



Long Beach Transit 2019 Legislative Program

Long Beach Transit's (LBT) 2019 Legislative Program helps to guide the work program for LBT staff at the local, regional, state and federal levels. The Program is meant to serve as a strategic document, providing general direction for staff activities.

The Program was created in conjunction with LBT's industry trade associations, the California Transit Association (CTA) and the American Public Transportation Association (APTA). In addition to its own advocacy efforts, LBT works through each of these organizations in order to advance common goals and efforts.

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

Local Legislative Priorities

1. Protect and Enhance Local and Regional Transportation Funding
 - Work with the City of Long Beach and surrounding cities, Los Angeles County Metropolitan Transportation Authority (Metro) and the Southern California Association of Governments (SCAG) to ensure transportation funding is maximized and continues to flow on a consistent and reliable basis
2. Partner with Stakeholders on Transit Service Improvements
 - Work with the City of Long Beach and surrounding cities on opportunities to enhance and provide transit service where needed
 - Implement the recommendations of LBT's Systemwide Transit Analysis and Reassessment (STAR) Initiative within the City of Long Beach and surrounding communities in a systematic and phased approach
3. Support Regional Transit Service Coordination
 - Work with regional stakeholders to implement new regional transit transfer policies that support improved revenue collection
 - Analyze and implement recommendations to grow transit ridership in Los Angeles County by better understanding changes in the region's demographics, travel options and patterns developed in the Regional Growth Action Plan; these recommendations

spawned from the Regional Ridership Improvement Task Force (RRITF), a partnership between the Los Angeles County Municipal Operators Association (LACMOA) and Metro.

4. Monitor and Support Access Services
 - Work with and support Access Services, the federally mandated complementary ADA Paratransit provider in Los Angeles County, to ensure it is effectively and efficiently providing ADA paratransit services on behalf of LBT
5. Public Awareness
 - Enhance public awareness of transit and its daily positive impact on the lives of all customers within the LBT service area and Los Angeles County region through various community engagement activities

State Legislative Priorities

1. Protect and Enhance State Transportation Funding
 - Pursue funding opportunities provided by Senate Bill (SB) 1, the Road and Repair Accountability Act of 2017
 - Seek opportunities to support capital and operating needs through SB 1 funded programs including the State Transit Assistance (STA) Program, State of Good Repair (SGR) Program, and Transit and Intercity Rail Capital Program (TIRCP)
 - Preserve Cap and Trade Revenues Available for Public Transit
 - Work to pursue additional funding from the Cap and Trade programs for transit operators from the 40 percent non-dedicated share
 - Work to protect existing and long-term Cap and Trade revenue available for transit through the Low-Carbon Transit Operations Program (LCTOP), the TIRCP, and the Affordable Housing and Sustainable Communities Program
 - Work to ensure maximum eligibility and flexibility for transit projects within these programs
 - Work to Ensure Transit Funding Inclusion in Statewide Comprehensive Transportation and Infrastructure Package
 - Advocate for new funding for transit agencies
 - Advocate for flexible guidance that supports transit funding and that may be the result of additional revenues generated for highways, local streets and roads projects
 - Participate in a CTA led Transportation Development Act (TDA) Task Force to examine TDA program measures and performance requirements and provide legislative recommendations for reform or changes to the current program that govern funding distributions

2. Support Legislative and Regulatory Efforts That Protect and Enhance Service Delivery
 - Support Air Quality Regulations that Impact Transit
 - Work to ensure the California Air Resources Board’s Innovative Clean Transit Regulation is fully implemented. The regulation requires transit agencies to begin purchasing zero-emission buses, as soon as 2023, with the goal of transitioning all transit buses in California to zero-emission technology by 2040.

Federal Legislative Priorities

1. Protect and Enhance Federal Transportation Funding
 - Infrastructure Initiative
 - Work with APTA and the CTA to ensure that transit funding is part of a comprehensive infrastructure spending program
 - Support emphasis on infrastructure spending that provides for direct federal spending coupled with private investment
 - Alternative Fuel Excise Tax
 - Work for the permanent renewal of the alternative fuel excise tax benefit, which expired December 31, 2017, to enable LBT to take advantage of tax credits for its Compressed Natural Gas (CNG) bus fleet
 - Work to support additional legislative efforts to provide incentives for electric and hybrid-electric buses and the permanent renewal of infrastructure equivalent or comparable to the alternative fuels tax credit available for compressed or liquefied natural gas vehicles which expired December 31, 2017, to enable LBT to take advantage of tax credits for its alternatively fueled buses and infrastructure
 - FY 2019 and 2020 Federal Transportation Appropriations
 - Seek a long-term (six-year) authorization at funding levels of no less than the Fixing America’s Surface Transportation (FAST) Act baseline at year five including inflation. This will provide transit agencies and state and local governments with the stability needed to plan and implement multi-year transportation projects, including transit capital projects
 - Advocate for the highest possible levels of overall funding for highways and public transit, as well as for individual programs within the transit funding programs
 - Seek discretionary grant opportunities provided through the FAST Act of 2015
 - Support all opportunities for federal funding of transportation, including Congressionally directed spending

2. Support Legislative and Regulatory Efforts That Protect and Enhance Service Delivery
 - Rolling Stock Procurements
 - Monitor the impact of an amendment to the Senate's Transportation, Housing and Urban Development, and Related Agencies (THUD) Appropriations Act, 2019 to prohibit funds made available to the Federal Transit Administration from being used for the procurement of rolling stock from manufacturers supported by certain foreign governments
 - Southern California Regional Transit Training Consortium (SCR TTC)
 - Work with the SCR TTC on its legislative program and efforts to support bus maintenance training in the transit industry
 - Monitor and provide comments on proposed regulatory changes that may impact LBT's provision of transit service
 - Work to ensure flexibility in the application of the Federal Transit Administration (FTA) spare-ratio requirements for zero-emission buses
 - Automated Vehicle Regulation
 - Monitor federal policies related to Automated Vehicles to ensure the priorities of LBT and Los Angeles County regional transit agencies are considered in any new policy framework for automated vehicles