies that promote advance mitigation planning programs.

XI. Employment Issues

As a public agency and one of the largest employers in Orange County, OCTA balances its responsibility to the community and the taxpayers to provide safe, reliable, cost effective service with its responsibility of being a reasonable, responsive employer.

Key advocacy positions include:

- a) Oppose efforts to impose state labor laws on currently exempt public agencies;

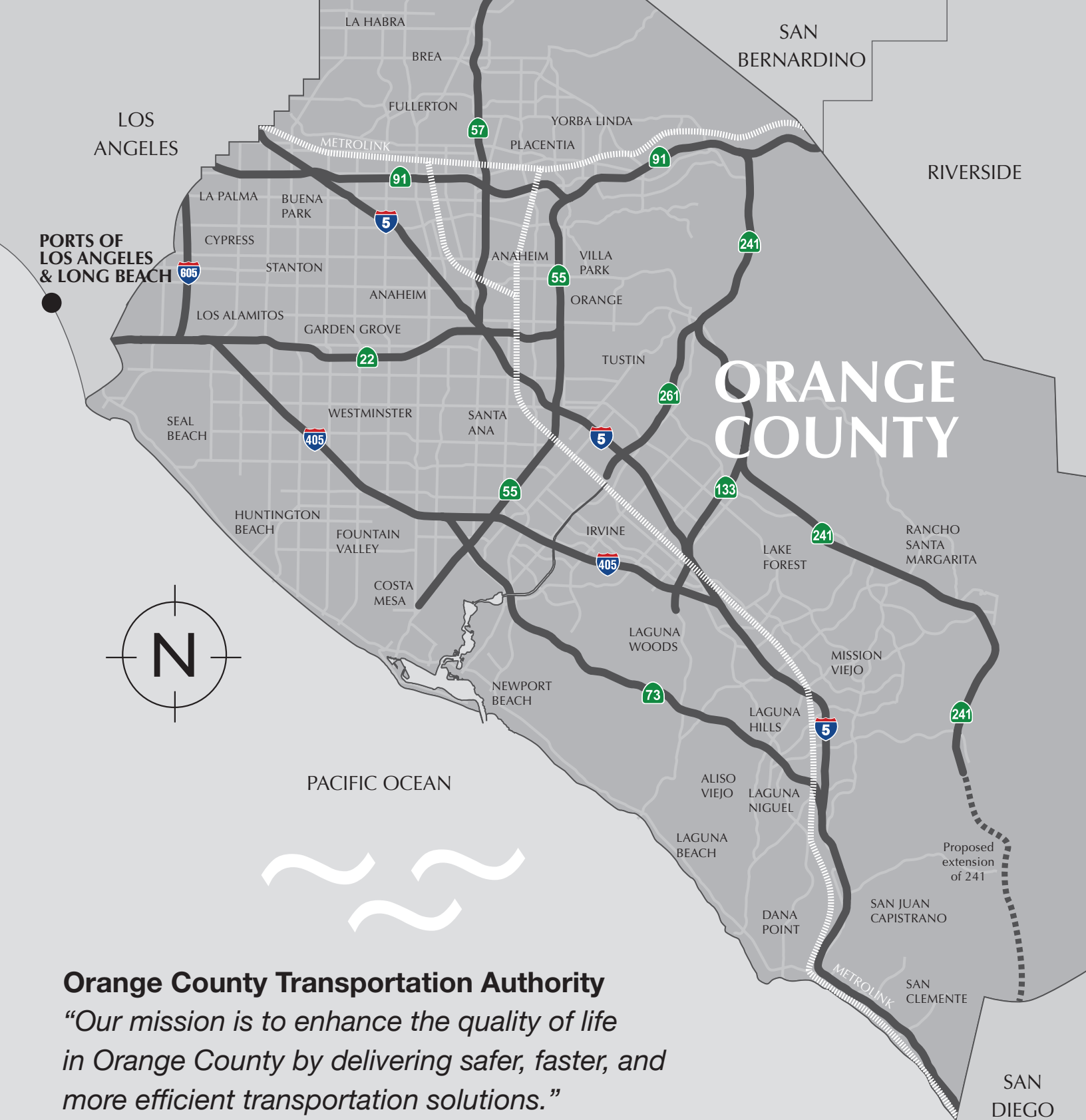
- b) Oppose legislation that circumvents the collective bargaining process;
 - c) Oppose legislation and regulations adversely affecting OCTA's ability to efficiently and effectively deal with labor relations, employee rights, benefits, Family Medical Leave Act, and working conditions, including health, safety, and ergonomic standards for the workplace;
 - d) Support legislation that reforms and resolves inconsistencies in the workers' compensation and unemployment insurance systems, and labor law requirements that maintain protection for employees and allow businesses to operate efficiently.
- b) Support legislation that balances retention mandates of video surveillance records to reflect current reasonable technological and fiscal capabilities;
 - c) Support the use of new technology to increase the safety of public transportation passengers and operators.the safety of public transportation passengers and operators.

XII. Transportation Security

As terrorist attacks continue to take place on transit systems around the world, significant transportation security efforts have been, and continue to be, carried out in the United States. OCTA is the county's bus provider and Metrolink partner, and comprehends the importance of securing our transportation network and protecting our customers. Presently, OCTA maintains a partnership with the Orange County Sheriff's Department to provide OCTA Transit Police Services for the bus and train systems in Orange County. OCTA is also currently working with its community partners on an effort to install video surveillance systems at Metrolink stations and on buses to enhance security efforts.

Heightened security awareness, an active public safety campaign, and greater surveillance efforts, all require additional financial resources. Consequently, in 2015-16, OCTA's advocacy position will highlight:

- a) Support state homeland security and emergency preparedness funding and grant programs to local transportation agencies to alleviate financial burden placed on local entities;



Orange County Transportation Authority

“Our mission is to enhance the quality of life in Orange County by delivering safer, faster, and more efficient transportation solutions.”

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Consolidated Transportation
Service Agency
Congestion Management
Agency
Service Authority for
Abandoned Vehicles

