

SUBJECT

Short Range Transit Plan for Fiscal Years 2018 through 2020

RECOMMENDED ACTION

To approve Long Beach Transit's Fiscal Years 2018–2020 Short Range Transit Plan and authorize the President and CEO to submit the Short Range Transit Plan to the Los Angeles County Metropolitan Transportation Authority.

BACKGROUND

Long Beach Transit (LBT) is required to develop and submit a Short Range Transit Plan (SRTP) to the Los Angeles County Metropolitan Transportation Authority (LA Metro) in its capacity as the Regional Transportation Planning Agency (RTPA). This is required in order to receive federal, state and local funds that are overseen by LA Metro.

The SRTP is a three-year planning document, updated annually, that provides an overview of LBT's existing transit services and programs and details its revenue and non-revenue fleet and facilities. The SRTP also outlines how LBT intends to use operating and capital funds allocated from LA Metro.

The SRTP details a number of service initiatives implemented in the prior fiscal year, as well as current and future initiatives planned by LBT through the program period. Some of the efforts detailed in the SRTP include an update on the Systemwide Transit Analysis and Reassessment (STAR) Initiative which continues through FY 2018.

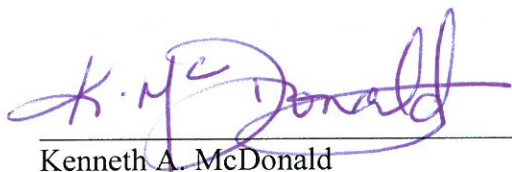
The SRTP also highlights the continued progress LBT is making through its work as co-chair of the Regional Ridership Improvement Task Force (RRITF) to retain, reclaim and recruit customers to transit. The outcome of this study will be the development of a Ridership Growth Action Plan (RGAP) that will provide a planned, phased approach to implementation of identified solutions that will focus on anticipated ridership growth over the next 10 years.

ALTERNATIVES CONSIDERED

No alternatives were considered as LBT is required to submit a SRTP to receive funding through LA Metro.

BUDGETARY/FISCAL IMPACT

The SRTP is a working document with estimated values for planning purposes and does not commit LBT to specific expenditures. The provision for proposed capital improvements and proposed service improvements will be made each budget year and will be based on available allocations of transit revenues which will be included as part of the annual budget process.



Kenneth A. McDonald
President and Chief Executive Officer

Attachment