

SUBJECT***2018 Legislative Program*****RECOMMENDED ACTION – N/A*****This is an Information Item.*****BACKGROUND**

Long Beach Transit's (LBT) staff works at the local, state and federal levels to protect and enhance funding and advance goals that are important to LBT's provision of daily service for its customers. In addition to its own advocacy efforts, LBT works closely with both the California Transit Association (CTA) and the American Public Transportation Association (APTA), LBT's industry trade associations, to help advance common goals at the state and federal levels.

Annually, staff develops a legislative work program to help guide advocacy efforts for the year. The program is meant to serve as a strategic document, providing general direction for staff activities and allowing the flexibility to pursue unanticipated legislative and administrative opportunities that may present themselves during the course of the year.

Recap of 2017 Legislative Activities

The 2017 Legislative Program included a number of issues at the local, state and federal levels. The summary below highlights a few key efforts:

Local

Measure M, the Los Angeles (LA) County Traffic Improvement Plan went into effect in LA County on July 1, 2017. Measure M is a half-cent sales tax increase approved by LA County voters in November 2016. Projects implemented with Measure M funding are intended to ease traffic congestion, expand rail, repave streets and roads, make public transportation more accessible and enhance local and regional bus service to improve system connectivity. LBT expects to begin receiving its formula share of funding from this new sales tax within calendar year 2018. LBT has developed an annual Improvement Plan, outlining its use of the program funds and how these funds will contribute to meeting LBT's program goals and strategic priorities which includes:

1. **Transit Service Delivery Frequency Increase** – along high-density transit corridors within LBT's service area to expand access to job opportunities and reduce greenhouse gases
2. **LBT Service Expansion** – to expand LBT bus service to connect to the Metro Green Line Lakewood Station, increasing customer access to downtown Los Angeles and job opportunities

3. **Water Taxi Service Expansion** – to extend water taxi service from April through October to year-round service and procure two additional 69-foot catamarans
 4. **Customer Amenities** – to upgrade amenities to enhance the customer experience, such as bus stops, shelters, signage and customer information.
- ❖ **Operating Shortfall** – In addition to the planned improvement projects, LBT will use a portion of its Measure M allocation in the current fiscal year (FY18) to fund its transit services due to an operating shortfall. The shortfall is a result of stagnant funding anticipated from city, state and federal funding sources in FY18, as well as a significant decline in State Transit Assistance (STA) funding coupled with continuing operating challenges including increased pension and health care costs.

State

In April 2017, Senate Bill (SB) 1, the Road Repair and Accountability Act of 2017, was signed into law by Governor Edmund G. Brown. SB 1 is intended to improve transportation and create jobs in communities across California. SB 1 provides for major investments in repairing local streets and roads, as well as providing historic levels of public transportation funding; nearly doubling funding that was provided by Proposition 1B in 2006. Revenues available through state and local grant programs went into effect November, 1, 2017. LBT will seek opportunities through these programs to support LBT's strategic priorities and initiatives.

LBT also continued its efforts to increase the flexibility of Cap and Trade Programs available for public transit, though legislation amending the Low-Carbon Transit Operations Program (LCTOP). LBT staff also continued to advocate for new and sustained funding for transit agencies.

Federal

LBT continued to support the implementation of the Fixing America's Surface Transportation (FAST) Act, the long-term surface transportation bill that established funding levels and federal policy for the nation's highways and public transit systems for fiscal years 2016 through 2020. In conjunction with APTA and CTA, staff participated in a number of meetings with Congressional Members, federal legislative staff and regulatory officials to offer recommendations on programmatic and regulatory reforms that may positively impact transit.

2018 Legislative Program Highlights

The 2018 Legislative Program was created in conjunction with the CTA and APTA's Legislative Programs. The program was also designed in support of LBT's Strategic Priorities:

- Improve Safety and Service Quality
- Exercise Financial Accountability
- Foster Employee Engagement
- Enhance Customer Experience

- Promote Community and Industry Focus

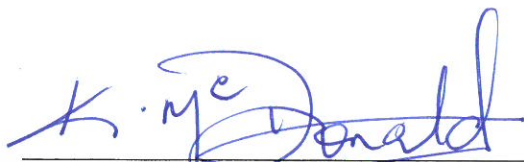
LBT continues to serve as a regional partner and stakeholder in its overall effort to support increasing ridership and enhancing transit service for LBT's customers and those that travel throughout the LBT service area, as well as, the greater transit service region. As a co-chair of the Regional Ridership Improvement Task Force (RRITF), LBT will continue to work cooperatively and collaboratively with its partners at the Los Angeles County Metropolitan Transportation Authority (Metro) and the Los Angeles County Municipal Operators Association (LACMOA) to identify and develop solutions that grow transit ridership in LA County by better understanding changes in the region's demographics, travel options and patterns.

LBT will maintain a focus on the availability of Cap and Trade revenues, along with ensuring these funding programs allow maximum flexibility when determining eligible projects. LBT will work to encourage and support regulations that provide for alternative technologies and funding options to achieve California's greenhouse gas emission goals and that provide for increased sustainability by balancing economic, social and environmental needs in its service planning and delivery. LBT will also seek opportunities to leverage its partnerships and resources to support local and regional efforts that maximize its capital improvements and operating outreach.

Throughout the 2018 calendar year, staff will work closely with CTA, APTA and other transit industry associations to continue to monitor, support and initiate local, state and federal legislation that will positively impact LBT's operations and service delivery. Staff will coordinate with legislative representatives to ensure continued communication of LBT's vision, mission and strategic priorities and their alignment with that of local, state and federal legislative policies and funding programs that will support LBT's services as well as its current and future programs and initiatives.

BUDGETARY/FISCAL IMPACT

Proposed legislative program initiatives may provide funding support for LBT and the region



Kenneth A. McDonald
President and Chief Executive Officer