



AGENDA

Technical Advisory Committee

Committee Members

Shaun Pelletier	City of Aliso Viejo
Rudy Emami	City of Anaheim
Tony Olmos	City of Brea
Nabil S. Henein	City of Buena Park
Raja Sethuraman	City of Costa Mesa
Nardy Khan	County of Orange
Doug Dancs	City of Cypress
Matthew Sinacori	City of Dana Point
Mark Lewis	City of Fountain Valley
Don Hoppe, <i>Vice Chair</i>	City of Fullerton
William Murray	City of Garden Grove
Travis Hopkins	City of Huntington Beach
Scott Smith	City of Irvine
Chris Johansen	City of La Habra
Michael Belknap	City of La Palma
Christina Templeton	City of Laguna Beach
Ken Rosenfield	City of Laguna Hills
<i>Vacant</i>	City of Laguna Niguel
Akram Hindiyeh	City of Laguna Woods
Tom Wheeler	City of Lake Forest
Dave Hunt	City of Los Alamitos
Mark Chagnon	City of Mission Viejo
David Webb	City of Newport Beach
Christopher Cash	City of Orange
Luis Estevez	City of Placentia
Brendan Dugan	City of Rancho Santa Margarita
Tom Bonigut	City of San Clemente
Steve May	City of San Juan Capistrano
William Galvez	City of Santa Ana
Steve Myrter	City of Seal Beach
Guillermo Perez	City of Stanton
Doug Stack	City of Tustin
Akram Hindiyeh	City of Villa Park
Marwan Youssef	City of Westminster
E. Maximous	City of Yorba Linda

Orange County Transportation Authority
550 South Main Street, Room 09
Orange, California
August 22, 2018 1:30 p.m.

Any person with a disability who requires a modification or accommodation in order to participate in this meeting should contact the Measure M2 Local Programs section, telephone (714) 560-5372, no less than two (2) business days prior to this meeting to enable OCTA to make reasonable arrangements to assure accessibility to this meeting.

Agenda descriptions are intended to give members of the public a general summary of items of business to be transacted or discussed. The posting of the recommended actions does not indicate what action will be taken. The Committee may take any action which it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

All documents relative to the items referenced in this agenda are available for public inspection at www.octa.net or through the Measure M2 Local Programs office at the OCTA Headquarters, 600 South Main Street, Orange, California.



Call to Order

Self-Introductions

Consent Calendar

All items on the Consent Calendar are to be approved in one motion unless a Technical Advisory Committee member requests separate action on a specific item.

1. Approval of Minutes

Approval of the Technical Advisory Committee regular meeting minutes of June 27, 2018

Discussion Items

- 1. OCTA's 2019-20 State and Federal Legislative Platforms – Dustin Sifford**
- 2. Dockless Bikeshare & Electric Scooters – Paul Martin**

Regular Items

- 3. Technical Advisory Committee Vice Chair Assignment – Joseph Alcock**
- 4. Correspondence**

OCTA Board Items of Interest

- **Monday, June 25, 2018**

Item 20: 2018 Measure M2 Community-Based Transit Circulators (Project V) Call for Projects Programming Recommendations

- **Monday, July 23, 2018**

Item 14: Project V Community-Based Transit Circulators Program Ridership Report

Item 15: Measure M2 Sales Tax Forecast

- **August 13, 2018**

Item 8: Acceptance of State Competitive Grants

Item 9: SB 1 (Chapter 5, Statutes of 2017) Local Partnership Program Formula Funding Program Recommendations for Fiscal Year 2019-20

Item 10: SB 1 (Chapter 5, Statutes of 2017) State of Good Repair Program Recommendations for Fiscal Year 2018-19 Funds

Item 11: Regional Planning Update

Item 14: October 2018 Bus Service Change

Item 18: M2 CTFP Project X – 2018 Tier 1 Programming Recommendations

Item 19: M2 CTFP Project O & P – 2019 Call for Projects

Item 21: Draft 2018 Long-Range Transportation Plan



Announcements by Email

- June 27, 2018 Technical Advisory Committee Meeting Agenda, *sent 6/22/18*
- REMINDER: Eligibility Requirements due June 29, 2018, *sent 6/26/18*
- July 11, 2018 Technical Steering Committee Meeting – Cancellation Notice, *sent 7/9/18*
- Caltrans Releases the FY 2019-20 Senate Bill (SB) 1 Discussion Draft Sustainable Communities & Adaptation Planning Grant Application Guides, Comments Due 7/13, *sent 7/11/18*
- IMPORTANT! ATP Application Form Information, *sent 7/16/18*
- July 25, 2018 Technical Advisory Committee Meeting - Cancellation Notice, *sent 7/17/18*
- Save the Date: OCTA-Hosted HSIP Workshop, *sent 7/19/18*
- August 22, 2018 Technical Advisory Committee Meeting: SAVE THE DATE, *sent 7/26/18*
- August 1, 2018 HSIP Workshop Agenda, *sent 7/27/18*
- August 8, 2018 Technical Steering Committee – Cancellation Notice, *sent 7/30/18*
- September 2018 Semi-Annual Review Now Open, *sent 8/1/18*
- Bicycle Transportation: An Introduction to Planning and Design – Registration, *sent 8/9/18*

5. Committee Comments

6. Caltrans Local Assistance Update

7. Staff Comments

8. Items for Future Agendas

9. Public Comments

10. Adjournment

*The next regularly scheduled meeting of this Committee is Wednesday, September 26, 2018
at 1:30 p.m.*



Approval of Minutes
June 27, 2018



Voting Representatives Present:

Rudy Emami	City of Anaheim
Tony Olmos	City of Brea
Iris Lee	City of Buena Park
Jennifer Rosales	City of Costa Mesa
Khalid Bazmi	County of Orange
Matthew Sinacori	City of Dana Point
Mark Lewis	City of Fountain Valley
Manuel Gomez	City of Irvine
Chris Johansen	City of La Habra
Christina Templeton	City of Laguna Beach
Ken Rosenfield	City of Laguna Hills
Tom Wheeler	City of Lake Forest
Mark Chagnon	City of Mission Viejo
Christopher Cash	City of Orange
Luis Estevez	City of Placentia
Brendan Dugan	City of Rancho Santa Margarita
Tom Bonigut	City of San Clemente
Taig Higgins	City of Santa Ana
Marwan Youssef	City of Westminster
E. Maximus	City of Yorba Linda

Orange County Transportation Authority
 550 S. Main Street, Room 09
 Orange, CA
June 27, 2018 1:30 PM

Guests Present:

Juanita Martinez
 Temo Galvez
 Oliver Luu
 Lucie Delorme

Staff Present:

Kia Mortazavi
 Kurt Brotcke
 Harry Thomas
 Joseph Alcock
 Louis Zhao
 Ron Keith
 Brianna Martinez

Voting Representatives Absent:

Shaun Pelletier	City of Aliso Viejo
Kamran Dadbeh	City of Cypress
Don Hoppe	City of Fullerton
William Murray	City of Garden Grove
Tom Herbel	City of Huntington Beach
Michael Belknap	City of La Palma
<i>Vacant</i>	City of Laguna Niguel
Akram Hindiyeh	City of Laguna Woods
Dave Hunt	City of Los Alamitos
Mark Vukojevic	City of Newport Beach
Steve May	City of San Juan Capistrano
Steve Myrter	City of Seal Beach
Doug Stack	City of Tustin
Stephanie Camorlinga	City of Stanton
Akram Hindiyeh	City of Villa Park
Tiffany Tran	Caltrans



Meeting was called to order by Mr. Manuel Gomez at 1:30 p.m.

Self-Introductions

CONSENT CALENDAR

1. The Minutes for the April 24, 2018 meeting were approved.

Mr. Wheeler motioned to approve the item. The motion was seconded by Mr. Emami.

REGULAR ITEMS

2. 2019 CTFP Project O & P Call for Projects – Joseph Alcock

Mr. Alcock presented proposed revisions to the Comprehensive Transportation Funding Programs Guidelines (Guidelines) for the 2019 O & P Call for Projects. Mr. Alcock stated that the changes (identified in the staff report and attachment) primarily consisted of updates, technical clarifications, and general clarifications.

Mr. Lewis asked what changes, if any, were incorporated from discussion of this item at the Technical Steering Committee.

Mr. Alcock stated that no changes were proposed by the Technical Steering Committee.

Mr. Chagnon stated that there should be clarification in the Guidelines that changes resulting from state-mandated updates be eligible for reimbursement. Mr. Chagnon gave the example of state-mandated required speed limit updates causing a need to re-adjust recently updated signal timing.

Mr. Wheeler asked Mr. Chagnon whether the issue he was referring to occurred during the three-year operations and maintenance (O&M) phase.

Mr. Chagnon replied in the affirmative and reiterated that signal timing modifications resulting from state-mandated updates should be eligible for reimbursement. He further noted that there is currently no specific language addressing this issue in the Guidelines.

Mr. Gomez asked whether the issue Mr. Chagnon was referring to could be accommodated within the project's existing allocation.

Mr. Chagnon confirmed that the City's project modifications could be accommodated within its existing approved allocation.

Mr. Keith countered that the O&M period is strictly meant to maintain what was implemented during the Primary Implementation (PI) phase.

Mr. Chagnon replied that he understood not making changes if there is no money left. However, he stated that if there is money left it should be able to be used for project adjustments; especially if the adjustments are the result of state-mandated requirements. He quoted language on page 8-3 of the Guidelines which states that O&M includes "monitoring and improving" signal timing.

Mr. Keith stated that a tweak to the project is one thing, but to re-analyze the entire corridor again after it had been recently retimed is not the intent of the O&M phase.



Mr. Gomez stated that there are likely many different circumstances based on each corridor that could potentially emerge. He suggested that the Guidelines language be modified to state that, "changes during the O&M period (such as state-mandated speed limit changes) can be submitted for review as part of the Semi-Annual Review (SAR) process."

Mr. Lewis suggested that perhaps a scope change through the SAR process is the way to handle changes to projects. Then each jurisdiction can determine how much funding is still available from their allocation and whether they want to (and are able to) pursue the change as part of the SAR review process.

Mr. Brotcke stated that pursuit of changes through the SAR process would only be limited to scope modifications, as no additional allocations would be considered or provided. Additionally, it would only be for major scope changes. He stated that OCTA can help determine whether the change is significant enough warrant going through a SAR scope change process.

Mr. Gomez asked if this needed to be memorialized in the Guidelines or if the current SAR process would address it. He suggested the latter.

Mr. Lewis also commented that he believed the SAR process would cover it.

Mr. Brotcke reiterated that if such a project scope change were approved through the SAR process, it would only make the change available for reimbursement. It would not increase the initial project allocation.

Mr. Chagnon asked for an example of something that is not currently eligible that would be eligible after going through the SAR process.

Mr. Keith stated that the original PI phase includes the task to evaluate crossing times for pedestrians and to also update all timing to the current standards required by ADA, the State of California, etc. In this case, the agency came back (after the PI phase) and re-evaluated their speed limits for the entire city. Ultimately, this required a change in yellow and red intervals, which had previously been finalized during the PI phase. This was a significant change (not a small tweak) which would have triggered the need to redo significant portions of recently completed components of PI phase work. Mr. Keith noted that actions such as this are not minor and are not consistent with the intent of the O&M phase.

Mr. Brotcke further commented that the offsets, intervals, etc. were originally funded as part of the PI phase, and then similar work was requested to be paid for again in the O&M phase. He stated that this is the issue that OCTA is struggling with. For a change like that, submit it as part of the SAR and it will be considered and brought forward as a scope change on a case by case basis. He commented that it would be fine to add this as a bullet point to the Guidelines. He stated that there is no definition of what a major or minor scope change is. However, if something was paid for in the PI phase and an agency wants to come back and pay for it again through the O&M phase, that would be considered a major change and would need to go through a SAR evaluation and Board of Director's approval process.

Mr. Gomez asked if there was any other input or questions or comments for staff on the proposed changes.

Mr. Chagnon stated that on page 9-14 of the guidelines, steps 3 and 4 in the math portion were incorrect.



Mr. Alcock responded that the math error would be corrected and there was no further discussion of the item.

Mr. Lewis motioned to approve the item with the correction on page 9-14. The motion was seconded by Mr. Wheeler.

DISCUSSION ITEMS

3. 2019 Bicycle Corridor Improvement Program (BCIP) Call for Projects – Louis Zhao

Mr. Zhao provided an overview of the upcoming 2019 BCIP Call for Projects and highlighted requests and questions raised by the Technical Steering Committee.

There was no further discussion of the item.

Tom Wheeler motioned to approve; and the motion was seconded by Mark Lewis.

4. Correspondence

- OCTA Board Items of Interest – See Agenda
- Announcements Sent by Email – See Agenda

5. Committee Comments

Mr. Rosenfield stated that the California Transportation Commission (CTC) recently announced State and Local Partnership Program awards. He then asked for a description of how these funds are intended to be used.

Mr. Brotcke replied that the CTC approved OCTA's competitive application for four TSSP projects. The request was about \$6.8 million and is matched with Measure M funds and other sources. OCTA is currently in the process of preparing allocation requests and is going to go to the CTC to seek approval in October. Mr. Brotcke also stated that OCTA is simultaneously working on procurement documents for the four projects.

6. Caltrans Update

Mr. Luu from the Caltrans' Local Assistance Department, stated that applications for the Active Transportation Program (ATP) were due by July 31. He also noted that application Instructions were posted on the Caltrans' ATP webpage.

He also announced that Highway Safety Improvement Program Cycle 9 Call for Projects applications were due August 31; and noted that more information and updates could be found on Caltrans' website.

It was also announced that there is a new CTC allocation form; and Mr. Luu indicated that it is a fillable PDF and is intended to streamline CTC processes. Usage of the new form will be mandatory after August. In addition, Mr. Luu stated that the E76 pilot program will become mandatory starting October 2018 and Caltrans' Local Assistance advised starting to use the process as soon as possible. He also noted that the current deadline to submit E76 requests is July 27, 2018 (remains subject to change).



Caltrans' Headquarters also provided new guidance on managing inactive projects. Mr. Luu stated that if an agency's project is inactive, or becomes inactive, they should contact their district engineer; and that agencies should send in invoices and keep projects active, to the extent possible. He also indicated that letters would be sent out during the first week of July to agencies that are on the list or are in danger of being placed on the inactive projects list.

Mr. Zhao requested that Caltrans continue communicating with agencies regarding the use of fillable E76 forms to prevent confusion and input issues later.

Mr. Rosenfield commented that ATP funding becomes available on July 1, 2019. He asked if there was a date when the CTC will decide on project applications?

Mr. Zhao replied that the first set of awards for the statewide call will be in January 2019 and the regional call will be announced in March 2019. He also mentioned that there is potential for securing advanced allocations.

Mr. Estevez asked how much of this year's ATP call is funded with SB1 dollars?

Mr. Zhao replied that it is about \$200 million.

7. Staff Comments

Mr. Alcock announced Brianna Martinez's promotion and reminded the Committee that eligibility submittals were due to her by Friday, June 29, 2018.

8. Items for Future Agendas - None

9. Public Comments - None

10. Adjournment at 2:17 p.m.



Fiscal Year 2019-20 State and Federal Legislative Platforms



August 22, 2018

To: Technical Advisory Committee

From: Dustin Sifford, Senior Government Relations Representative

Subject: Orange County Transportation Authority's 2019-20 State and Federal Legislative Platforms

Overview

The Orange County Transportation Authority is preparing its 2019-20 State and Federal Legislative Platforms in order to guide staff and legislative representatives in Sacramento and Washington, D.C.

Recommendation

Receive and file as an information only item.

Discussion

At the beginning of each legislative session, the Orange County Transportation Authority (OCTA) collects ideas from interested stakeholders and consolidates the suggestions into framework documents known as the State and Federal Legislative Platforms. The State and Federal Legislative Platforms provide guidance to staff and legislative advocates on statutory and regulatory policies. Specifically, these documents allow staff to draft policy language, find bill authors, introduce legislation, recommend advocacy positions on bills, and develop support for OCTA projects and funding requests. For reference, OCTA's 2017-18 State and Federal Legislative Platforms are included as Attachments A and B, respectively, and can also be found online at:

<http://octa.net/About-OCTA/Who-We-Are/Government-Relations/OCTA-Legislative-Platform/>

After receiving public comments, initial drafts of the 2019-20 State and Federal Legislative Platforms will be presented to the OCTA Board of Directors (Board) for their preliminary guidance on September 24, 2018. Staff will then make further edits and return to the Board for final approval on November 26, 2018, subject to the results of the November 2018 elections.

Summary

OCTA Government Relations staff would like to get input from the Technical Advisory Committee on the 2019-20 State and Federal Legislative Platforms.

Attachments

- A. Orange County Transportation Authority 2017-18 State Legislative Platform
- B. Orange County Transportation Authority 2017-18 Federal Legislative Platform

ORANGE COUNTY TRANSPORTATION AUTHORITY

State Legislative Platform | 2017-18



Amended and adopted on February 26, 2018





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) 2017-18 is balanced at \$1.3 billion.
- Countywide bus system that spans 34 cities and seven congressional districts with 520 vehicles.
- Among the top 20 busiest bus transit operations in the nation, providing more than 39 million rides annually.
- Countywide paratransit service for people with disabilities with 248 buses and more than 1.4 million boardings per year.
- Three Metrolink commuter-rail lines with more than 19,000 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 \$13.5 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 14.3 million vehicle trips in FY 2017.
- Oversight of Orange County's major investment studies and management of the planning for all future transportation infrastructure improvements in the county.

2018 BOARD OF DIRECTORS

Lisa A. Bartlett
Supervisor

Laurie Davies
City Member

Barbara Delgleize
City Member

Andrew Do
Supervisor

Lori Donchak
City Member

Michael Hennessey
Public Member

Steve Jones
City Member

Mark A. Murphy
City Member

Richard Murphy
City Member

Al Murray
City Member

Shawn Nelson
Supervisor

Miguel Pulido
City Member

Tim Shaw
City Member

Todd Spitzer
Supervisor

Michelle Steel
Supervisor

Tom Tait
City Member

Greg Winterbottom
Public Member

Ryan Chamberlain
Ex-Officio Member

EXECUTIVE OFFICE

Darrell Johnson
Chief Executive Officer

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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

On April 28, 2017, Governor Brown signed SB 1 (Chapter 5, Statutes of 2017), also known as the Road Repair and Accountability Act of 2017. This legislation marks a significant investment in the state's transportation system, primarily targeted towards fix-it-first projects. Among its provisions, SB 1 will nearly double funding for transit and local streets and roads in Orange County. Many of the changes laid out in SB 1 are subject to guidance and regulations that will be issued in the coming months, and it is quite possible that additional legislation will be considered to finalize the implementation of SB 1. There are also ongoing efforts to repeal SB 1 because of its increase to the state gas tax. It is anticipated that these developments will require OCTA's close attention in the upcoming session. As such, OCTA will:

- a) Support efforts to maximize OCTA's share of transportation and transit funding, especially through distribution formulas, and ensure that designated funding is spent on transportation projects and not diverted for other purposes or uses.

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 existing eligibility standards of 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 efforts to develop alternative definitions of "disadvantaged" and "low-income" communities to ensure that transportation funding flows to each region's most impacted areas.

Lobbying Action Level Medium

- j) 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

- k) Support efforts to provide secure transit funding for capital and operating expenses.

Lobbying Action Level Medium

- l) 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

- m) 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 with the passage of SB 32 (Chapter 249, Statutes of 2016) and AB 197 (Chapter 250, Statutes of 2016), which set a new statewide emissions target of 40 percent below 1990 levels by the year 2030. In 2017, the state continued its commitment to these strategies with the passage of AB 398 (Chapter 135, Statutes of 2017), extending the market-based cap-and-trade system until January 1, 2031. The passage of AB 398 ensures the long-term stability of the cap-and-trade system.

The state also enacted AB 134 (Chapter 254, Statutes of 2017), an expenditure plan to appropriate cap-and-trade funding for the 2017-18 fiscal year. While this funding can benefit transportation projects, concerns remain about the requirements mandating that cap-and-trade investments be prioritized in areas defined as disadvantaged, which has resulted in certain areas of the state being passed over for investment despite air quality challenges.

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

Lobbying Action Level Low

- h) 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

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 to increase the flexibility in meeting disadvantaged community investment requirements to allow for projects that improve transit connectivity options.

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.
- 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.

II. State/Local Fiscal Reforms and Issues

In recent years, the Legislature and Governor have worked collaboratively during the budget process to pass funding bills in a timely manner, providing some degree of certainty to the state-funded programs that OCTA relies upon. Unfortunately, uncertainties over future changes remain due to a continued structural deficit and the potential for an economic downturn.

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;

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 authority 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. SB 1 is expected to promote increased stability for future STIP fund estimates. 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 allocations of transportation funding, such as 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 goods movement improvement projects.
- 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.

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. 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;

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) 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) Support efforts to improve local oversight and create operational improvements in the administration of the Orange County Taxi Administration Program;
- o) Support legislation that provides for equitable enforcement of regulations governing transportation network companies;
- p) Support efforts to study the development and safe operation of autonomous vehicles and related technologies;
- 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, innovative tools must be available to ensure transportation infrastructure projects continue to be built in a reliable, prompt, and efficient manner. OCTA took advantage of one such tool by securing a \$629 million federal loan to supplement state and local funds on the Interstate 405 Improvement Project. The loan, obtained through the Transportation Infrastructure Finance and Innovation Act (TIFIA), will save taxpayers approximately \$300 million in the

decades to come. As the TIFIA loan illustrates, OCTA is committed to improving mobility for Orange County residents using the innovative tools and approaches that are allowing transportation agencies to stretch their dollars further than ever before.

Many agencies are discussing the 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) Work with the Riverside County Transportation Commission to efficiently operate and maintain the 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 innovative means to enhance toll agency enforcement efforts, including ways to address toll violations due to protected plates;
- h) 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/Perris Valley 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 the state-supported Pacific Surfliner intercity passenger rail service traveling between San Luis Obispo and San Diego. The Pacific Surfliner is operated by Amtrak and managed by the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN Agency). OCTA has served as the managing agency for the LOSSAN Agency since 2013 and assumed full administrative and management responsibility for the Pacific Surfliner service in June 2015 following through on an interagency transfer agreement with the State of California. OCTA continues to serve in this capacity, providing all necessary administrative support to the LOSSAN Agency and its 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

The Ports of Los Angeles and Long Beach, the nation's two busiest in terms of container volume and value, are vital to California's economy and the surrounding region because goods are shipped to and through the surrounding counties. 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 marketplace, 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.

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 and Emergency Preparedness

As natural and man-made disasters continue to threaten transportation systems around the world, significant improvements have been, and continue to be, carried out to enhance the safety, security, and resilience of transportation infrastructure in the United States. As Orange County's bus provider and a Metrolink partner, OCTA comprehends the importance of ensuring the safety and security of 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 and continues to be actively involved in a variety of state and regional preparedness exercises in support of first responders. OCTA is also currently working with its community partners on an effort to install video surveillance systems at Metrolink stations and on its fleet of buses and throughout its bus facilities. The development of a new Transit Security and Operations Center is also underway to enhance security efforts and further the resiliency of the Orange County transit system.

Heightened security awareness, an active public safety campaign, and greater surveillance efforts, all require additional financial resources.



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

ORANGE COUNTY TRANSPORTATION AUTHORITY

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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



ORANGE COUNTY TRANSPORTATION AUTHORITY

Federal Legislative Platform | 2017-18



Revised and adopted on November 27, 2017





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) 2017-18 is balanced at \$1.3 billion.
- Countywide bus system that spans 34 cities and seven congressional districts with 520 vehicles.
- Among the top 20 busiest bus transit operations in the nation, providing more than 39 million rides annually.
- Countywide paratransit service for people with disabilities with 248 buses and more than 1.4 million boardings per year.
- Three Metrolink commuter-rail lines with more than 19,000 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 \$13.5 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 14.3 million vehicle trips in FY 2017.
- 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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Introduction

With a population of over three million, Orange County is the third most populous county in California and the sixth most populous county in the nation. Orange County is also one of the most densely populated areas in the country and is second only to San Francisco for the most densely populated county in the State of California. National and global attractions include Disneyland, Knott's Berry Farm, and over 42 miles of coastline, making Orange County a worldwide vacation destination.

Among metro areas in the United States, Orange County is one of the top 20 producing economies in the nation and is home to one of the busiest transit systems in the nation. In addition, Orange County provides highway and rail corridors that facilitate an increasing level of international trade entering the Southern California ports. However, according to the latest annual survey of urban mobility by the Texas A&M Transportation Institute, the Los Angeles metropolitan area, including Long Beach and Orange County, also has the second most congestion of any metropolitan area in the nation, delaying drivers an average of more than 80 hours per year. In conducting all of its activities, Orange County Transportation Authority (OCTA) strives to the maximum extent possible to improve transportation performance, reduce congestion, and reduce emissions. With regard to federal revenues, Orange County is consistently a donor county within a donor state.

OCTA's Federal Legislative Platform outlines the statutory, regulatory, and administrative goals and objectives of the transportation authority. The following platform was adopted by the OCTA Board of Directors (Board) to provide direction to staff and federal legislative advocates for the 115th Congress.

Principles and Objectives

OCTA will use the following principles and objectives to guide implementation of the specific recommendations contained in this platform:

1. OCTA will seek to obtain a fair share of federal funding from all sources for transportation projects within the County, taking into account its size, population, congestion mitigation, and particular transportation needs;
2. OCTA will support the transportation legislative efforts and objectives of other Orange County entities, as appropriate, to further the implementation of this platform, provided that such efforts by others are consistent with OCTA Board-approved projects and policies; and do not place OCTA in direct competition these entities for discretionary funding;
3. In order to accomplish the goals of this platform, OCTA will work with other entities such as the Orange County Business Council, regional entities such as county transportation commissions and transit agencies, the Southern California Association of Governments, and Mobility 21;
4. OCTA will take an active role in the process of formulating legislation which will reauthorize future federal highway and transit programs, reaching out to the region, state, and appropriate congressional leaders, and working with them towards a long-term and stable future reauthorization program which benefits Orange County.

I. Annual Transportation Funding

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94). Like other recent multiyear surface transportation bills, the FAST Act does not require the appropriation of authorized Highway Trust Fund dollars. Therefore, the annual appropriations process will continue to play an important role in the OCTA federal legislative platform, and OCTA will continue to advocate for the largest possible amount and share of annual appropriations to ensure adequate resources for OCTA's operations.

Due to funding limitations ratified with bipartisan Congressional agreement, the FAST Act does not contain any funding specifically directed to individual projects, commonly referred to as "earmarks." It is expected that annual appropriations bills will continue this practice for the foreseeable future. Accordingly, there are no earmark requests included in the OCTA platform for the 115th Congress. Should this situation change, OCTA will seek the guidance and input of the Legislative

and Communications Committee regarding any project requests.

Even in the absence of specific Congressional earmarks, discretionary transportation funding will be appropriated on an annual basis. OCTA will continue to aggressively pursue discretionary funding for transportation projects within the statutory and regulatory requirements of any funding program, the current funding status of OCTA's capital program, and the direction of the Legislation and Communications Committee.

Other funding priorities for OCTA include:

- a) Support federal transportation funding assistance, including for transit operations, provided that such assistance is: 1) sustainable at the federal, state, and local level; 2) not considered a replacement for any ongoing program, or a substitute for the current federally authorized program; 3) funded by the general fund apart from any ongoing appropriations; 4) used to preserve or create jobs and services, and not for wage increases to current personnel; and 5) available for capital purposes to the extent not needed for direct operating costs;
- b) Support New Start funding for fixed-guideway projects selected for implementation through the Go Local process;
- c) Support appropriations and additional funding, with increased flexibility, through safety and security grant programs in order to protect Orange County's surface transportation systems, including highways, transit facilities, rail lines, and related software systems;
- d) In concert with regional transportation agencies, seek funding for the Southern California Regional Training Consortium to develop bus maintenance training information for the transit agencies throughout Southern California;
- e) Support appropriations funding for rail safety programs, including funding for implementation and operation of positive train control requirements and other safety enhancements or risk reduction recommendations;

- f) Support the authorization and appropriation that provides for federal funding that supports intercity and regional passenger rail corridors in California, including the Los Angeles–San Diego–San Luis Obispo Rail Corridor.

II. Advocacy Efforts for Implementation of Existing and Planned Federal Highway and Transit or Rail Programs

With the passage of the FAST Act, OCTA's efforts during the 115th Congress will continue to focus on regulatory implementation of this legislation and on possible additional legislation to complement the programs and provisions set out in the FAST Act. During this time, OCTA will advocate for the following issues:

- a) Advocate for a fair and equitable distribution of FAST Act funding to OCTA from the State of California in accordance with any agreed-upon statewide administrative plan or enacted state legislation;
- b) Working with regional agencies, advocate for a high ranking of the Alameda Corridor projects as part of the FAST Act discretionary programs;
- c) Upon definition and approval by the Board, seek support from the Federal Transit Administration and Orange County Congressional Delegation for any fixed-guideway transit projects approved for implementation by the Go Local process;
- d) Pursue continued eligibility of Congestion Mitigation Air Quality (CMAQ) program funding for at least three-to-five years of operating expenses associated with any new start fixed-guideway or eligible bus projects in Orange County;
- e) Advocate for inclusion of recommendations from the OCTA Breaking Down Barriers Report and subsequent Follow-on Study as part of future legislation and regulations, including:
 - 1) Support expanded design-build authorizations for federally-funded highway and surface transportation projects;

2017-2018 FEDERAL LEGISLATIVE PLATFORM

- 2) Support environmental process improvements and stewardship efforts by the relevant federal agencies to expedite project delivery and accelerate the creation of jobs; and
 - 3) Support expedited federal review and payments to local agencies and their contractors for project development, right-of-way acquisition, and construction activities.
- f) Support efforts within the surface transportation reauthorization legislation, or other appropriate legislation, that direct state departments of transportation to give consideration to the condition and effectiveness of local evacuation routes in high-risk areas when setting priorities for the disbursement of highway funding;
 - g) Support efforts to authorize, fund, and streamline the delivery of, bike paths, bike trails, and pedestrian paths within Orange County;
 - h) Advocate for legislation, programs, and projects, which encourage, where possible, a “complete streets” approach to planning and multi-modal planning approaches in order to expedite project delivery;
 - i) Encourage the Federal Highway Administration (FHWA) to return the Regional Transportation Plan (RTP) to a long-range planning and vision document rather than a detailed, 30-year financial plan, as current regulations mandate;
 - j) Regulations have shifted the approval of RTP amendments involving Transportation Control Measures from FHWA to the Environmental Protection Agency (EPA). OCTA requests that this approval process revert back to FHWA and maintain a consultation process with EPA;
 - k) Request that federal funding guidelines permit use of funds for soundwalls as a local option. The FHWA does not permit the use of highway funds to retrofit soundwalls, yet federal trade policies have led to increased freight traffic along goods movement corridors and, hence, noise along the freeways. OCTA requests that the policy be amended to allow highway funds to be used to mitigate the impacts of freight traffic on local communities adjacent to goods movement corridors;
- l) Work with the FHWA, or appropriate members of Congress, as part of the waiver process set out in the FAST Act, to obtain flexibility and increased local decision-making authority regarding the operation of high-occupancy vehicle (HOV) lanes, in order to reduce or eliminate the unintended consequences provided by Section 166 of the Federal Highway Act or any similar provisions regulating degradation of HOV lanes;
 - m) Engage the State of California, and other state and federal stakeholders, to seek the mitigation or elimination of any federal requirements for direct actions within 180 days in response to any degradation found to exist on federally-funded highways;
 - n) Support legislative and administrative streamlining of Federal Buy America requirements to permit greater certainty and consistency regarding the requirements, and greater flexibility in applying the requirements to federally-funded highway and transit projects;
 - o) In conjunction with other Southern California public rail transportation providers, support legislative and administrative efforts to:
 - 1) responsibly implement and operate Positive Train Control (PTC) nationwide in a manner that takes into consideration any and all technological, fiscal, and logistical challenges in its implementation, while providing for reasonable exemptions from legislative deadlines on a case-by-case basis;
 - 2) assure that any alternative technologies employed in other rail systems are interoperable with, and contain the same safety benefits as, the PTC system implemented by Metrolink;
 - 3) ensure that the necessary technical resources such as wireless spectrum, are made available, as appropriate, for the full implementation of PTC;
 - p) Seek flexibility for the use of formula transit funds to support and utilize alternative transportation services.

III. Economic Impact Legislation and Regulations

Several federal legislative and regulatory actions are also under consideration to prevent unintended adverse economic impacts to the transportation industry and also to appropriate funding for transportation infrastructure projects as a means of creating needed jobs in the economy. In this regard, OCTA will:

- a) Support legislation which would hold harmless local governments who held debt instruments of Lehman Brothers on September 15, 2008, and other regulatory actions pursuant to Section 103 of the Emergency Economic Stabilization Act, which are needed to ensure stability in local entities that, through no fault of their own, suffered losses in the economic crisis of 2008;
- b) Support federal legislation and programs which accelerate funding for transportation infrastructure projects and, thereby, create additional jobs and economic activity in Orange County;
- c) Oppose any federal legislation or regulatory action which acts to impede the development of business opportunities and job creation in Orange County;
- d) Oppose any further increase in the current rail passenger liability cap of \$295 million per incident and work with regional partners to ensure that discussions regarding the cap take into account the limited resources of public sector passenger rail providers;
- e) Oppose federal legislative and/or regulatory actions that would divert revenues generated by locally-approved sales taxes to programs and projects that are not included in the sales tax ordinance;
- f) Support fiscally sound legislation that adequately addresses the Highway Trust Fund's structural deficit, including initiatives to address the impact of low- and zero-emission vehicles on transportation funding.

IV. Reauthorization of the Highway, Transit, and Rail Programs

The FAST Act authorizes \$305.5 billion over Fiscal Years 2016 through 2020 for public transportation, rail, highway, highway and motor vehicle safety, motor carrier safety, hazardous materials safety, and research, technology, and statistics programs. These funding levels provide modest increases in all major existing surface transportation programs over the five-year life of the bill. It also adds new formula and discretionary freight programs, a new discretionary bus capital program, and modest new funding for intercity rail. The legislation also preserves the federal focus on safety, keeps intact the established structure of the various highway-related programs, and continues efforts to streamline project delivery. The enactment of the FAST Act allows state and local government agencies to move forward with critical transportation projects with the confidence that they will have a federal partner over the long term.

While the FAST Act provides funding authorization through Fiscal Year 2020, it is possible that the 115th Congress will begin to look at additional or extended transportation authorization funding during the next two years. OCTA will examine any such proposals using the following framework:

- a) OCTA will analyze key highway, transit, and rail reauthorization proposals as they emerge to determine:
 - 1) The source, adequacy, and stability of proposed future revenues to meet future transportation needs and the economic impact to the public of collection of those revenues;
 - 2) The extent to which a proposal will maximize the return of federal revenues to California and to OCTA;
 - 3) The extent to which a proposal enhances the federal funding partnership by helping OCTA address capital and operating revenue shortfalls;
 - 4) Whether or not the proposal contains any unfunded statutory or regulatory mandates applicable to OCTA; and

- 5) The extent to which the proposal contains provisions which support the recommendations contained in OCTA's Breaking Down Barriers Report and subsequent Follow-on Study.
- b) Based upon this analysis, OCTA will seek a Board determination of the appropriate approach to any new surface transportation reauthorizing proposals in Washington D.C. based on the following general principles:
 - 1) OCTA supports program features in the next highway, transit, and rail authorization legislation to enable greater flexibility in the permitted uses of transportation funds and to distribute funding based upon formula factors that adequately recognize the extent of transportation funding needs within Orange County;
 - 2) OCTA supports receiving federal highway funds through a fair sub-allocation that accounts for additional costs, increased administrative responsibilities, and the potential for increased liabilities to which the agency may be subject; and
 - 3) OCTA supports efforts that would ensure that all users of the national transportation system pay their "fair share" to maintain and improve the system.

V. Goods Movement

The twin Ports of Los Angeles and Long Beach are considered "America's Gateway" and the nation's busiest ports, handling more than \$180 billion dollars' worth of cargo each year. The maintenance and improvement of our region's goods movement infrastructure must continue to be a national priority if our region is to remain competitive with the rest of the world and be responsive to the consumer needs of the nearly 18 million people living in Southern California. The need for the Southern California region to remain competitive is further underscored by the expansion and modernization by foreign competitors. Even though the FAST Act will provide \$10 billion for goods movement projects and programs, these and other

revenue streams at the federal level remain insufficient to fund the projects needed to offset the costs of moving these goods considering the many years of underinvestment.

Therefore, OCTA's advocacy efforts regarding goods movement will continue to emphasize the following:

- a) Pursue new, stable, dedicated, and secure sources of funding for goods movement infrastructure;
- b) Assure that the benefits of newly funded projects also take into account mitigation factors to impacted communities;
- c) Continue to work with Congress, the state, and local governments, as well as with the private sector, to develop and implement the needed sustainable infrastructure programs and projects;
- d) Ensure that public control of goods movement infrastructure and freight mobility projects is retained at the local level.

VI. Transportation Security and Emergency Preparedness

OCTA continues cooperative efforts with neighboring transit agencies, Urban Area Security Initiative partners, state and federal Homeland Security and Emergency Preparedness grant partners, and local jurisdictions to enhance the security and resiliency of regional highway, bus, and rail systems. In addition to seeking additional grant funding to secure Orange County's highways, rail, transit, and computer information systems, OCTA will pursue the following regulatory and statutory changes to ensure that safety, security, and emergency preparedness needs are met:

- a) Support increased federal funding to transit agencies for staff training, increased surveillance, and security and disaster preparedness improvements for highways, transit, rail security, and computer information systems in the U.S., and flexibility for the use of these funds;
- b) Support a fair and effective distribution of grant funds that takes into consideration the risks of

all hazards, including natural disasters, acts of terrorism, and other man-made disasters in Southern California, as estimated by the Department of Homeland Security in cooperation with state and local officials;

- c) Support programs that reach out to state security and emergency preparedness officials to improve information exchange protocols, refine security and disaster preparedness systems, and support state and regional data coordination.

VII. Energy Issues

Legislation addressing U.S. policies on energy is likely to play a role in the 115th Congress. The transportation sector is the largest consumer of petroleum in the U.S. Therefore, the focus by Congress to further develop energy efficient policies is likely to have an impact on OCTA operations. With this in mind, OCTA will:

- a) Monitor legislation and federal rulemaking that addresses new or emerging energy policies such as incentives for alternative fuel technology, and use and developer incentives supporting transit programs, as well as research and technology;
- b) Provide federal legislative reports to the Board outlining any energy-related legislation introduced in the next Congress that potentially impacts OCTA operations;
- c) Work with industry associations to comment on congressional actions and/or federal policies that impact the public transportation sector;
- d) Support the continuation of fuel tax credits for OCTA's use of compressed natural gas and liquefied natural gas, and the expansion of these credit incentives for the use of other alternative transit fuels.

VIII. Environmental Policy and Other Regulatory Requirements

Federal environmental laws and regulations affecting OCTA include the National Environmental Protection

Act, the Federal Clean Air Act, Federal Water Pollution Control Act, and the Endangered Species Act. With regard to these acts and related regulations, OCTA will:

- a) Seek opportunities to expedite and improve the efficiency of the environmental process for federally-funded projects. The OCTA Breaking Down Barriers Report and subsequent Follow-on Study contain numerous examples of ways to expedite the environmental review process without impairing substantive environmental requirements. Many of these recommendations have been incorporated into statute. OCTA will monitor future regulations in this area to ensure the effective implementation of these provisions.
- b) Seek federal funding to meet state and local environmental quality requirements, including anticipated requirements for zero-emission buses, alternative fueling stations, and future greenhouse gas reduction requirements;
- c) Monitor any new federal programs seeking to address the environmental impacts of greenhouse gases to ensure that any new environmental requirements are accompanied by additional funding necessary to implement those requirements;
- d) Support legislation and federal grant programs that encourage ridesharing and related congestion relief programs for Orange County commuters.

In addition, OCTA takes the following positions with regard to U.S. departments providing federal oversight, specifically:

- e) Support efforts to work with the California Department of Transportation and the Administration to equitably resolve the United States Department of Transportation interpretation of Americans with Disabilities Act (ADA) compliance guidelines that retroactively require the implementation of costly curb-ramp and level boarding upgrades within the boundaries of federally-funded projects. According to state officials implementing these regulations on

behalf of FHWA, the requirements apply even if curb-ramps are already in place, but considered to be out of date according to the most recent ADA guidelines, or when the project would not require ground disturbance (i.e. signal synchronization projects funded with CMAQ funds);

c) Support efforts to restrict the ability of the Federal Government to limit state or local efforts to reform pension benefits.

- f) Oppose any regulations or administrative guidance seeking to extend through administrative actions the statutory requirements of ADA;
- g) Support expedited federal review and payments to local agencies and their contractors for project development, right-of-way acquisition, and construction activities;
- h) Support expedited and improved federal reporting and monitoring requirements to ensure efficiency and usefulness of data, and to eliminate redundant state and federal requirements;
- i) Ensure that regulations and programs implementing federal requirements regarding transit safety oversight are reasonable, as free as possible from bureaucratic burden, and do not place an unfair financial burden on OCTA operations.

IX. Employment Issues

Federal employment laws affecting OCTA include the Fair Labor Standards Act, Family and Medical Leave Act, Occupational Safety and Health Act, and the Omnibus Transportation Employee Testing Act of 1991. While significant changes to these federal laws are not anticipated during the 115th Congress, OCTA's historical positions regarding labor and employment issues have included:

- a) Support income tax deductions for employees receiving employer-provided transit passes, vanpool benefits, or parking spaces currently counted as income;
- b) Oppose legislation and regulations, and any federal grant actions adversely affecting the agency's ability to effectively and efficiently address labor relations, employee rights, benefits including pension benefits, and working conditions including health, safety, and ergonomics standards in the workplace;



MAP KEY

-  LOSSAN RAIL CORRIDOR
-  I-405 IMPROVEMENT PROJECT (2023)
-  METROLINK ORANGE COUNTY LINE
-  METROLINK INLAND EMPIRE/ORANGE COUNTY LINE
-  METROLINK 91 LINE
-  91 EXPRESS LANES
-  OC STREETCAR PROJECT (2020)

“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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Orange County
 Transit District

Local Transportation
 Authority

Service Authority for
 Freeway Emergencies

Consolidated Transportation
 Service Agency

Congestion Management
 Agency

Service Authority for
 Abandoned Vehicles





AGENDA

Technical Advisory Committee

Item #3

Technical Advisory Committee Vice Chair Appointment



August 22, 2018

To: Technical Advisory Committee
From: Joseph Alcock, Section Manager M2 Local Programs
Subject: Technical Advisory Committee Vice Chair Appointment

Overview

The Technical Advisory Committee Chair and Vice Chair are appointed by the Technical Advisory Committee and are approved by the Orange County Transportation Authority Board of Directors. Recent city staff changes have resulted in the need to appoint a new Vice Chair for the remainder of the 2018 calendar year.

Recommendation

Approve the Technical Advisory Committee Vice Chair's recommendation for appointment of a new Vice Chair to complete the current term.

Background

The Orange County Transportation Authority (OCTA) Technical Advisory Committee (TAC) provides input regarding the allocation of Measure M2 (M2) competitive grant funds. The TAC also provides technical advice on issues related to streets and roads funding programs to staff. The TAC is comprised of representatives from all Orange County cities, the County of Orange, the California Department of Transportation (Caltrans), and other regional agencies, as appropriate. The TAC uses a Technical Steering Committee (TSC) to review and discuss major technical issues prior to submittal to the full TAC. The Chair and Vice Chair act as Chair and Vice Chair to both the TAC and TSC.

Discussion

The current TAC Chair position is held by Manuel Gomez. The Vice Chair position is held by Don Hoppe. Due to recent and upcoming staff changes at the Cities of Irvine and Fullerton, there is a need to appoint a new Vice Chair to administer TAC and TSC meetings. Given this need, the current Vice Chair is proposing to appoint a new Vice Chair to serve for the remainder of the current term (ending in December 2018). At the December 10, 2018 Board

of Director's meeting, TSC appointments for 2019 will be considered and potentially approved. If approved, all TSC vacancies are an anticipated to be filled by January 2019.

Summary

Due to recent changes of City staff, the Technical Advisory Committee Vice Chair position will become vacant. The current Vice Chair is recommending the appointment of a new Vice Chair.