



2021 Legislative Program

Long Beach Transit's (LBT) Calendar Year 2021 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
- Continue to 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



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3. Support Regional Transit Service Coordination

- Work with regional stakeholders to implement new regional transit transfer policies that support improved revenue collection
- Continue to work cooperatively and collaboratively with LBT's partners at Metro and the Los Angeles County Municipal Operators Association (LACMOA) to analyze and implement recommendations from the Ridership Growth Action Plan (RGAP) that grow transit ridership in LA County by better understanding changes in the region's demographics, travel options and patterns

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
- Continue communicating with the public on the safety protocols implemented by LBT starting in March 2020 in response to the COVID-19 pandemic to maintain essential services to its customers, including distributing face coverings and Personal Protective Equipment, cleaning and disinfection of frequently touched surfaces, and instituting physical separation and hand hygiene measures consistent with the federal Centers for Disease Control, Los Angeles County Department of Public Health, City of Long Beach Public Health Department, and Prevention and Occupational Safety and Health Administration guidance

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, as well as the 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% non-dedicated share



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- Work to protect existing and long-term Cap and Trade revenue available for transit through the Low-Carbon Transit Operations Program (LCTOP), the TIRCP, as well as 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 and continuously dedicated funding for transit agencies including funding for the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), the California Energy Commission's clean transportation programs, and programs that support zero-emission bus infrastructure buildout
 - 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
 - Continue to participate in the CTA-led Transportation Development Act (TDA) Task Force to examine TDA performance measures for the state's public transportation system and provide legislative recommendations for any reform or changes to the current program that govern funding distributions
 - Advocate for additional state funding to address the adverse funding impact of the COVID-19 pandemic on LBT
 - Work in conjunction with CTA and other transit agencies across the state to advocate for funding to address the impacts of COVID-19 on LBT's budget and operational capacity
- 2. Support Legislative and Regulatory Efforts that Protect and Enhance Service Delivery**
- Support Air Quality Regulations that Impact Transit
 - Work with CTA to ensure the California Air Resources Board's (CARB) Innovative Clean Transit (ICT) Regulation is fully implemented which requires transit agencies to begin purchasing zero-emission buses (ZEB), as soon as 2023, with the goal of transitioning all transit buses in California to zero-emission technology by 2040
 - Monitor the implementation of the regulation and work with the CTA's ZEB Task Force to identify and pursue strategies to reduce the costs associated with deploying ZEBs



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- Work with CTA and the ZEB Task Force to monitor and pursue regulatory solutions to reduce the cost of electricity required to operate ZEBs
- Monitor CARB's Commercial Harbor Craft Regulation amendment and address any impacts to LBT and its water taxi operations as it pertains to emissions reductions for commercial harbor craft vessels
- Continue to work with the Governor, State Agencies, Legislature and their staff to ensure they are aware of the services LBT currently provides as well as the agency's ongoing efforts to improve air quality, safety and service quality

Federal Legislative Priorities

1. Protect and Enhance Federal Transportation Funding

- Infrastructure Initiative
 - Work with APTA and 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 with CTA in support of the permanent renewal of the alternative fuel excise tax benefit, which expired December 31, 2020, or an extension of the benefit before it expires to enable LBT to take advantage of tax credits for its Compressed Natural Gas (CNG) bus fleet
 - Continue to support additional legislative efforts to extend credit incentives for battery-electric, hydrogen, and hybrid-electric buses, as well as charging infrastructure and batteries
- FY 2021 Federal Transportation Appropriations
 - Advocate for the highest possible appropriation levels of overall funding for highways and public transit, as well as for individual programs within the transit funding programs consistent with the Fixing America's Surface Transportation (FAST) Act authorized spending levels
 - Support maintaining discretionary grant opportunities provided through the FAST Act



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- Federal Surface Transportation Reauthorization Bill
 - Continue to seek a long-term (six-year) authorization at funding levels of no less than the 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
 - Support all opportunities for federal funding of transportation, including Congressional community-directed spending
 - Enhance funding to support zero-emission buses and work with advocacy groups such as the Bus Coalition toward that effort
 - Emergency and Stimulus Funding
 - Work with CTA to engage Congress and the Administration to secure new emergency and stimulus funding to address the impacts of the COVID-19 pandemic on LBT's budget and operational capacity, including authority to remedy budget shortfalls and fund any additional pandemic-related federal mandates imposed on transit systems
 - Support the return of Legislative Branch authority in local spending decisions and the inclusion of Congressional community-directed spending in appropriation and authorization legislation to support significant capital and infrastructure improvement programs
 - Monitor and apply for all relevant opportunities for federal grant funding, including large transportation grant programs such as the BUILD Grant Program, for LBT capital expenditures
- 2. Support Legislative and Regulatory Efforts that Protect and Enhance Service Delivery**
- Ensure Implementation of the FAST Act Maximizes Support for Transit in all Programs
 - Work with CTA in monitoring the FAST Act concerning public transit agencies State of Good Repair and the implementation of the Transit Asset Management and Public Transit Safety Rules
 - 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



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- 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