



# State Legislative Platform | 2017-18





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 following facts indicate the size and the breadth of OCTA's functions:

- Budget for fiscal year (FY) 2016-17 of more than \$1.2 billion.
- Countywide bus system that spans 34 cities and seven congressional districts with more than 556 vehicles.
- Among the top 20 busiest bus transit operations in the nation, providing more than 48 million rides annually.
- Countywide paratransit service for people with disabilities with 250 buses and more than 1.4 million boardings per year.
- Three Metrolink commuter-rail lines with more than 16,000 boardings each weekday.
- OCTA owns the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail right-of-way from Fullerton to San Clemente.
- Successful completion of Measure M, the package of \$4 billion in transportation improvements promised to Orange County voters in 1990 when they approved a 20-year half-cent sales tax program.
- Implementation of Renewed Measure M approved by voters in 2006, providing \$15 billion in new funding for freeway, regional/local streets and roads, and transit improvements until 2041.
- Owner and operator of the 91 Express Lanes toll road with 13.8 million vehicle trips in FY 2016.
- Oversight of Orange County's major investment studies and management of the planning for all future transportation infrastructure improvements in the county.

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The 2017-18 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 2017-2018

A number of significant transportation issues are expected to be discussed in the 2017-18 legislative session. A few of these key issues are highlighted in this section including: Transportation Funding, and the Implementation of Environmental Regulations and Cap-and-Trade.

In order to better understand how resources are anticipated to be allocated during the 2017-18 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

For almost a decade, the state has undertaken various efforts to address and resolve the challenge of maintaining the traditional revenue streams that support the maintenance, operation, and improvement of the state's transportation system. These efforts include the "gas-tax swap" in 2010, which implemented various changes to the state taxes that are applied to gasoline and diesel fuels, and the passage of Proposition 22 which instituted constitutional protections over future diversion of transportation funds. However, in spite of these efforts, the traditional transportation funding streams continue to decline in purchasing power due to increased fuel efficiency of vehicles and inflation. In addition, the state continues to divert existing revenue sources, such as the truck weight fees, for transportation bond debt service, leading to the loss of over a billion dollars in funding that would otherwise be used for transportation purposes. Due to the declining revenues for transportation, the maintenance and preservation of existing transportation facilities and infrastructure continue to be deferred, resulting in increased costs when repairs and maintenance are ultimately performed. In addition, because of the declining revenues, in 2016 the California Transportation Commission was forced to delay and remove projects programmed for funding in the State Transportation Improvement Program. Such actions create instability for projects funded by local sales tax measures and other regional priorities.

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. During the special session, numerous proposals were introduced advocating for a variety of project funding and delivery mechanisms, including increases and reforms to existing revenue sources, project streamlining tools, operational and administrative efficiencies, and the retention and protection of all transportation generated funds. While negotiations continue on developing a funding package, thus far no single proposal has yet passed the Legislature.

It is anticipated that the legislature will continue its work to address the transportation funding challenge in the 2017-18 session. As these discussions occur, 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 to support the state's greenhouse gas reduction initiatives  
*Lobbying Action Level High*
- e) Support legislation to implement the provisions of the federal reauthorization, Fixing America's Surface Transportation Act, 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 legislation protecting or expanding local decision-making in programming expenditures of transportation funds  
*Lobbying Action Level High*
- h) Support the retention of existing and future local revenue sources  
*Lobbying Action Level High*
- i) 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 Medium*
- j) Support efforts to provide secure transit funding for capital and operating expenses  
*Lobbying Action Level Medium*
- k) 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*
- l) Monitor the study and development of alternative transportation funding proposals, including the state's road charge pilot program. Ensure that efforts are made to address concerns related to equitability, privacy, and public support of such proposals  
*Lobbying Action Level Medium*

### **Implementation of Environmental Regulations and Cap-and Trade**

In 2016, the state expanded upon its greenhouse reduction initiatives initially codified in AB 32 (Chapter 488, Statutes of 2006), with the passage of SB 32 (Chapter 249, Statutes of 2016) and AB 197 (Chapter 250, Statutes of 2016), which set new statewide emission reduction requirements to reduce greenhouse

gas emissions to 40 percent below 1990 levels by the year 2030. To meet this mandate, it is expected that the state will continue to build upon the numerous state-led mitigation strategies that were developed under AB 32, including the increased fuel efficiency standards for vehicles, establishing new regional emission reduction targets, and the development and advancement of greenhouse gas reduction projects and programs.

The funding for these efforts will still need to be identified. Questions currently exist about the long-term stability of the cap-and-trade system. With recent cap-and-trade credit auctions failing to meet market estimates, and ongoing litigation surrounding the cap-and-trade system as a whole, it remains unclear how the state will provide the necessary incentives to the public and private sectors in support of meeting the state's new emissions requirements. Furthermore, existing requirements mandating cap-and-trade investments be prioritized in areas defined as disadvantaged has resulted in areas of the state being passed over for investment, despite their air quality challenges. It is expected in the coming session that these issues will continue to be debated as the state pursues its greenhouse gas reduction goals.

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 2017-18 OCTA will:

a) Support efforts to ensure local flexibility in meeting the goals of the state's greenhouse gas reduction initiatives, including the creation of incentive based measures and grant programs to assist with compliance

*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 implementation of the state's greenhouse gas reduction initiatives, 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 efforts to develop alternative definitions of "disadvantaged communities" under the state's environmental initiatives to ensure each region can direct funding to its most impacted areas

*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 formula-based funding programs under the cap-and-trade program to assist with compliance of any adopted regulations

*Lobbying Action Level Low*

i) Support efforts to establish an alternative electricity rate structure for transit agencies to mitigate costs associated with the operation of zero-emission transit buses

*Lobbying Action Level Low*

## 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 will also 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 efforts that ensure that all users of the state's transportation system pay their "fair share" to maintain and improve the system;
- 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 the California Department of Transportation (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. With the declining purchasing power of these funding sources, the funding stability of the STIP remains a concern. In 2016 alone, the adoption of the STIP was subject to \$754 million in cuts and another \$755 million in project delays to its five-year funding program. As the state seeks a solution to bring long-term stability to the program, OCTA will seek to ensure that the regional focus of the program is preserved.

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;
- f) Support increased flexibility for the use of STIP funds to support alternative projects, including, but not limited to, transit and good movement improvement projects.

### IV. Transit Programs

In 2017-18, 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. Therefore, 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, and the overall safety and security of transit riders, coach operators, and on-road vehicles;
- f) Support efforts that would assist transit agencies in establishing and implementing an administrative penalty process to address infractions on public transit systems.



## 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 and Interstate 405 Improvement 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 2017-18, 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 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;
- c) Support legislation that would authorize local agencies to advertise, award, and administer contracts for state highway projects;
- d) 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;
- e) Support streamlining of the Caltrans review process for projects, simplification of processes, and reduction of red tape, without compromising environmental safeguards;
- f) Oppose efforts to unnecessarily subject projects to additional reviews and project selection approvals that could adversely affect delivery timelines and processes;
- g) 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;
- h) Support studying the policies, funding options, and need for rail/highway grade separations, including any impact on existing state highway and transit funding sources;
- i) Support the Transportation Corridor Agency's Foothill South Toll Road Extension Plan to connect State Route 241 to Interstate 5 in South Orange County;
- j) Work with Caltrans to ensure design specifications for bridges are free from defect;
- k) 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;
- l) 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;
- m) Continue to work with Caltrans and regional agencies on expanding utilization of continuous access of high-occupancy vehicle (HOV) lanes;
- n) Monitor efforts to increase fines for HOV lane violations and, if implemented, ensure fines are dedicated to enforcement purposes;
- 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;
- s) Support efforts to study the development and safe operation of autonomous vehicles.

## 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 2017-18, 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;
- 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 protected plates;
- i) 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.

## 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 lines: the Orange County, the Inland Empire-Orange County Line, and the 91 Line. In support of these routes, OCTA administers 48 route miles within Orange County. OCTA's rail capital budget supports improvements in Orange County and is funded through a combination of local, state, and federal funding sources. In May 2016, 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 receive Federal Railroad Administration authorization to commence Positive Train Control (PTC) provisional revenue service operations.

In addition to Metrolink services, Orange County is also served by inter-county passenger rail services

provided by Amtrak Pacific Surfliner (Surfliner) that operate along the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor. With the passage of SB 1225 (Chapter 802, Statutes of 2012), the LOSSAN Rail Corridor Agency (LOSSAN Agency) executed an interagency transfer agreement with the State of California that allowed the LOSSAN Agency to assume administrative and oversight responsibility for Surfliner service. In 2013, OCTA was selected by the LOSSAN Agency to serve as the managing agency of the LOSSAN Agency to facilitate the transfer of Surfliner services to the LOSSAN Agency, and provide all necessary administrative support to the LOSSAN Agency and the LOSSAN Board of Directors.

Other rail systems could also travel through Orange County at some point in the future, including 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 efforts to create additional efficiency in rail program oversight, including consideration of possible program consolidation;
- c) Monitor and evaluate plans and progress of high-speed rail and its funding;
- d) 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 PTC;
- e) 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. Goods Movement

One of the pillars of California's economy is its goods movement infrastructure system. Our state's goods movement-related industries account for more than \$700 billion in revenue and more than five million jobs. While the state's goods movement system is the most robust in the nation, it is continually challenged by competing goods movement systems in other states. In order to continue to compete and engage in the global market place, California must continue to enhance its goods movement system, while at the same time be cognizant of taking the necessary actions to mitigate any negative impacts to local communities.

Key positions for 2017-18 include:

- a) Support improvements in major trade gateways in California to facilitate the movement of intrastate, interstate, and international trade beneficial to the state's economy;
- b) Support legislation that will aid in the development, approval, and construction of projects to expand goods movement capacity and reduce congestion;
- c) Ensure that control of goods movement infrastructure projects and funding retained at the local level;
- d) Seek mitigation for the impacts of goods movement on local communities;
- e) Pursue ongoing, stable sources of funding for goods movement infrastructure.

## IX. 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, the Pacific Coast Highway Corridor Study, 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;
- e) Support legislation and regulatory changes to streamline and simplify the review and approval by California Public Utilities Commission of lease agreements between sponsors of active transportation projects and public utility companies.

## X. 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 to provide greater protection of OCTA's computer and information security systems;
- 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.

## XI. 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;
- f) Monitor the consideration of strategies and funding sources that may be included in the development, adoption, and implementation of the Air Quality Management Plan (AQMP). Work to ensure the minimization of cost, and any potential conflicts between AQMP implementation, and the adopted Regional Transportation Plan, and OCTA's projects or programs.

## XII. 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 including pension 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.

Heightened security awareness, an active public safety campaign, and greater surveillance efforts, all require additional financial resources. Consequently, in 2017-18, 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;
- 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.

## XIII. 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.





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## OCTA AFFILIATED AGENCIES

Orange County  
 Transit District

Local Transportation  
 Authority

Service Authority for  
 Freeway Emergencies

Consolidated Transportation  
 Service Agency

Congestion Management  
 Agency

Service Authority for  
 Abandoned Vehicles

