



# City of Culver City

## Staff Report

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File #: 22-688, Version: 1

Item #: A-2.

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**(1) Receive a Presentation on the Short-Range Mobility Plan FY22-26; and (2) Provide Direction to Staff.**

**Meeting Date:** January 25, 2022

**Contact/Dept:** Michael Tobin, Deputy Transportation Officer  
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**Action Item:** Yes [ ] No [X]

**Attachments:** Yes [ ] No [X]

**Fiscal Impact:** Yes [ ] No [X]

**General Fund:** Yes [ ] No [X]

**Public Notice:** E-Mail via GovDelivery: (01/24/2022)  
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**Dept Approval:** Rolando Cruz, Chief Transportation Officer (1/19/2022)

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### **BACKGROUND/DISCUSSION**

Federal transportation statutes require that the Los Angeles County Metropolitan Transportation Authority (Metro), in partnership with state and local agencies, develop and periodically update a Long Range Transportation Plan (LRTP) and a Transportation Improvement Program (TIP) which implements the LRTP by programming federal funds to transportation projects contained in the LRTP. In order to execute these planning and programming responsibilities effectively, Metro requires that each transit operator in its region which receives federal funding through the TIP prepare, adopt and submit a Short Range Transit Plan (SRTP) to Metro. This plan should be adopted by resolution of the governing board of the transit operator.

The Transportation Department is required to create a SRTP for Culver CityBus as a LA County Transit Operator, with the latest plan adopted covering FY19-21. The plan outlines governance, the services provided, funding sources and its strategic performance goals and objectives for the years.

Over the past few years, the Transportation along with the Community Development and Public Works departments have collaboratively been meeting to discuss and build a common mobility vision and strategy that not only includes transit, but other mobility services and infrastructure, as well as city policies that impact mobility within the City. With this in mind, the departments have agreed to expand the required Short-Range Transit Plan and create a citywide Short-Range Mobility Plan that summarizes the mobility initiatives for the next five years.

By working together to create truly cohesive, integrated campaigns and mobility initiatives, the City's mobility departments are better suited to problem solve and address the multifaceted challenges that the City faces. This plan only summarizes the initiatives and is not intended to replace any detailed mobility plan (i.e. the Long-Range CityBus Electrification Plan, the Bicycle and Pedestrian Action Plan, Complete Streets). Transportation initiatives are listed in one chapter, as well as other city-wide mobility initiatives. Also included is a chapter of all the funding sources available and the City's process to prioritize and fund these projects.

The intent of the SRMP is to summarize the near-term project activities and objectives, identify the funding sources secured or will be secured and layout the timeline they will be executed. The goal is to share how they are interconnected and congruent with the Preferred Direction of the City General Plan Update's Mobility Element. The SRMP is particularly important for guiding transportation and other mobility policy and investment decision making over the three- to five-year period following plan adoption, and therefore is primarily concerned with taking the longer-term initiatives listed in the GPU and breaking them up into much more manageable pieces. The SRMP is intended to be a dynamic plan of action, meaning that the plan can be revisited and amended, allowing Culver City to adapt to the changing conditions within the LA region

## **FISCAL ANALYSIS**

The SRMP itself does not have any financial impact and only lists historical final audited FY21 financial tables for CityBus and the Transportation Department as is required and FY22 financial tables consistent with the projects approved in the current Transit Budget. Projections for FY23-25 will provide a framework for the budget development of those fiscal years.

The Financial Plan contained in the SRMP identifies the funding sources for the Transportation Department's operating and capital budgets that are specific to transit and will also identify sources that can be used for any mobility efforts. On the Federal level, earmarks and discretionary capital will be used to complete various projects, such as the replacement of RCNG buses with electric buses. State and local transportation revenues that are expected to be allocated to Culver City through the Formula Allocation Procedure (FAP) were approved by the Metro Board. These funds are based on a Countywide formula and are distributed amongst the various transit agencies within Los Angeles County. Metro holds and allocates the County funds according to the amounts approved by the Metro Board. Although the current economy is stable, transportation funds are vulnerable to "redirection" within the State's budget. For the next fiscal year, it is anticipated the amount of funding overall will increase slightly from its current levels. As with all transportation funding, monthly revenue and expenditure analyses will be conducted to evaluate the efficacy and implementation of projects and to ensure a strong financial foundation for the provision of services

**ATTACHMENTS**            None

## **RECOMMENDATIONS**

That the Mobility, Traffic and Parking Subcommittee:

1. Receive a presentation on the Short-Range Mobility Plan FY22-26; and
2. Provide direction to Staff.