



Orange County Transportation Authority  
**2013-2014**  
State Legislative Platform

Revised and adopted on November 25, 2013



With signs that the state and national economies are slowly improving, the Orange County Transportation Authority's (OCTA) 2013-2014 Legislative Platform aims to promote additional economic and regulatory reforms that offer further cost savings and economic stimulus opportunities, while also calling attention to potential near-term economic and regulatory challenges that the state's transportation infrastructure system faces.

Facing chronic state budget deficits, in 2012, the Legislature and Governor focused on reforms that seek to stabilize the state's long-term financial outlook. Most significantly, the passage of Proposition 30 (2012) allows for a temporary increase in the state's sales tax, as well as increased personal income tax rates for the state's highest earners, in order to help bridge the gap between current spending levels and anticipated revenues. As part of the fiscal year 2012-2013 state budget, revenues from Proposition 30 were anticipated to prevent trigger cuts to a variety of state programs, most notably to education. Proposition 30's passage removes the immediate pressure to deal with looming budget cuts; however, continued economic uncertainty means that the state will have to continue to be mindful of the financial picture for some time. Passage of legislation in 2012 related to pension and worker's compensation reform is anticipated to further produce cost savings at all levels of government, thereby further stabilizing government finances.

Transportation funding has remained relatively stable over the last few years due to previously enacted transportation funding reforms. However, as regions shoulder an ever increasing share of the transportation infrastructure investments in the state and as Proposition 1B (2006) funding comes to a close, future funding options will need to be explored to ensure not only the maintenance of existing infrastructure, but also allow the state to meet growing demand for diversified transportation options. With about 40 percent of the State's greenhouse gas emissions coming from transportation sources, the use of revenues from the cap-and-trade system offers one possibility to allow for increased transportation efficiencies and mitigation of emissions from a key sector.

In conjunction with funding discussions, methods of streamlining existing project delivery methods must be expanded to ensure that the maximum cost and time savings are achieved. Alternative project contracting and delivery methods, such as design build, can be utilized to streamline large transportation projects to provide more immediate economic benefits to commuters. In addition, revisions to the California Environmental Quality Act and other permitting programs should take place that will provide more certainty in project delivery, prevent duplicative processes, as well as allow for sufficient public input.

OCTA looks forward to addressing these issues with you in 2013-2014 and beyond.

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The 2013-2014 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 for formal action.

## Key Transportation Policy Issues in 2013-2014

A number of significant transportation issues are expected to be discussed in the 2013-2014 legislative session. A few of these key issues are highlighted in this section including: Transportation Funding, Implementation of Environmental Regulations, and Alternative Project Delivery Methods.

In order to better understand how resources are anticipated to be allocated during the 2013-2014 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 due not only to the direct, significant, or long-term impacts that the outcome poses to OCTA, but also priority items of the OCTA Board of Directors (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 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.

In 2012, 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 remain dependent on economic growth, and debt pressures for the state mount, we can expect to continue to see special fund transfers and continued efforts to shift funding responsibilities to the local level, among other actions the state may take.

In addition, state legislation will likely be needed to ensure the provisions in the most recent federal reauthorization bill, Moving Ahead for Progress in the 21st Century (MAP 21) are implemented in a manner that maintain traditional local funding levels and authority.

In 2013-2014, 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 purposes  
*Lobbying Action Level High*
- d) Oppose efforts to link or reprioritize local and state transportation funding through AB 32  
*Lobbying Action Level High*
- e) Support legislation to implement the provisions of MAP-21 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 and SB 375 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**

The state is currently pursuing multiple environmental objectives, many of which seek to reduce emissions from the transportations sector. AB 32 - the Global Warming Solutions Act of 2006 (Chapter 488, Statutes of 2006), creates landmark greenhouse gas emission reduction requirements by setting the overall state goal of restoring emissions to 1990 levels by the year 2020. In December 2008, the California Air Resources Board (ARB) adopted a Scoping Plan outlining measures to be used to achieve the aggressive goals outlined in AB 32, including many directed at transportation emissions. One of the most ambitious measures included to reduce greenhouse gas emissions from transportation was SB 375 (Chapter 728, Chapter 2008), which seeks to link transportation, land use, and housing planning by requiring regions to create a sustainable communities strategy to meet regional greenhouse gas emission reduction targets for light trucks and automobiles for 2020 and 2035. The ARB set regional greenhouse gas emission targets in September 2010, completing the first step in implementing SB 375. However, mechanisms for funding this mandate are still needed, particularly for transit service.

In 2013-2014, the ARB will undertake several large endeavors, including revising the Scoping Plan to ensure the state is on track to meet the statewide

2020 greenhouse gas emission reduction target, administering the first auctions for the cap-and-trade system for greenhouse gas emissions, and potentially revising the SB 375 targets. Within each of these efforts, transportation stakeholders must be at the table to ensure that any guidance, revisions or allocations of revenue allow for feasible emission reductions to occur, without further burdening already stressed operating systems.

Furthermore, as the state seeks methods of creating economic stimulus through streamlined regulatory processes, focus is likely to be on the environmental review process and possible revisions that will allow for additional expediency in project delivery, while maintaining existing environmental protections. Duplications in the federal and state processes deserve special attention with the California Environmental Quality Act (CEQA) providing protections that exceed federal requirements. In addition, as regulatory processes continue to move forward that target fuel mix and vehicle technology, attention must be directed at these environmental regulations to ensure technological and economical feasibility as they are implemented.

In order to ensure that regulations are implemented in a manner in which both help reduce emissions and encourage the development of necessary infrastructure to meet the needs of California's growing population, in 2013-2014 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 incentive-based compliance measures rather than punitive policies  
*Lobbying Action Level Medium*
- e) Oppose efforts to create regulations, or strengthen existing standards, that are not currently economically practicable or technologically feasible  
*Lobbying Action Level Medium*
- f) 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*
- g) Support the creation of grant programs to assist with compliance of the adopted regulations  
*Lobbying Action Level Low*

### **Alternative Project Delivery Methods**

Recognizing the need to provide innovative methods of project delivery and funding in order to meet existing and future demands on the state's transportation system, over the last few years the Legislature passed pilot programs allowing increased design-build and public-private partnership authority. One of the more significant statutory changes was included under SBX2 4 (Chapter 2, Statutes of 2009), which authorized 15 design-build projects statewide through 2014, and unlimited use of public-private partnerships through 2017. The enactment of AB 401 (Chapter 586, Statutes of 2013) builds on the design-build authority included in SBX2 4, by authorizing regional transportation agencies to use the design-build method of procurement for an unlimited number of state highway projects until January 1, 2024.

In the years since this authority was first signed into law, multiple legislative proposals have been introduced to revise, limit, and expand the authority. In order to ensure these pilot programs, and other similar programs, are allowed the longevity and stability to clearly demonstrate the effectiveness of the policies,

in 2013-2014, OCTA will:

- a) Support efforts to expand and extend design-build and public-private authority, expanded mode eligibility, and allow the appropriate balance of partnership between the state and local agencies

*Lobbying Action Level High*

- b) Oppose efforts to alter design-build or public-private partnership processes to create unnecessary hurdles to delay proposed projects

*Lobbying Action Level High*

- c) 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

*Lobbying Action Level High*

- d) Support the use of performance based infrastructure that increases highway capacity without limiting the ability to improve public facilities and that maintains local authority and flexibility in decision making

*Lobbying Action Level Medium*

- e) Support efforts that authorize regional transportation planning agencies to utilize alternative project delivery methods, such as Construction Manager/General Contractor, for local street and road, public transit, and highway projects included in its voter-approved sales tax measure program

*Lobbying Action Level Medium*

- f) Support legislation authorizing the use of design-build for transportation infrastructure without limiting the type of funding that can be used on the projects

*Lobbying Action Level Medium*

## Sponsored Legislation

Each year, OCTA may consider sponsoring legislation to clarify or address various transportation policy areas that require additional attention. This session, the following major initiative will be emphasized as sponsor legislation:

- a) Sponsor legislation allowing for design-build on the Interstate 405 Implementation Project. (AB 401 (Chapter 586, Statutes of 2013) was signed into law on October 5, 2013)

*Successfully Completed*

## 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 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, including service for 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 taxes measures
- e) Support legislation protecting or expanding local decision-making in programming expenditures of transportation funds
- f) Support efforts to ease or simplify local matching requirements for state and federal grants and programs
- g) Support the retention of existing and future local revenue sources
- h) Support legislation to protect the flexibility of federal aid highway funds by requiring state compliance with federal highway safety requirements

- i) Support flexibility for obligating regional federal transportation funds through interim exchange instead of loss of the funds by the local agency
- j) Support increased flexibility in state guidelines related to the use of state highway funds for soundwalls

## III. State Transportation Improvement Program Streamlining

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

- d) Support a formula based guaranteed disbursement of the ITIP
- e) Support legislation to involve county transportation commissions in the development and prioritization of State Highway Operation and Protection Program projects
- f) Support efforts to allow a mode neutral STIP

## IV. Transit Programs

In 2013-2014, 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) Oppose unfunded transit mandates that may occur as part of California's Olmstead Plan, which encourages independence in the disabled community
- b) Support legislation to encourage the interoperability of smart card technology within California
- c) Support legislation to limit the liability of transit districts for the location of bus stops (*Bonanno v. Central Contra Costa Transit Authority*)
- d) Support the citing of transit oriented development projects (i.e. authorize extra credit towards housing element requirements for these developments), including incentives for development
- e) Support program reforms to realign administrative rules, farebox recovery requirements, and various exclusions under the State Transit Assistance Program.
- f) Support legislation and or/regulations which aims to enhance transit services without compromising the overall safety of transit riders, coach operators, and on road vehicles.

- g) Work with stakeholders to revise bus axle weight standards to reflect existing environmental, safety and access mandates placed on transit vehicles, while also accounting for local roadway impacts and manufacturing feasibility.

## 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 Garden Grove Freeway (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 2013-2014, 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 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
- c) Support improvements in major trade gateways in California to facilitate the movement of intrastate, interstate, and international trade beneficial to the state's economy
- d) Support streamlining of the Caltrans review process for projects, simplification of processes, and reduction of red tape, without compromising environmental safeguards
- e) Support the use of new technology to enhance toll agency enforcement efforts
- f) Support studying the policies, funding options, and need for rail/highway grade separations including any impact on existing state highway and transit

- g) Support methods to address toll violations due to the absence of license plates, the use of temporary plates, or protected plates
- h) Support the Transportation Corridor Agency's Foothill South Toll Road Extension Plan to connect State Route 241 (SR 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) Cooperate with the Riverside County Transportation Commission on the extension of the existing 91 Express Lanes into Riverside County
- o) Oppose legislation which seeks to divert revenues from existing toll lanes for state purposes
- p) 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
- q) Support customer privacy rights while maintaining OCTA's ability to effectively communicate with customers and operate the 91 Express Lanes
- r) 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
- s) Work with Caltrans on collaborative solutions to address the degradation of HOV lanes within the State, ensuring any solution 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
- t) Support efforts to improve local oversight and create operational improvements in the administration of the Orange County Taxi Administration Program
- u) Support efforts to increase the flexibility for the use of funds for the Service Authority for Freeway Emergencies program.

## VI. Rail Programs

Metrolink is Southern California's commuter rail system that links residential communities to employment and activity centers. In 2012, Metrolink celebrated its 20th anniversary of operation in Orange County. Orange County is served by three routes: the Orange County Line, the Inland Empire-Orange County Line, and the 91 Line.

Currently, 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 addition to Orange County Metrolink services, two other rail systems could also travel through the county at some point in the future – high-speed rail and magnetic-levitation, (also known as Maglev). 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 mixed-use development around rail corridors

- 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 Metrolink on any proposed legislation to provide safety improvements on the Metrolink system, 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 new 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

## VII. 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

## VIII. 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 CEQA process
- b) Oppose legislation that restricts road construction by superseding existing broad based environmental review and mitigation processes
- c) Support creative use of paths, roads, and abandoned rail lines using existing established rights-of-way to promote bike trails and pedestrian paths
- d) Support incentives for development, testing, and purchase of clean fuel commercial vehicles
- e) Support efforts to seek funding for retrofitting or re-powering transit buses with cleaner engines to attain air quality standards
- f) 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 regional advance mitigation planning programs

## IX. 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

## X. 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 to 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 2013-2014, 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 would reduce the time period to retain video surveillance records to reflect current reasonable technological capabilities
- c) Support the use of new technology to increase the safety of public transportation passengers and operators

2013-2014 STATE LEGISLATIVE PLATFORM





550 SOUTH MAIN STREET  
P.O. BOX 14184  
ORANGE, CA 92863-1584  
714-560-OCTA (6282)  
[www.octa.net](http://www.octa.net)

