

Draft Orange County Transportation Authority 2017-18 State Legislative Platform

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 2017-18

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:

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| 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. | <i>Lobbying Action Level High</i> |
| 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. | <i>Lobbying Action Level High</i> |
| c) | Oppose efforts to divert or reclassify transportation revenue sources, including General Fund and debt service purposes. | <i>Lobbying Action Level High</i> |
| d) | Oppose efforts to link or reprioritize local and state transportation funding to support the state's greenhouse gas reduction initiatives. | <i>Lobbying Action Level High</i> |
| 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. | <i>Lobbying Action Level High</i> |
| 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. | <i>Lobbying Action Level High</i> |
| g) | Support legislation protecting or expanding local decision-making in programming expenditures of transportation funds. | <i>Lobbying Action Level High</i> |

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| h) | Support the retention of existing and future local revenue sources. | Lobbying Action Level High |
| i) | <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</i> | Lobbying Action Level High |
| 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 initially codified in AB 32 (Chapter 488, Statutes of 2006) with the passage of SB 32 (Chapter 249, Statutes of 2016) and AB 197 (Chapter 250, Statutes of 2016), which set a new statewide emissions *target of reduction requirements to reduce greenhouse gas emissions to 40 percent below 1990 levels by the year 2030. To meet this mandate, it is expected that* In 2017, the state will continue to build upon these numerous state-led mitigation *continued its commitment to these strategies that were developed under AB 32, including the increased fuel efficiency standards for vehicles, establishing new regional emission reduction targets, and the development and advancement of greenhouse gas reduction projects and programs. 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 funding for these efforts would still need to be identified. Questions currently exist about the long-term stability of the cap-and-trade system.

With recent cap-and-trade credit auctions failing to meet market estimates, and ongoing litigation surrounding the cap-and-trade system as a whole, it remains unclear how the state will provide the necessary incentives to the public and private sectors in support of meeting the state’s new emissions requirements.

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 Furthermore, existing 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 their air quality challenges. It is expected in the coming session that these issues will continue to be debated as the state pursues its greenhouse gas reduction goals.

Therefore, in order to ensure that the state's environmental regulations and cap-and-trade program are implemented in an equitable manner which will both help to reduce emissions and encourage the development of necessary infrastructure and services to meet the needs of California's growing population, in 2017-18 OCTA will:

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| a) | Support efforts to ensure local flexibility in meeting the goals of the state's greenhouse gas reduction initiatives, including the creation of incentive based measures and grant programs to assist with compliance. | Lobbying Action Level High |
| b) | Support the eligibility of the transportation sector and inclusion of county transportation commissions as eligible recipients of any funding mechanism created for implementation of the state's greenhouse gas reduction initiatives, including the cap-and-trade program. | Lobbying Action Level High |
| c) | Support efforts to ensure the availability of proven technology and adequate funding prior to the implementation of zero emission bus regulations. | Lobbying Action Level High |
| d) | Support the prioritization of transportation projects and programs that achieve greenhouse gas emissions reductions for cap-and-trade funding. | Lobbying Action Level High |
| e) | Support efforts to develop alternative definitions of "disadvantaged communities" under the state's environmental initiatives to ensure each region can direct funding to its most impacted areas. | Lobbying Action Level Medium |
| e f) | Oppose efforts to create regulations or strengthen existing standards that are not currently economically practicable or technologically feasible. | Lobbying Action Level Medium |
| f g) | Support legislation to streamline the environmental review and permitting processes for transportation projects and programs to avoid potentially duplicative and unnecessary analysis, while still maintaining traditional environmental protections. | Lobbying Action Level Medium |

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| g h) | Support the creation of formula-based funding programs under the cap-and-trade program to assist with compliance of any adopted regulations. | <i>Lobbying Action Level Low</i> |
| h i) | Support efforts to establish an alternative electricity rate structure for transit agencies to mitigate costs associated with the operation of zero-emission transit buses. | <i>Lobbying Action Level Low</i> |

I. STATE BUDGET

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

Key actions by OCTA will include:

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

II. STATE/LOCAL FISCAL REFORMS AND ISSUES

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;
- e) Support efforts to ease or simplify local matching requirements for state and federal grants and programs;
- f) Support legislation to protect the flexibility of the federal aid highway funds by requiring state compliance with federal highway safety requirements;
- g) Support flexibility for obligating regional federal transportation funds through interim exchange instead of loss of the funds by the local agency;
- h) Support efforts that ensure that all users of the state's transportation system pay their "fair share" to maintain and improve the system.
- i) Support efforts to restore equity with regards to the generation and disbursement of sales tax revenues that support the Local Transportation Fund.

III. STATE TRANSPORTATION IMPROVEMENT PROGRAM STREAMLINING

The STIP, substantially amended by SB 45 (Chapter 622, Statutes of 1997), is a programming document that establishes the funding priorities and project commitments for transportation capital improvements in California. SB 45 placed decision-making 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.

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;
- d) Support program reforms to realign administrative rules, farebox recovery requirements, and various exclusions under the State Transit Assistance Program;

- e) Support legislation and or/regulations which aim to enhance transit services, and the overall safety and security of transit riders, coach operators, and on-road vehicles;
- f) Support efforts that would assist transit agencies in establishing and implementing an administrative penalty process to address infractions on public transit systems.

V. ROADS AND HIGHWAYS

OCTA's commitment to continuously improve mobility in Orange County is reflected through a dynamic involvement in such innovative highway endeavors as the ownership of the 91 Express Lanes and the use of design-build authority on the State Route 22 project and Interstate 405 Improvement Project. OCTA will continue to seek new and innovative ways to deliver road and highway projects to the residents of Orange County and, to that end, in 2017-18, OCTA will focus on the following:

- a) Oppose efforts to create a conservancy that would inhibit the delivery of transportation projects under study or being implemented in the region;
- b) Support efforts to expand, extend, and preserve new and existing alternative project delivery methods such as design-build, public-private partnership authority, and construction manager/general contractor authority, including expanding mode and funding eligibility, while allowing the appropriate balance of partnership between the state and local agencies;
- c) Support legislation that would authorize local agencies to advertise, award, and administer contracts for state highway projects;
- d) Oppose duplicative reporting mandates and efforts to impose additional requirements, beyond what is required in statute, on lead agencies awarding contracts using alternative project delivery mechanisms;
- e) Support streamlining of the Caltrans review process for projects, simplification of processes, and reduction of red tape, without compromising environmental safeguards;
- f) Oppose efforts to unnecessarily subject projects to additional reviews and project selection approvals that could adversely affect delivery timelines and processes;
- g) Support administrative policy changes to lower the oversight fee charged by Caltrans to ensure that project support costs are equivalent whether the project is administered by Caltrans or a local agency;

- h) Support studying the policies, funding options, and need for rail/highway grade separations, including any impact on existing state highway and transit funding sources;
- i) 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;
- o) Support efforts to improve local oversight and create operational improvements in the administration of the Orange County Taxi Administration Program;
- p) Support legislation that provides for equitable enforcement of regulations governing transportation network companies;
- q) Support efforts to study the development and safe operation of autonomous vehicles and related technologies.
- r) 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;
- s) 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 market place, California must continue to enhance its goods movement system, while at the same time be cognizant of taking the necessary actions to mitigate any negative impacts to local communities.

Key Positions for 2017-18 include:

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

IX. ACTIVE TRANSPORTATION

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

Key positions include:

- a) Support legislation that increases the visibility and safety of users engaged in active transportation;

- b) Support creative use of paths, roads, and abandoned rail lines using existing established rights-of-way to promote bike trails and pedestrian paths;
- c) Support policies that encourage the safe interaction and operation of integrated multi-modal systems, including roadways, rail lines, bikeways, and pedestrian ways, and the users of those facilities;
- d) Support efforts to streamline active transportation funding programs;
- e) Support legislation and regulatory changes to streamline and simplify the review and approval by California Public Utilities Commission of lease agreements between sponsors of active transportation projects and public utility companies.

X. ADMINISTRATION/GENERAL

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

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

XI. ENVIRONMENTAL POLICIES

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

Key positions include:

- a) Oppose efforts to grant special interest groups or new bureaucracies control, oversight, or influence over the California Environmental Quality Act process;

- b) Oppose legislation that restricts road construction by superseding existing broad-based environmental review and mitigation processes;
- c) Support incentives for development, testing, and purchase of clean fuel commercial vehicles;
- d) Support efforts to seek funding and flexibility for the retrofit or re-powering of transit buses and locomotives with cleaner engines to attain air quality standards;
- e) Oppose legislation that would limit lead agency discretion in the management and oversight of lands set aside for environmental mitigation purposes, while encouraging policies that promote advance mitigation planning programs;
- f) Monitor the consideration of strategies and funding sources that may be included in the development, adoption, and implementation of the Air Quality Management Plan (AQMP). Work to ensure the minimization of cost, and any potential conflicts between AQMP implementation, and the adopted Regional Transportation Plan, and OCTA's projects or programs.

XII. EMPLOYMENT ISSUES

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

Key advocacy positions include:

- a) Oppose efforts to impose state labor laws on currently exempt public agencies;
- b) Oppose legislation that circumvents the collective bargaining process;
- c) Oppose legislation and regulations adversely affecting OCTA's ability to efficiently and effectively deal with labor relations, employee rights, benefits including pension benefits, Family Medical Leave Act, and working conditions, including health, safety, and ergonomic standards for the workplace;
- d) Support legislation that reforms and resolves inconsistencies in the workers' compensation and unemployment insurance systems, and labor law requirements that maintain protection for employees and allow businesses to operate efficiently.

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. 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.