

SUBJECT*2019 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 calendar 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 2018 Legislative Activities:**Local**

Measure M, the Los Angeles (LA) County Traffic Improvement Plan went into effect in Los Angeles County on July 1, 2017. Measure M is a half-cent sales tax increase approved by Los Angeles 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 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** – LBT has expanded 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. **Transit Operations** - In addition to the planned improvement projects, LBT used a portion of its Measure M allocation in the previous Fiscal Year (FY 2018) and in the current Fiscal Year (FY 2019) to fund its transit services.

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.

An attempt to repeal SB1 funds failed during the November 6, 2018 general election. With SB 1 funds confirmed by the voters of California to remain a viable funding source for capital and operating investments, LBT will seek opportunities through various SB 1 programs including State of Good Repair (SGR) and State Transit Assistance (STA) to support LBT's capital and operating strategic priorities and initiatives.

LBT also continued to support efforts to increase the flexibility of Cap and Trade Programs available for public transit through 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 FY 2016 through FY 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.

2019 Legislative Program Highlights

The 2019 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

Local

LBT continues to serve as a regional partner and stakeholder in its overall effort to support increasing ridership and enhancing transit services for LBT's customers and those that travel throughout the LBT service area, as well as, the greater region. LBT will continue to serve as co-chair of the Regional Ridership Improvement Task Force (RRITF) as the Ridership Growth Action Plan (RGAP) recommendations are assessed for implementation. LBT will continue to work cooperatively and collaboratively with its partners at Metro and the Los Angeles County Municipal Operators Association (LACMOA) to analyze and implement recommendations from the RGAP that grow transit ridership in Los Angeles County by better understanding changes in the region's demographics, travel options, and patterns.

The LBT Systemwide Transit Analysis and Reassessment (STAR) Initiative has identified recommendations for LBT's local network as well as possible regional services which includes evaluating different types of service investments and considering possible changes to LBT's service and routes. In addition to new and or expanded frequency of service delivery, the STAR Initiative identified improvements to pedestrian access as well as new customer amenities. LBT will begin to implement a phased implementation approach of the STAR recommendations into its operational and capital plans.

State

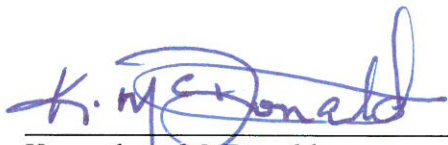
LBT will maintain a focus on the availability of Cap and Trade revenues, along with ensuring these funding programs allow maximum flexibility when determining eligible projects. LBT will work to encourage and support regulations that provide for alternative technologies and funding options to achieve 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. Likewise, LBT will implement the recently adopted California Air Resources Board's Innovative Clean Transit Regulation. The regulation, which has been in development for nearly four years, requires transit agencies to begin to purchase zero-emission buses (ZEBs), as soon as 2023, with the goal of transitioning all transit buses in California to zero-emission technology by 2040. 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.

Federal

During FY 2019, LBT will, through its Legislative Program, work with CTA and APTA to seek a long-term (six-year) authorization at funding levels of no less than the FAST Act baseline at year five, plus 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.

Additionally, LBT will monitor the impact of an amendment to the Senate's Transportation, Housing and Urban Development (THUD) and Related Agencies 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.

Throughout the 2019 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.



Kenneth A. McDonald
President and Chief Executive Officer

Attachment