



2012

State Legislative Platform





As the struggling state and national economies continue to remain a top priority, the 2012 legislative session will provide both great challenges and opportunities for the California Legislature. The Orange County Transportation Authority's (OCTA) 2012 Legislative Platform aims to strike an effective balance in helping find solutions to these challenges and capitalizing on opportunities to stimulate the economy while improving transportation infrastructure.

2011 represented a unique period in California government. In January, California was facing an unprecedented General Fund deficit of more than \$25 billion, a new Governor who had just been sworn into office, and an anemic economy that continued to struggle. Governor Jerry Brown released his first budget proposal which called for a combination of significant programmatic cuts coupled with an extension of several tax measures set to expire in June 2011, along with a proposal to delay bond sales for infrastructure projects to provide General Fund relief. In March, the Legislature passed a series of budget bills that enacted significant expenditure reductions under the new majority vote authority granted under Proposition 25 (2010), however was unable to approve the tax extension provisions which still required a two-thirds vote. Most importantly for OCTA, the Legislature ratified the gas tax "swap", originally enacted in 2010, now requiring a two-thirds vote in order to meet Proposition 26 requirements.

While eliminating approximately half of the deficit, the Legislature continued to work on closing the General Fund gap with a combination of additional program cuts and tax extensions. Ultimately, in June, under Proposition 25 authority, the Legislature passed and the Governor signed the state budget which included no revenue increases, additional programmatic cuts, and optimistic revenue assumptions.

Entering the new fiscal year with an uncertain economic climate, the potential for delayed or limited bond sales and unrealized revenue forecasts is great. While Propositions 22 and 26 provided additional safeguards for transportation revenues, transportation infrastructure and transit funding continues to remain a concern in 2012. The selling of sufficient Proposition 1B bonds will be critical to keeping transportation projects moving forward and providing a stimulus to the regional and statewide economy. Furthermore, transit funding must be preserved if additional programmatic cuts are necessary due to shortfalls in revenue projections.

Air quality improvement and the state's approach to environmental policy will continue to remain a priority in 2012. As regions move forward with the implementation of SB 375, the state will be a critical funding and process partner to ensure that the objectives of the bill are achieved in an aggressive but economically viable way. It is essential that the state remain a funding partner in the delivery of transit services to achieve the environmental objectives of AB 32 and SB 375.

Lastly, since redistricting and the new open-primary system will undoubtedly change the Legislature's makeup going forward, the 2012 legislative session will encompass many challenges and greater opportunities. Job creation continues to remain at the forefront for Californians and the protection of transportation funding must remain a priority to support those job creation efforts in order to improve the overall economy and meet the state's environmental goals. Restoring the economy and preserving future transportation funding will require the collaboration of local, regional, and state government to ensure California continues to prosper and future mobility needs are met in the process.

OCTA looks forward to addressing these issues with you in 2012 and beyond.

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The 2012 State Legislative Platform serves as a framework document to guide the Orange County Transportation Authority's (OCTA) state legislative, regulatory, and administrative activities in the coming year. 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 year.

OCTA's State Legislative Platform outlines the statutory, regulatory, and administrative goals of the transportation authority. The 2012 State Platform was adopted by the OCTA Board of Directors to provide direction with developing recommendations, positions, and legislative advocacy efforts by OCTA staff and state legislative advocates for the 2012 legislative session.

Key Transportation Policy Issues In 2012

A number of significant transportation issues are expected to be discussed in the 2012 legislative session. A few of these key issues are highlighted in this section including: Transportation Funding, Infrastructure Bond Sales, and Implementation of Environmental Regulations.

In order to better understand how resources are anticipated to be allocated during the 2012 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 the 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

In 2010, the way transportation is funded in California underwent a number of significant policy changes. The "gas tax swap" enacted in March 2010 eliminated the state sales tax on gasoline and was replaced by a 17.3 cent increase to the state gas excise tax (gas tax). Additionally, 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 funding source for public transit. Each year, both formulas are adjusted accordingly to ensure revenue neutrality compared to what Proposition 42 (2002) would have yielded.

While the gas tax swap fundamentally changed how the state finances transportation, the passage of Proposition's 22 and 26 in November 2010 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 if the measure was revenue neutral, between January 1, 2010 through November 3, 2010, to be re-authorized by a two-thirds vote. The end of 2010 left many unanswered questions for the future of the state's role in transportation finance.

Governor Brown’s first budget proposal in January 2011 called for the ratification of the gas tax swap in order to meet Proposition 26 requirements and ensure state transportation funding remained in place. In March 2011, the Legislature passed and the Governor signed a series of budget bills making significant programmatic cuts and also ratifying the gas tax swap. The ratification addressed the transit operations funding issues and continued to fund some capital programs, although funding in this area was dramatically decreased. However, the ratification also allocated additional weight fees to transportation debt service, reclassified funds from prior special fund loans as weight fees, and dedicated the reclassified funds to transportation debt service. As a result, although additional measures have been enacted to protect transportation revenues, as long as the state struggles with persistent deficits, the potential continues to exist for transportation revenues to be redirected for non-program purposes.

In 2012, 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 to be used for General Fund expenditures
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 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
- f) Support efforts to allow a mode neutral State Transportation Improvement Program (STIP)
Lobbying Action Level Medium
- g) 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

Infrastructure Bond Sales

Fall 2008 marked the beginning of the worst financial crisis since the Great Depression. By December 2008, the state was in a severe cash crisis and California was in danger of running out of cash resources to pay its bills within weeks. In order to preserve cash, the state implemented an alternative method to allocate bond funds to recipients. The tightening of the credit markets on Wall Street coupled with the rapid erosion of General Fund revenues now required the State to allocate bond funds upon the actual sale of General Obligation Bonds. Prior to this action, the State would allocate bond funds using cash resources available in the State’s Pooled Money Investment Account (PMIA) then replenish the PMIA through quarterly bond sales.

This change now required the State Department of Finance to prioritize bond programs and projects based on a number of criteria including project schedules, cash flow, and program demands. Additionally, in order to ensure bond debt-service remains at an acceptable level for bond markets, the State Treasurer delayed a Spring 2011 bond sale and will proceed with future bond sales on an “as needed” basis contingent on market conditions. As a result, transportation agencies such as OCTA must diligently advocate for transportation infrastructure bonds to remain a priority for the Legislature and Administration as a means to spur job creation and improve mobility throughout the region and state.

In 2012, OCTA will:

- a) Support efforts to ensure that transportation projects receive priority during bond sales

Lobbying Action Level High

- b) Support state actions that provide sufficient cash resources for bond projects and that the appropriate flexibility exists to fund projects when bond sales are delayed, such as through a letter of no prejudice (LONP)

Lobbying Action Level High

Implementation of Environmental Regulations

The State is currently pursuing multiple environmental objectives, many of which seek to reduce emissions from the transportation 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.

Lastly, 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 for such environmental policies as fleet rules and off-road diesel equipment, 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 which both help reduce emissions and encourage the development of necessary infrastructure to meet the needs of California's growing population, in 2012 OCTA will:

- a) Support efforts to ensure local flexibility in meeting the goals of AB 32, that maintains local decision making authority

Lobbying Action Level High

- b) Support the inclusion of county transportation commissions as eligible recipients of any funding mechanism created for SB 375 implementation

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 that are not currently economically practicable or technologically feasible

Lobbying Action Level Medium

- f) Support legislation to further integrate state and federal environmental impact studies

Lobbying Action Level Medium

- g) Support the creation of grant programs to assist with compliance of the adopted regulations

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 year, the following major initiative will be emphasized as sponsor legislation:

- a) Work with regional partners to improve passenger rail services on the Los Angeles-San Diego-San Luis Obispo (LOSSAN) corridor including the development of a joint powers authority to administer intercity rail service and ensuring continued state funding for intercity rail operations and expansion of service

Lobbying Action Level High

I. State Budget

As the Legislature continues to move forward in developing solutions to close the state’s structural deficit, OCTA remains concerned about the status of transportation funding in California. Revenue diversions, suspensions, and the reclassification of special fund “loans” to the General Fund have resulted in tremendous decreases in funding for transportation and transit agencies. As a result, minimal revenues exist to help rebuild the economy through investments in vital transportation infrastructure projects and critical transit services.

Consequently, OCTA will be alert to the further erosion of state transportation funding or attempts by the state to shift state expenditures to local obligations.

Key actions by OCTA will include:

- a) Oppose the diversion of OCTA’s share of state highway and transit funding for alternative purposes, including as loans to the state General Fund
- b) Oppose unfunded mandates for transportation agencies and local governments in providing transportation improvements and services
- c) Oppose cost shifts or changes in responsibility for projects funded by the state to the local transportation entities

- d) 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 (ERAF) inequities between like agencies
- e) Support the constitutional protection of all transportation funding resources
- f) Seek additional funding for paratransit operations, including service for persons with disabilities and senior citizens

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 increase the one and one-half percent cap on administrative fees charged by the Board of Equalization on the collection of local sales taxes measures
- d) Oppose efforts to transfer traditional federal funding sources from local agencies to the state and support equitable distribution of new federal funding programs in the state implementation legislation for the federal surface transportation act

- 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 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 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
- f) Support legislation to involve county transportation commissions in the development and prioritization of State Highway Operation and Protection Program projects (SHOPP)

IV. Transit Programs

In 2012, OCTA will continue with its focus on providing safe, reliable, and efficient transit services in Orange County. However, providing ongoing high quality bus service is increasingly challenging due to severe state budget cuts for transit services, declines in local revenue due to the economic slowdown, and additional obligations to meet state environmental mandates. While taking proactive measures to mitigate environmental impacts is imperative to transit operators, 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 aim to enhance transit services without compromising the overall safety of transit riders, coach operators, and on road vehicles
- 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 funding sources
- g) Support legislation authorizing the use of design-build for transportation infrastructure without limiting the type of funding that can be used on the projects
- h) 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

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 2012, 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
- i) Support methods to address toll violations due to the absence of license plates, the use of temporary plates, or protected plates
- j) 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
- k) Work with Caltrans to ensure design specifications for bridges are free from defect
- l) 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

- m) 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
- n) Continue to work with Caltrans and regional agencies on expanding utilization of continuous access of High Occupancy Vehicle (HOV) lanes
- o) Monitor efforts to increase fines for HOV lane violations, and if implemented, ensure fines are dedicated to enforcement purposes
- p) Cooperate with the Riverside County Transportation Commission on the extension of the existing 91 Express Lanes into Riverside County
- q) Support efforts to maintain the design-build and public-private partnership authority granted under SBX2 4; opposing efforts to alter the process to create unnecessary hurdles to delay proposed projects
- r) 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
- s) Oppose legislation which seeks to divert revenues from existing toll lanes for state purposes
- t) 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
- u) Support customer privacy rights while maintaining OCTA's ability to effectively communicate with customers and operate the 91 Express Lanes
- v) 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.

VI. Rail Programs

Metrolink is Southern California's commuter rail system that links residential communities to employment and activity centers. In 2011, Metrolink celebrated its 17th 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 legislation affecting drivers' license privileges and standards related to age
- f) 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 heavy duty trucks and buses for cleaner engines to attain air quality standards

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

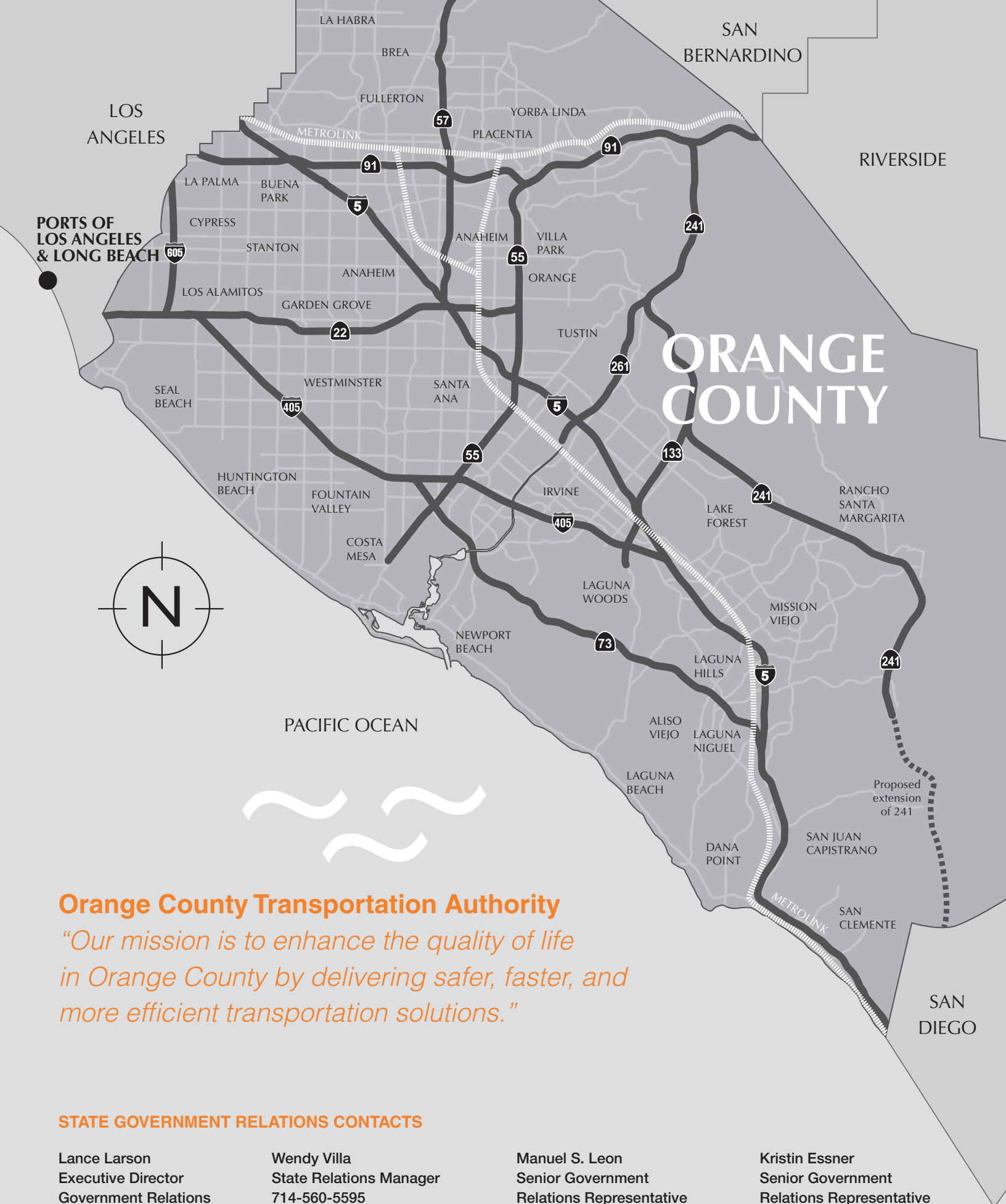
X. Transportation Security

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 2012, 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.

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ORANGE COUNTY

Orange County Transportation Authority

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

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