

# 2025–2026 State Legislative Platform



Transportation Corridor Agencies™



## F/ETCA Board of Directors

Patricia Kelley, **Chair**  
Mission Viejo

Scott Voigts, **Vice Chair**  
Lake Forest

Natalie Meeks  
Anaheim

Mike Frost  
Dana Point

William Go  
Irvine

Denis Bilodeau  
Orange

Anthony Beall  
Rancho Santa Margarita

John Taylor  
San Juan Capistrano

David Penalzoza  
Santa Ana

Ray Schnell  
Tustin

Janice Lim  
Yorba Linda

Donald P. Wagner  
County of Orange, 3rd District

Doug Chaffee  
County of Orange, 4th District

Katrina Foley  
County of Orange, 5th District

Lan Zhou  
Ex Officio Member  
Caltrans District 12

## SJHTCA Board of Directors

David Penalzoza, **Chair**  
Santa Ana

Stephanie Oddo, **Vice Chair**  
Laguna Niguel

Richard Hurt  
Aliso Viejo

John Stephens  
Costa Mesa

Mike Frost  
Dana Point

William Go  
Irvine

Erica Pezold  
Laguna Hills

Cynthia Conners  
Laguna Woods

Patricia Kelley  
Mission Viejo

Robyn Grant  
Newport Beach

John Taylor  
San Juan Capistrano

Donald P. Wagner  
County of Orange, 3rd District

Katrina Foley  
County of Orange, 5th District

Lan Zhou  
Ex Officio Member  
Caltrans District 12

73/133/241/261  
Toll Roads

## Introduction

The Transportation Corridor Agencies (TCA) is comprised of two joint powers authorities formed by the California Legislature in 1986 to plan, finance, design, construct and operate major thoroughfares and bridges. The two agencies are the San Joaquin Hills Transportation Corridor Agency (SJHTCA) and the Foothill/Eastern Transportation Corridor Agency (F/ETCA). Through self-reliant financial approaches, TCA financed the construction of California's largest toll road network which includes State Routes 73, 133, 241 and 261. Today, TCA has over 2.6 million accountholders which exemplifies the Agencies' importance to the regional transportation sector.

The Agencies financed the construction of The Toll Roads with nonrecourse toll revenue bonds which are backed solely by toll revenues and one-time development impact fees collected from developers in the areas of the roads. The revenues are used to repay the bonds, operate the system, make improvements to the toll road network and consider regional transportation needs and opportunities. The California Department of Transportation (Caltrans) owns and maintains the roads.

In 2024, the TCA Boards of Directors updated and approved its Strategic Plan that will guide the Agencies through Fiscal Year 2029. The Strategic Plan guides the Agencies' activities and helps TCA achieve its goals in several key areas, including fiscal management, environmental stewardship, customer service, tolling technology, communications and public engagement, capital project delivery and regional mobility partnerships.

## Purpose

The TCA State Legislative Platform outlines the legislative goals and objectives for the upcoming 2025–2026 legislative session. This Platform is adopted by the TCA Boards of Directors to advance TCA's legislative priorities and continually position TCA as a leader in transportation innovation and mobility solutions.

Additionally, the platform serves as a framework to guide legislative advocacy activities by staff and TCA's contracted state advocates. Official bill positions will be presented to the Boards for their consideration.



**Transportation Corridor Agencies™**

## Principles and Objectives

TCA will be guided by the following principles and objectives in implementing the recommendations in this platform:

- Support efforts that protect and retain TCA's local governance structure and decision-making authority.
- Support legislation, regulations and policies that allow the Agencies to operate its roads efficiently and make improvements in a cost-effective manner.
- Oppose legislation, regulations and policies that impose added costs and burdens that unduly affect the Agencies' ability to operate The Toll Roads.
- Support stable and reliable state funding for transportation programs, maintenance and low-cost financing for transportation projects.
- Support efforts that streamline the environmental review process for transportation projects.
- Work with partners and stakeholders to obtain the necessary approvals for capital projects and programs that provide a regional benefit.

## Transportation Funding

While TCA does not receive any state or federal tax dollars, Caltrans owns and maintains all four toll roads in Orange County. Therefore, TCA proactively monitors the state budget and transportation funding for potential direct or indirect impacts to the Agencies. Additionally, TCA remains focused on the state's fiscal condition as it could have an impact on the Agencies' ability to operate and function effectively. During the 2025-26 legislative session, TCA will:

- Oppose unfunded mandates on local transportation agencies and toll operators.
- Monitor legislative and administrative action to establish a road-usage charge (RUC) to backfill state dollars for road and highway projects.
- Monitor efforts that would change the eligible uses of toll revenue.
- Support funding levels that appropriately maintain the state highway system.
- Support efforts to expand local input and decision-making in state transportation programming.



- Oppose efforts that would make it more difficult or costly for transportation agencies to advance tolling projects and programs.
- Oppose legislative, budgetary, and agency actions that further shifts State Highway Operations and Protection Program (SHOPP) funds from core maintenance and operations projects.

## Toll Interoperability

The Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in 2012, included a federal requirement for all toll facilities to “implement technologies or business practices that provide for the interoperability of electronic toll collection programs.”

However, current state law prohibits toll agencies from sharing certain information with out-of-state toll operators. In order to meet this mandate, improve operational efficiencies for the Agencies and enhance customer experience, TCA will continue to support and promote national interoperability at the state level. Specifically, TCA will:

- Pursue legislation to allow California toll operators to only share necessary information with out-of-state toll agencies in order to be nationally interoperable.
- Support efforts that enhance the protection of personal identifiable information (PII) while allowing for full interoperability.
- Support efforts that promote international interoperability policies and agreements with Mexico and Canada and strengthened enforcement of international users of the The Toll Roads.
- Oppose efforts that would negatively impact both national and statewide interoperability.



## Local Governance

As the Legislature and Administration consider policies that could impact local public agencies, TCA will:

- Oppose efforts that negatively impact Joint Powers Authorities and the Agencies' authorizing state statutes.
- Monitor legislative efforts that would alter the collection of development impact fees.
- Monitor efforts that could change Brown Act requirements for public agencies, including hybrid or remote meetings, public noticing or other public meeting protocols.
- Monitor efforts that would create new statewide toll exemptions.

## Transportation Technology

TCA is proud to be a leader in innovation and providing regional mobility solutions for Southern California. Each year, the Legislature considers new technologies that could impact the transportation sector. As those discussions continue in 2025-2026, TCA will:

- Monitor legislation related to license plate reading, alternative license plate technology, toll collection or other transportation technology impacting toll agency operations.
- Monitor efforts that expand the use and operation of autonomous vehicles on toll facilities.
- Support efforts that utilize technology to improve public safety while working with partners and stakeholders to determine impacts on tolling agencies.
- Oppose legislative and administrative efforts that would restrict TCA from partnering with transportation agencies to provide back-office support services for greater efficiency and regional benefits.

- Monitor legislation on the use of artificial intelligence in the transportation and tolling sectors.

## Environmental Legislation and Policies

There are several state environmental laws that could impact TCA, including the California Environmental Quality Act (CEQA), the California Endangered Species Act (CESA), the California Clean Air Act (CCAA), and the California Coastal Act (CCA). As the Legislature and Administration consider changes to environmental regulations, TCA will:

- Support efforts to streamline the CEQA review process and support local decision-making on capital projects.
- Monitor efforts to update the Climate Action Plan for Transportation Infrastructure (CAPTI) and engage with California State Transportation Agency (CalSTA) as it releases and implements a revised plan.
- Oppose efforts to codify CAPTI into state law without robust engagement from local transportation agencies.
- Support efforts that seek to improve the modeling tools, metrics, and methodologies for the use of vehicle miles traveled (VMT) analysis for transportation-related projects.
- Support efforts that include input from local transportation agencies to improve how transportation related impacts are analyzed, identified, and mitigated.
- Monitor efforts to re-authorize the cap-and-trade program and any changes in climate priorities or funding.

## Privacy, Data Protection and Operations

TCA is committed to protecting its customer's personal identifiable information (PII) and complying with all privacy and data protection regulations. TCA retains a privacy policy and actively pursues additional protections for customers. As technology changes and state regulations are updated, TCA will:

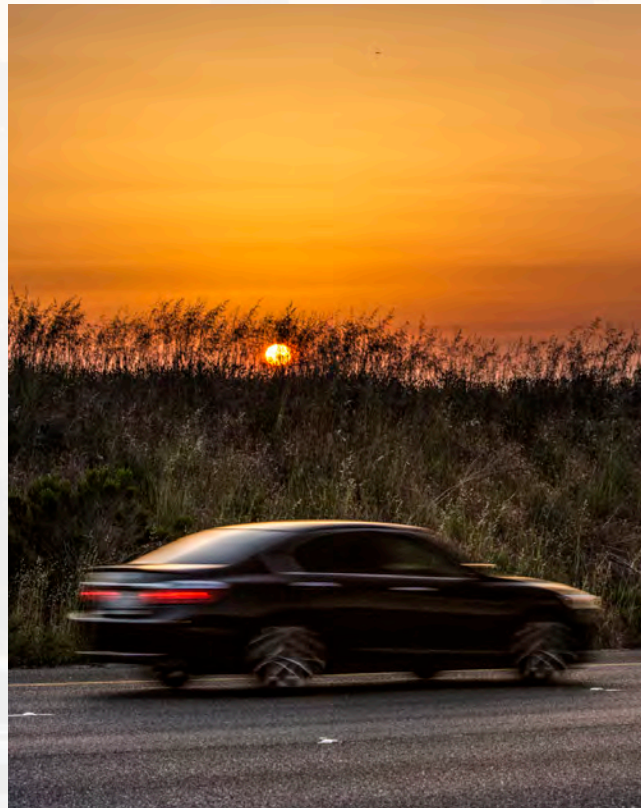
- Support efforts that ensure the protection of PII.
- Support reasonable efforts to allow toll agencies to conduct targeted outreach to its customers in the event of fraud, public safety events, customer incentives or operational updates.
- Support efforts that would allow toll agencies to collect delinquent tolls from out-of-state drivers.
- Support efforts that promote and maintain employee protections and workplace safety while allowing employers to operate efficiently.
- Monitor efforts that address privacy and data protection that could affect tolling agencies.
- Monitor efforts that would impact the access and eligibility for users of managed lanes.
- Oppose efforts that impose burdensome labor or human resources (HR) reporting requirements.

## Capital Improvement Projects







TCA will advocate for state policies that support the Boards-adopted Capital Improvement Plan (CIP). As the Legislature and the Administration consider infrastructure funding, policies, and regulations, TCA will:

- Support efforts that will increase the ability for local transportation agencies to advance capital projects and operate efficiently.
- Support efforts that expedite the state approval process necessary to advance TCA and regional capital projects and programs.
- Consider state funding for projects that are included in TCA's CIP.

- Support efforts that preserve the AB 194 (Frazier, Statutes of 2015) toll facilities program and process by which local transportation agencies receive supplemental tolling authority from the California Transportation Commission (CTC) for capital projects.
- Monitor housing legislation as it could impact future development near The Toll Roads.





-  73 TOLL ROAD
-  133, 241, 261 TOLL ROADS
-  91 EXPRESS LANES (91Expresslanes.com)
-  TOLL ROAD ACCESS POINTS (NO TOLL)
-  TOLL ROAD ACCESS POINTS (TOLL)
-  MAINLINE (TOLL POINT)