

2025–2026 Federal Legislative Platform



Transportation Corridor Agencies™



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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 Federal Legislative Platform outlines the legislative goals and objectives for the 119th Congress. 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 federal 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 effectively.
- Support stable and reliable federal 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.

IIJA Implementation and Re-Authorization

The Infrastructure Investment and Jobs Act (IIJA), which became law on November 15, 2022, authorized \$1.2 trillion over five years for various transportation programs. As Congress considers the re-authorization of surface transportation legislation, TCA will:

- Monitor legislative efforts that impose a mileage-based user fee to backfill the declining federal gas tax revenue.
- Monitor the solicitation and implementation of federal grant programs that align or impact TCA's operations and priorities.
- Support efforts to ensure that California and the surrounding region receives its fair share of IIJA funding.
- Consider grant opportunities that provide a regional mobility benefit to drivers throughout Southern California.

- Support local decision-making and input in federal transportation policies and funding programs.
- Support flexibility to Build America, Buy America requirements in IIJA to ensure project costs and delivery schedules are not adversely impacted.

Transportation Funding

While the IIJA provides guaranteed funding of certain transportation programs over five years, Congress must pass annual appropriations bills to fund the federal government, including the Department of Transportation. As Congress considers discretionary spending, TCA will:

- Support maximum funding for federal highway and transit programs.
- Support efforts that protect the Transportation Emergency Relief Program to ensure TCA and other local transportation agencies receive financial assistance during catastrophic events.
- Support legislative efforts that promote flexibility in transportation funding and allow for local control.
- Oppose efforts to reduce or eliminate funding for transportation programs.
- Support a fully funded transportation budget that supports essential activities from federal transportation agencies.
- Continue to support low-interest financing programs that encourage investment in various surface transportation projects that have regional or national significance.
- Monitor legislative efforts that address the financial solvency of the Highway Trust Fund.



Environmental Legislation and Policies

Federal environmental laws and regulations that may apply to TCA's projects include the National Environmental Policy Act (NEPA), the Clean Air Act (CAA), the Clean Water Act (CWA), the Coastal Zone Management Act (CZMA), the Endangered Species Act (ESA), the National Historic Preservation Act and Section 4(f) of the Department of Transportation Act of 1966. As Congress and the Administration consider changes to these regulations, TCA will:

- Support legislative efforts, federal rule making and policies that streamline the environmental review process.
- Monitor environmental legislation that may affect capital project development.
- Support legislation and regulations that enable projects to be undertaken cost-effectively while ensuring protection of the natural and built environment.
- Oppose legislation or regulations that would add requirements and make it more difficult or costly for TCA and other project sponsors in the region or state to advance projects or operate managed lane facilities.
- Support federal policies that align with and promote TCA's environmental priorities as outlined in the Strategic Plan, including, but not limited to, wildlife crossings, protective fencing and habitat conservation.
- Support federal agency participation in studies and other collaborative actions that aim to advance environmental protection in Orange County.
- Monitor efforts that would alter TCA's existing land management and conservation permits with regulatory agencies.

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.”

In order to meet this federal mandate, improve operational efficiencies for the Agencies and enhance customer experience, TCA will continue to support and promote national interoperability at the federal level. Specifically, TCA will:

- Support efforts that promote the adherence to national interoperability requirements included in MAP-21.
- Support efforts to position TCA as the Western Regional Hub for national interoperability.
- Oppose unfunded mandates that require toll agencies to adopt specific tolling technologies.
- Consider legislative solutions that ensure state laws are not impediments to achieving national interoperability.
- Support efforts that promote international interoperability policies and agreements with Mexico and Canada.



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 federal regulations are updated, TCA will:

- Support efforts that protect PII and limit the use of toll transaction information to the processing and posting of tolls.
- Support efforts that seek to reduce the cost of doing business for local transportation agencies.
- 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 legislative efforts that would financially impact the Agencies as a result of changes to credit card fees.
- Monitor the implementation of The Financial Data Transparency Act (2022) and engage with federal regulatory agencies as necessary.
- Monitor efforts to renew the clean-air vehicle decal program for direct or indirect impacts to local transportation agencies.
- Monitor legislative and administrative efforts to establish, regulate or modify congestion pricing programs.
- Monitor the implementation of the Social Security Fairness Act and any impacts to TCA or its employees.



Capital Improvement Projects

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

- Support efforts that increase the ability of tolling agencies to advance its capital projects and operate efficiently.
- Support federal legislation and regulations that accelerate capital project delivery.
- Oppose federal legislation and regulations that impose unfunded mandates or other burdens on state and local entities seeking to plan and develop transportation projects.
- Support federal legislation, regulations and policies that make low-interest financing methods available to state and local agencies.
- Support efforts that expedite the federal approval process necessary to advance TCA and regional capital projects and programs.
- Consider federal funding for projects that are included in TCA's CIP.

