

**LONG BEACH TRANSIT  
BOARD OF DIRECTORS MEETING  
AGENDA**



**THURSDAY, FEBRUARY 26, 2026  
4801 AIRPORT PLAZA DRIVE  
ROSA PARKS BOARD CHAMBER  
3:30 P.M.**

Abigail Mejia, Chair  
Raul Añorve, Vice Chair  
Randy Rawlings, Secretary/Treasurer  
James Ahumada, Director  
Eduardo Angeles, Director  
Carl Kemp, Director  
David Sutton, Director

Joshua Hickman, City Representative  
Christopher Koontz, City Representative

Kenneth A. McDonald  
President and Chief Executive Officer

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**LONG BEACH TRANSIT BOARD OF DIRECTORS IN-PERSON MEETING**

**MEMBERS OF THE PUBLIC CAN ATTEND MONTHLY BOARD MEETINGS AT LONG BEACH  
TRANSIT CORPORATE OFFICE ROSA PARK BOARD CHAMBER, BY RIDING ROUTES 102, 104,  
111 AND 112.**

**THE CLOSEST BUS STOPS TO LBTCO ARE LOCATED:  
LAKEWOOD BLVD. AND SPRING ST.  
CLARK AVE. AND 29TH ST.  
SPRING ST. AND AIRPORT PLAZA DR.**

**TO CONNECT TO ROUTES 102 AND 104, TAKE ROUTES 21, 22, 23, 61, 71, 91, 92, 93, 101, 111, 112,  
172, 173, 181 AND 182.**

**TO CONNECT TO ROUTES 111 AND 112, TAKE ROUTES 21, 22, 23, 91, 121, 131, 151, 171, 173, 175  
AND 192.**

**MEMBERS OF THE PUBLIC MAY LISTEN TO THE MEETING BY DIALING  
(669) 444-9171 AND ENTERING THE FOLLOWING  
MEETING ID: 839 6795 6124**

**MEMBERS OF THE PUBLIC MAY ALSO JOIN THE VIDEO CONFERENCE VIA  
THE FOLLOWING ZOOM MEETING LINK:  
<https://us02web.zoom.us/j/83967956124>**

**PLEASE NOTE THE ZOOM MEETING MAY ENCOUNTER TECHNICAL DISRUPTIONS, BUT IN-  
PERSON ACCESS AND PUBLIC COMMENT WILL CONTINUE TO BE AVAILABLE IN  
ACCORDANCE WITH THE BROWN ACT**

**PERSONS WISHING TO ADDRESS THE BOARD MAY SUBMIT PUBLIC COMMENT VIA EMAIL OR  
TELEPHONE. MEMBERS OF THE PUBLIC ALSO HAVE THE OPTION TO PROVIDE PUBLIC  
COMMENT IN THE ZOOM MEETING BY USING THE RAISE HAND FUNCTION OR PRESSING \*9 ON  
YOUR PHONE**

Public comments on agenda items may be submitted by email to [board@lbtransit.com](mailto:board@lbtransit.com) or by telephone at 562.599.8599.

If calling, please leave a voicemail with your name (please state it clearly), your telephone number for a return call, and the item number on which you would like to comment (or specify "public comment").

If emailing, please include your name, your telephone number for a return call, and the item number on which you would like to comment (or specify "public comment").

More information on this process may be found at [ridelbt.com/about-us](http://ridelbt.com/about-us)

## **REGULAR MEETING – 3:30 P.M.**

1. Call to Order. (Abigail Mejia)
2. Roll Call. (Jenese Flores)
3. Employee Recognition. (Elizabeth Brown)

Employees of the Month for February 2026:

Carlos Zacarias, Transit Service Delivery and Planning  
Pedro Castellanos, Maintenance and Infrastructure  
Maritza Luviano, Administrative Staff

### **INFORMATION ITEM**

4. Public Comment.

Any member of the public may approach the lectern and, upon recognition by the Chair, state his or her name and proceed to address the Board on any item within the subject matter jurisdiction of the Long Beach Transit Board of Directors, provided that no action may be taken on off-agenda items unless authorized by law. Comments shall be limited to three minutes, unless different time limits are set by the Chair, subject to the approval of the Board.

5. President and CEO Report. (Kenneth McDonald)

### **INFORMATION ITEM**

## **NOTICE TO THE PUBLIC**

All matters included on the Consent Calendar are considered routine by the Long Beach Transit (LBT) Board of Directors and will all be enacted by one motion. There will be no separate discussion of these items unless a member of the Board of Directors or the public so requests, in which event the matter shall be removed from the Consent Calendar and considered as a separate item.

## **CONSENT CALENDAR (6-8)**

6. Recommendation to approve the minutes of the regular session meeting held on January 22, 2026.

**Suggested Action:** Approve recommendation.

7. Recommendation to receive and file the January 2026 monthly financial report.

**Suggested Action:** Approve recommendation.

8. Recommendation to approve the updated Statement of Investment Policy for Calendar Year 2026 for the financial assets of Long Beach Transit.

**Suggested Action:** Approve recommendation.

## REGULAR CALENDAR

9. Recommendation to authorize the President and CEO to enter into a contract with Enterprise Systems Solutions, Inc., for the replacement and installation of perimeter security infrastructure, inclusive of five years of services, at a cost of \$905,932 with a 5% contingency of \$45,297 for a total authorization amount not to exceed \$951,229. (Pretty George)

**Suggested Action:** Approve recommendation.

10. Fiscal Year 2026 Mid-Year Financial Report (Lisa Patton)

## INFORMATION ITEM

11. Fiscal Year 2027 Budget Process (Ashley Liang and Mike Gold)

## INFORMATION ITEM

12. 2026 Legislative Program (Marisol Barajas)

## INFORMATION ITEM

13. FIFA World Cup/LA28 Olympic Update (Kimberly Yu)

## INFORMATION ITEM

14. Public Comment.

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15. Closed Session.

Conference with labor negotiator (Gov. Code sec. 54957.6)  
Agency negotiator: Board Chair Abigail Mejia  
Unrepresented employee: President and CEO, Kenneth A. McDonald

16. Recommendation to approve the President and CEO salary adjustment effective July 1, 2025. (Abigail Mejia)

**Suggested Action:** Approve recommendation.

17. Board Requests.

18. Adjourn. The next regular meeting will be held on March 26, 2026. (Abigail Mejia)

**Suggested Action:** Approve recommendation.

Note:

Long Beach Transit intends to provide reasonable accommodations in accordance with the Americans with Disabilities Act of 1990. If special accommodation is desired please call the Office of the Board Secretary 48 hours prior to the meeting at 562.599.8599. Long Beach Transit is an entity which is separate and distinct from the City of Long Beach.

**LONG BEACH TRANSIT  
BOARD OF DIRECTORS MEETING  
MINUTES**



**THURSDAY, JANUARY 22, 2026  
4801 AIRPORT PLAZA DRIVE  
ROSA PARKS BOARD CHAMBER  
3:30 P.M.**

Abigail Mejia, Chair  
Raul Añorve, Vice Chair  
Randy Rawlings, Secretary/Treasurer  
James Ahumada, Director  
Eduardo Angeles, Director  
Carl Kemp, Director  
David Sutton, Director

Joshua Hickman, City Representative  
Christopher Koontz, City Representative  
  
Kenneth A. McDonald  
President and Chief Executive Officer

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**REGULAR MEETING – 3:30 P.M.**

1. Call to Order. (Abigail Mejia)

Chair Mejia called the meeting to order at 3:30 p.m.

2. Roll Call. (Jenese Flores)

**Directors Present:** James Ahumada, Eduardo Angeles, Raul Añorve, Carl Kemp, Abigail Mejia, Randy Rawlings and David Sutton

3. Employee Recognition. (Elizabeth Brown)

Employees of the Month for December 2025 and January 2026:

Humberto Mendoza, Transit Service Delivery and Planning  
Luis Hernandez, Maintenance and Infrastructure  
Victoria Romero, Administrative Staff

Jose Solorio, Transit Service Delivery and Planning  
David Sanchez, Maintenance and Infrastructure  
Oscar Sanchez, Administrative Staff

**INFORMATION ITEM**

Elizabeth Brown, Executive Director/VP, Organizational Development and Administration, presented the Employees of the Month December 2025 and January 2026.

4. Public Comment.

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Mauro Varela, ATU 1277 Vice President, provided a live public regarding the partnership with LBT on the mentorship program for members.

5. President and CEO Report. (Kenneth McDonald)

INFORMATION ITEM

Kenneth McDonald, President and CEO, presented his monthly report.

CEO McDonald recognized the 2025 Employees of the Year:  
Jesus Cortez, Transit Service Delivery and Planning  
Marlon Perez, Maintenance and Infrastructure  
Arantxa Chavarria, Administrative Staff

CEO McDonald recognized the 2025 Hall of Fame inductees.

CEO McDonald reported on the agency's Congestion Mitigation & Air Quality (CMAQ) grant award.

The Board was informed of the appointments of Lee Burner as the Secretary of the TBM Executive Committee and Kenneth McDonald to the APTA Executive Committee.

CEO McDonald highlighted various community events LBT staff participated in for the month of January and reported on the outcome of the December donation drive.

Director Angeles requested that staff explore opportunities to highlight employees who began their careers with the agency as interns.

6. Board Director's Report: Gateway Cities Service Council Line Ride (Raul Añorve)

INFORMATION ITEM

Vice Chair Raul Añorve presented the Director's report.

**NOTICE TO THE PUBLIC**

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## CONSENT CALENDAR (7-11)

**A motion was made by Vice Chair Añorve, seconded by Secretary/Treasurer Rawlings, to pass the consent calendar. The motion carried by the following vote:**

**Yes:** 7 – James Ahumada, Eduardo Angeles, Raul Añorve, Carl Kemp, Abigail Mejia, Randy Rawlings and David Sutton

7. Recommendation to approve the minutes of the regular session meeting held on December 4, 2025.

**Suggested Action:** Approve recommendation.

8. Recommendation to receive and file the December 2025 monthly financial report.

**Suggested Action:** Approve recommendation.

9. Recommendation to receive and file the Fiscal Year 2025 Annual Comprehensive Financial Report (ACFR).

**Suggested Action:** Approve recommendation.

10. Recommendation to receive and file the Fiscal Year 2025 Single Audit Report.

**Suggested Action:** Approve recommendation.

11. Recommendation to receive and file the Fiscal Year 2025 Retirement Plan Financial Statements for Contract and Salaried Employees.

**Suggested Action:** Approve recommendation

## REGULAR CALENDAR

12. Recommendation to authorize the President and CEO to enter into a contract with Servitek Electric, Inc. for the procurement and installation of bus stop shelters, seats, solar lights, and electronic signs for the Cherry Ave, Atlantic Ave, Long Beach Blvd Bus Stop Improvement Project at a cost of \$2,629,977 with a 7.5% contingency of \$197,248, for a total authorization amount not to exceed \$2,827,225. (Kim Le)

**Suggested Action:** Approve recommendation.

Kim Le, Manager, Transit Customer Amenities, presented the staff report.

Director Kemp inquired about advertising at the bus stops.

Ms. Le responded that the shelters have the capability for advertising.

CEO McDonald added that LBT does not have an advertising program for bus shelters.

Vice Chair Añorve inquired which specific stops would receive amenities and how stops are prioritized.

Ms. Le responded that a list of the stops and the amenities to be installed is available, and that LBT utilizes a bus stop classification system to guide amenity decisions.

Director Kemp and Director Sutton inquired about the criteria used to assign amenities to bus stops.

CEO McDonald responded that staff evaluates ridership levels, transfer activity, distance between stops and proximity to major destinations. He further noted that each location is assessed for physical site conditions and feasibility for the space required to accommodate amenities and ADA requirements.

Vice Chair Añorve and Director Kemp requested staff provided the list of bus stops, the corresponding amenities for each location, and the criteria used to assign amenities.

**A motion was made by Director Angeles, seconded by Vice Chair Añorve, to approve the recommendation. The motion carried by the following vote:**

**Yes:** 7 – James Ahumada, Eduardo Angeles, Raul Añorve, Carl Kemp, Abigail Mejia, Randy Rawlings and David Sutton

13. Recommendation to authorize the President and CEO to enter into a contract with Burns Engineering, Inc. for A&E design services for the Transit Gallery Improvement Project in the amount of \$400,554, with a 5% contingency of \$20,027 for a total authorization amount not to exceed \$420,581 (Kim Le)

**Suggested Action:** Approve recommendation.

Ms. Le presented the staff report.

Director Ahumada inquired about the potential for marketing opportunities

associated with the contract.

Ms. Le responded that marketing services are not included as part of this contract.

Secretary/Treasurer Rawlings inquired whether the project was related to the presentation provided by the City.

Ms. Le responded that the project is being coordinated with the City's project.

Secretary/Treasurer Rawlings requested an update on the design services.

CEO McDonald responded that Director Angeles has requested a Board session to provide feedback on the design once the vendor has completed its work.

Vice Chair Añorve inquired about feedback from customers.

Ms. Le responded that she would coordinate with the Customer Relations and Communication department to conduct customer outreach.

**A motion was made by Director Ahumada, seconded by Secretary/Treasurer Rawlings, to approve the recommendation. The motion carried by the following vote:**

**Yes:** 7 – James Ahumada, Eduardo Angeles, Raul Añorve, Carl Kemp, Abigail Mejia, Randy Rawlings and David Sutton

14. Long Beach Transit's Future with Artificial Intelligence (Randy Rawlings and Pretty George)

#### INFORMATION ITEM

Secretary/Treasurer Rawlings and Pretty George, Executive Director/VP, Information Technology, presented the staff report.

Director Angeles inquired the implementation of AI and the training provided to agency mechanics and Operators.

CEO McDonald responded that the agency is actively training employees to effectively manage and adapt to current and emerging technologies.

Director Kemp requested additional information regarding the agency's use of AI in three areas: enhancing customer experience, improving bus safety and supporting maintenance operations.

Ms. George responded that the agency is pursuing a deliberate, phased approach to integrating AI into existing systems through current vendors, with an emphasis on employee familiarity and meaningful implementation.

Vice Chair Anorve inquired whether training is a component of the AI initiative and how training would be equitably implemented for both frontline and non-office staff.

Ms. George noted that AI-related training will be incorporated into the rollout of new systems, including EAM and Oracle, with an emphasis on meaningful implementation and equitable workforce education.

15. Public Comment.

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Danny Hom provided a live public regarding support for extending line 141 to the Cerritos Towne Center.

16. Board Requests.

Director Kemp requested CEO McDonald provide a brief overview of how service lines are evaluated, including the review process, analytical approach, and current project status.

CEO McDonald explained that transit agencies typically conduct a Comprehensive Operational Analysis (COA) every five to seven years to evaluate existing services, gather public input, and identify potential service improvements. He noted that the agency is currently engaged in an 18-month COA process, which informs long-term planning and strategic service adjustments. The process includes coordination with partner cities to ensure alignment and support for proposed service changes and serves as the framework for ongoing service enhancements and expansion decisions.

17. Adjourn. The next regular meeting will be held on February 26, 2026. (Abigail Mejia)

**Suggested Action:** Approve recommendation.

Meeting adjourned at 5:00 p.m.

**A motion was made by Director Kemp, seconded by Secretary/Treasurer Rawlings, to approve the recommendation. The motion carried by the following vote:**

**Yes: 7** – James Ahumada, Eduardo Angeles, Raul Añorve Carl Kemp, Abigail Mejia, Randy Rawlings and David Sutton

**Note:**

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**LONG BEACH TRANSIT**  
**STATEMENT OF REVENUES AND EXPENSES**  
**FOR PERIOD JULY 1, 2025 TO JANUARY 31, 2026**

Page 1 of 4

	January 2025	January 2026	January Budget	%	Year to Date FY 2025	Year to Date FY 2026	Year to Date Budget	%
<b>OPERATING REVENUE</b>								
Passenger Fares	\$751,474	\$748,714	\$756,276	99	\$5,707,870	\$5,630,498	\$5,856,824	96
Dial A Lift Fares	3,740	3,830	3,387	113	25,562	28,162	25,643	110
Aqua Service Fares	0	0	0	-	202,621	204,564	154,587	132
Special Event Service Revenue	472	1,040	500	208	99,630	107,216	98,463	109
Advertising Revenue	71,195	70,833	70,833	100	334,627	483,333	483,333	100
Interest & Miscellaneous	425,140	459,945	384,766	120	3,887,410	3,479,308	2,700,113	129
<b>TOTAL OPERATING REVENUE</b>	<b>\$1,252,021</b>	<b>\$1,284,363</b>	<b>\$1,215,762</b>	<b>106</b>	<b>\$10,257,720</b>	<b>\$9,933,082</b>	<b>\$9,318,963</b>	<b>107</b>
<b>SUBSIDY REVENUE</b>								
Federal	\$2,140,000	\$912,688	\$0	-	\$13,130,000	\$10,090,144	\$9,765,866	103
State	2,668,574	2,699,949	3,209,969	84	18,680,020	18,899,649	22,469,783	84
County	4,559,874	5,122,974	5,120,594	100	31,919,116	35,860,819	35,844,158	100
Local	772,663	752,876	714,545	105	5,897,083	5,878,484	5,605,435	105
<b>TOTAL SUBSIDY REVENUE</b>	<b>\$10,141,111</b>	<b>\$9,488,488</b>	<b>\$9,045,108</b>	<b>105</b>	<b>\$69,626,219</b>	<b>\$70,729,095</b>	<b>\$73,685,242</b>	<b>96</b>
<b>TOTAL REVENUE</b>	<b>\$11,393,132</b>	<b>\$10,772,851</b>	<b>\$10,260,870</b>	<b>105</b>	<b>\$79,883,938</b>	<b>\$80,662,177</b>	<b>\$83,004,205</b>	<b>97</b>
<b>OPERATING EXPENSES</b>								
Operations	\$5,388,218	\$5,808,768	\$6,083,111	95	\$36,349,715	\$39,359,866	\$40,348,190	98
Maintenance	2,721,577	2,765,263	2,792,572	99	18,132,525	18,683,481	19,283,649	97
Administration	2,307,773	2,188,946	2,548,704	86	14,640,275	16,696,729	17,865,479	93
Fuel & Lubricants	466,219	466,758	547,245	85	3,176,467	3,336,727	3,829,586	87
<b>TOTAL OPERATING EXPENSES</b>	<b>\$10,883,787</b>	<b>\$11,229,735</b>	<b>\$11,971,632</b>	<b>94</b>	<b>\$72,298,981</b>	<b>\$78,076,803</b>	<b>\$81,326,904</b>	<b>96</b>
<b>NET INCOME (LOSS) BEFORE DEPR.</b>	<b>\$509,346</b>	<b>(\$456,884)</b>	<b>(\$1,710,762)</b>		<b>\$7,584,957</b>	<b>\$2,585,374</b>	<b>\$1,677,301</b>	
<b>DEPRECIATION</b>	<b>\$1,368,609</b>	<b>\$1,775,368</b>	<b>\$1,775,368</b>	<b>100</b>	<b>\$10,947,574</b>	<b>\$11,221,672</b>	<b>\$11,221,672</b>	<b>100</b>

**LONG BEACH TRANSIT  
SCHEDULE OF EXPENSES  
FOR PERIOD JULY 1, 2025 TO JANUARY 31, 2026**

Page 2 of 4

	Operations	Maintenance	Admin	Total Curr. Month	Current Month Budget	%	Year to Date	Year to Date Budget	%
<b>LABOR</b>									
Operators	\$3,069,367	\$0	\$0	\$3,069,367	\$3,051,841	101	\$20,069,719	\$19,416,797	103
Maintenance	0	717,051	0	717,051	695,341	103	4,686,918	4,598,277	102
Salaried	411,132	443,299	833,409	1,687,840	1,760,644	96	12,036,275	12,588,562	96
<b>FRINGE BENEFITS</b>									
FICA	250,092	84,338	62,404	396,834	409,414	97	2,582,325	2,785,415	93
Pension	322,625	106,346	79,432	508,404	740,795	69	3,927,612	5,041,590	78
Health	611,434	179,628	130,335	921,397	1,089,286	85	6,320,686	7,133,172	89
Workers' Compensation	617,533	44,186	4,905	666,624	666,153	100	4,662,149	4,663,071	100
Uniform & Tool Allowance	13,177	7,768	312	21,258	27,679	77	183,423	213,756	86
Unemployment & Other Fringes	3,295	3,600	17,376	24,270	49,034	49	301,927	417,288	72
<b>SERVICES</b>									
Advertising	0	0	59,564	59,564	82,022	73	403,713	502,154	80
Professional & Technical	96,389	37,984	183,080	317,453	382,568	83	2,119,991	2,673,402	79
Contract Maintenance	0	247,535	234,561	482,096	506,790	95	3,080,586	3,524,959	87
Security	260,847	50,903	0	311,751	363,099	86	2,216,289	2,533,464	87
Employment Physicals	0	0	17,595	17,595	20,500	86	132,480	143,500	92
Other	0	7,965	13,662	21,626	17,864	121	117,533	125,048	94

**LONG BEACH TRANSIT  
SCHEDULE OF EXPENSES  
FOR PERIOD JULY 1, 2025 TO JANUARY 31, 2026**

Page 3 of 4

	Operations	Maintenance	Admin	Total Curr. Month	Current Month Budget	%	Year to Date	Year to Date Budget	%
<b>MATERIALS &amp; SUPPLIES</b>									
Fuel & Lubricants	\$0	\$466,758	\$0	\$466,758	\$547,245	85	\$3,336,727	\$3,829,586	87
Fleet Parts & Supplies	0	577,676	0	577,676	560,409	103	3,900,767	3,923,605	99
Other Materials & Supplies	0	54,316	18,375	72,691	72,779	100	462,145	527,093	88
<b>UTILITIES</b>	0	132,977	43,750	176,727	185,532	95	1,267,954	1,261,151	101
<b>CASUALTY/LIABILITY COSTS</b>	0	7,895	424,210	432,105	412,865	105	3,937,671	2,890,055	136
<b>PURCHASED TRANS. SERVICE</b>									
Dial A Lift	104,881	0	0	104,881	112,641	93	735,554	800,626	92
Aqua Service	47,835	0	0	47,835	48,880	98	629,771	637,566	99
<b>MISC. EXPENSES</b>									
Dues & Subscriptions	0	0	13,473	13,473	15,833	85	100,732	110,831	91
Taxes, Fees	0	32,127	7,934	40,061	35,507	113	251,099	252,559	99
Training, Travel & Meetings	0	0	1,928	1,928	27,083	7	126,916	189,581	67
Schedules & Tickets	0	0	10,522	10,522	20,000	53	18,977	55,000	35
Safety & Misc. Items	0	11,865	4,388	16,253	15,938	102	104,450	111,566	94
Recruitment Advertising	0	0	5,495	5,495	6,623	83	35,091	46,361	76
Other	161	17,803	22,238	40,201	47,267	85	327,321	330,869	99
<b>TOTAL OPERATING EXPENSES:</b>	<b>\$5,808,768</b>	<b>\$3,232,021</b>	<b>\$2,188,946</b>	<b>\$11,229,735</b>	<b>\$11,971,632</b>	<b>94</b>	<b>\$78,076,803</b>	<b>\$81,326,904</b>	<b>96</b>

# LONG BEACH TRANSIT BALANCE SHEET

Page 4 of 4

	Balance at 01/31/26	Balance at 12/31/25	Balance at 01/31/25
<b><u>ASSETS</u></b>			
Cash and Investments	83,898,848	80,788,098	82,375,916
Receivables			
Federal	4,715,335	9,054,157	23
State	9,836,070	8,731,957	9,692,317
County	684,236	403,787	207,521
Local	1,961,382	3,043,056	3,200,166
Miscellaneous	2,784,651	3,332,400	2,955,771
Materials & Supplies Inv.	4,442,496	4,442,592	4,059,270
Net Capital Assets	144,487,584	141,223,378	114,641,825
Other Assets	220,466	1,606,147	10,478,691
<b>TOTAL ASSETS</b>	<b><u>253,031,068</u></b>	<b><u>252,625,573</u></b>	<b><u>227,611,498</u></b>
<b><u>LIABILITIES AND CAPITAL</u></b>			
Trade Payables	4,649,082	6,067,789	3,500,356
Accrued Payroll Liabilities	11,903,452	11,199,220	7,062,671
Net Pension Liability (GASB 68)	17,474,468	17,474,468	28,978,646
Compensated Absence Liabilities	4,293,177	4,257,512	3,993,224
Estimated Liabilities	79,701,302	80,063,078	69,710,029
Deferred Credits	22,347,196	23,791,486	21,587,424
<b>TOTAL LIABILITIES</b>	<b><u>140,368,677</u></b>	<b><u>142,853,552</u></b>	<b><u>134,832,350</u></b>
Federal Capital Contributions	379,245,597	375,437,702	340,341,491
State Capital Contributions	126,722,982	126,129,420	121,826,398
Local Capital Contributions	135,766,404	135,045,239	131,975,572
Accumulated Earnings (Losses)	(529,072,592)	(526,840,340)	(501,364,313)
<b>TOTAL CAPITAL</b>	<b><u>112,662,391</u></b>	<b><u>109,772,020</u></b>	<b><u>92,779,148</u></b>
<b>TOTAL LIABILITIES AND CAPITAL</b>	<b><u>253,031,068</u></b>	<b><u>252,625,573</u></b>	<b><u>227,611,498</u></b>



# Board Agenda Item No. 08

## February 26, 2026

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### RECOMMENDED ACTION

To approve the updated Statement of Investment Policy for calendar year 2026 for the financial assets of Long Beach Transit.

### STAFF REPRESENTATIVE

Ashley Liang, Treasurer, Finance and Budget

### BACKGROUND

Long Beach Transit's (LBT) Investment Policy Statement (IPS) establishes the framework for managing the agency's financial assets and investment activities. In accordance with California Government Code Section 53600, the IPS must be reviewed and approved by the governing body to provide transparency and ensure ongoing compliance.

Each year, staff conducts a comprehensive review of the IPS to confirm that it continues to meet the core investment objectives of safety, liquidity, and return on investment, while upholding principles of ethical conduct, managing conflicts of interest, and complying with applicable laws and Governmental Accounting Standards Board (GASB) requirements.

The updated Statement of Investment Policy includes the annual update to Appendix A, incorporating the most current list of allowable Local Agency Investment Fund (LAIF) investment instruments in accordance with the Government Code as of January 1, 2026. Aside from this update, no other changes were made, and the annual review did not result in any material impacts to LBT.

### ALTERNATIVES CONSIDERED

There are no alternative options as the IPS must follow state guidelines for allowable investment instruments per California Government Code, Section 53600.

### STAFF RECOMMENDATION

Staff is requesting LBT's Board of Directors to approve the updated Statement of Investment Policy for Calendar Year 2026 for the financial assets of Long Beach Transit.

A handwritten signature in blue ink that reads "K. McDonald".

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Kenneth A. McDonald  
President and Chief Executive Officer

Attachment

**LONG BEACH TRANSIT  
STATEMENT OF INVESTMENT POLICY**

I. POLICY

Long Beach Transit (LBT) shall invest public funds in such a manner as to comply with state and local laws; ensure prudent money management; provide for daily cash flow requirements; and meet the objectives of the Policy, in priority order of Safety, Liquidity and Return on investment.

II. SCOPE

This Investment Policy (Policy) applies to all investment activities and financial assets of LBT under the direct authority of the Board of Directors, excluding pension plan assets which are covered under separate Investment Policies. These assets are invested in accordance with the California Government Code, Sections 53600 et seq., and all other applicable federal, state and local laws, as well as using prudent money management. The funds covered under this policy are accounted for under enterprise funds and in accordance with the principles of Governmental Accounting Auditing and Financial Reporting (GAAFR) and incorporated in LBT's Annual Comprehensive Financial Report.

Activities which comprise prudent cash management include accurate cash projections, the expeditious collection of revenue, the control of disbursements, cost-effective banking relations and a short-term borrowing program, if necessary, which includes coordinating working capital requirements and investment opportunity. Connected with the scope of these requirements are the many facets of an appropriate and secure short-term investment program.

III. PRUDENCE

The standard of prudence to be used by the designated representative shall be the "prudent investor" standard and shall be applied in the context of managing the overall portfolio. Persons authorized to make investment decisions on behalf of local agencies investing public funds are trustees and therefore fiduciaries subject to the prudent investor standard which states, "When investing, reinvesting, purchasing, acquiring, exchanging, selling, or managing public funds, a trustee shall act with care, skill, prudence, and diligence under the circumstances then prevailing, including, but not limited to, the general economic conditions and the anticipated needs of the agency, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency."

IV. OBJECTIVES

A. Safety:

Safety of principal is the foremost objective of the investment program. Investments of LBT shall be undertaken in a manner that seems to ensure the preservation of capital in the overall portfolio and avoidance of capital losses, whether from securities default, broker/dealer default or erosion of the market value. To attain this objective, LBT will diversify its investments by investing funds among a variety of securities with independent returns. It is explicitly recognized herein, however, that in a diversified portfolio, occasional measured losses are inevitable and must be considered within the context of the overall investment return. LBT shall seek to preserve principal by mitigating the two types of risk: credit risk and market risk.

1. Credit Risk. It is hereby defined as the risk of loss due to failure of an issuer of a security. Credit risk shall be mitigated by investing in only very safe institutions and by diversifying the fund so that the failure of any one institution would not unduly harm LBT's cash flow.
2. Market Risk. In money matters, it is defined as the risk of market value fluctuations due to overall changes in the economy and level of interest rates. The market risk shall be mitigated by limiting the weighted average maturity of the securities to two (2) years. Further, no investment shall be made which at the time of investment has a term remaining to maturity in excess of five (5) years. This excludes those securities underlying a repurchase or reverse repurchase agreement.

B. Liquidity:

The investment portfolio will remain sufficiently liquid to enable LBT to meet all operating requirements which might be reasonably anticipated. Liquid short-term accounts represent vital objectives by which an adequate percentage of the portfolio should be maintained. They can be easily converted to cash, if necessary, to meet disbursement requirements. LBT may experience unexpected or unusual circumstances that result in some investments needing to be sold to meet a contingency. Emphasis should be on marketable securities with low sensitivity to market risk.

C. Return on Investment:

LBT's investment portfolio shall have the objective of attaining a comparative performance measurement or a market-average rate of return through budgetary and economic cycles. The market-average rate of return is defined as the average return on three (3)-month U.S. Treasury Bills. Whenever possible, and consistent with risk limitations, as defined herein, and prudent investment principals, LBT shall seek to augment returns above the market average rate of return. Return on investment is of secondary importance compared to the safety and liquidity objectives. Securities shall not be sold prior to maturity with the following exceptions: (1) a security with declining credit may be sold early to minimize loss of principal; (2) a security swap would improve the quality, yield or target duration in the portfolio; or (3) liquidity needs of the portfolio require the security be sold.

V. DELEGATION OF AUTHORITY

The Board of Directors, through the President and Chief Executive Officer, shall delegate the responsibility to the Executive Director and Vice President of Finance and Budget, who shall invest the agency's funds in accordance with the California Government code 53600 et seq., while meeting the criteria for safety and liquidity. The Executive Director and Vice President of Finance and Budget shall be responsible for all transactions undertaken and shall establish written procedures which include explicit delegation of authority and a system of control to regulate the activities of subordinate officials.

In the absence of the Executive Director and Vice President of Finance and Budget, the authority to execute investment transactions affecting the fund will be restricted and assigned jointly to the designated officers acting temporarily under the direction of the President and Chief Executive Officer.

VI. ETHICS AND CONFLICTS OF INTEREST

Officers and employees shall refrain from personal business activity that could conflict with the proper execution and management of the investment program, or which could impair their ability to make impartial decisions. Investment officials shall disclose annually any material interest in financial

institutions with which they conduct business. They shall further disclose any personal financial/investment positions that could be related to the performance of the investment portfolio. Furthermore, investment officials shall refrain from undertaking personal investment transactions with the same individual with whom business is conducted on behalf of the Agency.

VII. AUTHORIZED FINANCIAL DEALERS AND INSTITUTIONS

LBT shall transact business only with Registered Investment Advisors, national or state-chartered banks, savings and loans, and broker dealers. The dealers should be “primary” dealers that qualify under the Securities & Exchange Commission Rule 15C3-1 (uniform capital rule). The purchase of any investment other than those purchased directly from the issuer shall be purchased either from an institution licensed by the state as a broker/dealer or a brokerage firm designated as a primary Government Dealer by the Federal Reserve Bank.

LBT shall send annually a copy of the current Policy. Broker/dealers shall be required to provide a certification acknowledging receipt of the policy and their most recent audited financial statements upon receipt of the policy. LBT will monitor approved broker/dealers and their firms, to ensure good standing with the appropriate regulatory agencies. Confirmation of receipt of this policy shall be considered evidence that the dealer understands and agrees with LBT’s investment policies.

All financial institutions and broker/dealers who desire to conduct investment transactions with LBT must supply the Executive Director and Vice President of Finance and Budget with proof of SEC investment adviser registration and proof of State of California registration.

VIII. AUTHORIZED AND SUITABLE INVESTMENTS

LBT adheres to the California Government Code, Sections 53600 et seq. (See Appendix A). Investments in any security or fund other than Local Agency Investment Fund requires concurrence from the President and Chief Executive Officer or his/her designee.

IX. REVIEW OF INVESTMENT PORTFOLIO

The securities held by LBT must be in compliance with Section VIII Authorized and Suitable Investments at time of purchase. The Executive Director of Finance and Budget, or his/her designee, shall review the portfolios quarterly to identify any securities that are no longer in compliance and report any major and critical incidences of noncompliance identified through the review of the portfolio.

The Executive Director and Vice President or his/her designee shall provide a quarterly report to the President and Chief Executive Officer, the City Auditor and the Board of Directors.

X. INVESTMENT POOLS/MUTUAL FUNDS

A thorough investigation of the pool/fund is required prior to investing, and on a continual basis including:

- A. A description of eligible investment securities, and a written statement of investment policy and objectives.
- B. A description of interest calculations and how it is distributed, and how gains and losses are treated.
- C. A description of how the securities are safeguarded (including the settlement processes), and how often the securities are priced and the program audited.
- D. A description of who may invest in the program, how often, and the permissible size deposit and withdrawal.

- E. A schedule for receiving statements and portfolio listings.
- F. Are reserves, retained earnings, etc. utilized by the pool/fund?
- G. A fee schedule, and when and how is it assessed.
- H. Is the pool/fund eligible for bond proceeds and/or will it accept such proceeds?

XI. COLLATERALIZATION

Under provision of California Government Code, Sections 53600 et seq., banks and savings and loan associations are required to secure deposits by pledging eligible securities with a value of ten percent in excess of market value of principal and accrued interest and fifty percent in excess of the deposit as collateral in mortgage pools. LBT may waive security for the portion of any deposits as is insured pursuant to federal law.

XII. SAFEKEEPING OF SECURITIES

To protect against potential losses caused by collapse of individual securities dealers, all securities owned by LBT shall be placed with an independent third party for custodial safekeeping, acting as agent for LBT under the terms of a custody agreement executed by the custodial agent and LBT, and evidenced by safekeeping receipts. All securities will remain in the name of LBT and be received and delivered pursuant to standard delivery versus payment procedures.

XIII. DIVERSIFICATION

LBT will diversify its investments by security type and institution. With the exception of U.S. Treasury securities and authorized pools, no more than 33% of the agency's total investment portfolio will be invested in a single security type or with a single financial institution.

XIV. MAXIMUM MATURITIES

To the extent possible, LBT will attempt to match its investments with anticipated cash flow requirements and mitigation of market risk. No investment shall be made which at the time of investment has a term remaining to maturity in excess of five (5) years and overall portfolio weighted average maturity of the securities to two (2) years.

XV. INTERNAL CONTROLS

LBT has developed a system of internal control, established and documented in writing. The controls are designed to minimize and prevent losses arising from fraud, employee error, misrepresentations of third parties and unanticipated change in financial markets or imprudent actions. Controls deemed most important are: control of collusion, including segregation of duties and separation of transaction authority from accounting and recordkeeping; written confirmation of telephone transactions and wire transfers; and conflict of interest.

XVI. PERFORMANCE STANDARDS

The investment portfolio shall be designed with the objective outlined under Section IV Objectives. Benchmarks may change over time based on changes in market conditions or cash flow requirements.

The market-average rate of return is defined as the average return on three (3)-month U.S. Treasury Bills. Whenever possible, LBT shall seek to augment returns above the market-average rate of return. Return on investment is of secondary importance compared to the safety and liquidity objectives described above.

Securities shall not be sold prior to maturity with the following exceptions: (1) a security with declining credit may be sold early to minimize loss of principal; (2) a security swap would improve the quality, yield or target duration in the portfolio; or (3) liquidity needs of the portfolio require the security be sold.

## XVII. REPORTING

The Executive Director and Vice President of Finance and Budget shall provide monthly investment reports to the Board of Directors through the Monthly Financial Report at its public meeting.

A quarterly report may also be rendered to the President and Chief Executive Officer, the City Auditor and the Board of Directors that shall include the type of investment, issuer, date of maturity, par and dollar amount invested on all securities, investments and monies held by LBT, and shall additionally include a description of any of LBT's funds, investments, or programs, that are under the management of contracted parties, including the lending programs. With respect to all securities held by LBT, and under management of any outside party that is not also a local agency or the State of California Local Agency Investment Fund, the report shall also include a current market value as of the date of the report and shall include the source of this same valuation.

The report shall state compliance of the portfolio to the Statement of Investment Policy and a statement of the ability of the local agency to meet its pool's expenditure requirements for the next six months.

## XVIII. INVESTMENT POLICY ADOPTION

This investment policy shall be reviewed at least annually to ensure its consistency with the overall objectives of preservation of principal, liquidity, yield, safety measures, its compliance with current law, financial and economic trends, Governmental Accounting Standards Board (GASB), and to meet the needs of LBT.

The Policy shall be adopted by resolution of the Board of Directors. Any modifications made thereto must be approved by the Board of Directors.

## XIII. GLOSSARY

**AGENCIES:** Federal agency securities and/or government-sponsored enterprises.

**ASKED:** The price at which securities are offered.

**BANKERS' ACCEPTANCE (BA):** A draft or bill or exchange accepted by a bank or trust company. The accepting institution guarantees payment of the bill, as well as the issuer.

**BENCHMARK:** A comparative base for measuring the performance or risk tolerance of the investment portfolio. A benchmark should represent a close correlation to the level of risk and the average duration of the portfolio's investments.

**BID:** The price offered by a buyer of securities. (When you are selling securities, you ask for a bid.) See Offer.

**BROKER:** A broker brings buyers and sellers together for a commission.

**CERTIFICATE OF DEPOSIT (CD):** A time deposit with a specific maturity evidenced by a Certificate. Large-denomination CD's are typically negotiable.

**COLLATERAL:** Securities, evidence of deposit or other property, which a borrower pledges to secure repayment of a loan. Also refers to securities pledged by a bank to secure deposits of public monies.

**COMPREHENSIVE ANNUAL FINANCIAL REPORT (CAFR):** The official annual report of LBT. It includes five combined statements for each individual fund and account group prepared in conformity with GAAP. It also includes supporting schedules necessary to demonstrate compliance with finance-related legal and contractual provisions, extensive introductory material, and a detailed Statistical Section.

**COUPON:** (a) The annual rate of interest that a bond's issuer promises to pay the bondholder on the bond's face value. (b) A certificate attached to a bond evidencing interest due on a payment date.

**DEALER:** A dealer, as opposed to a broker, acts as a principal in all transactions, buying and selling for his own account.

**DEBENTURE:** A bond secured only by the general credit of the issuer.

**DELIVERY VERSUS PAYMENT:** There are two methods of delivery of securities: delivery versus payment and delivery versus receipt. Delivery versus payment is delivery of securities with an exchange of money for the securities. Delivery versus receipt is delivery of securities with an exchange of a signed receipt for the securities.

**DERIVATIVES:** (1) Financial instruments whose return profile is linked to, or derived from, the movement of one or more underlying index or security, and may include a leveraging factor, or (2) financial contracts based upon notional amounts whose value is derived from an underlying index or security (interest rates, foreign exchange rates, equities or commodities).

**DISCOUNT:** The difference between the cost price of a security and its maturity when quoted at lower than face value. A security selling below original offering price shortly after sale also is considered to be at a discount.

**DISCOUNT SECURITIES:** Non-interest bearing money market instruments that are issued a discount and redeemed at maturity for full face value (*e.g., U.S. Treasury Bills.*)

**DIVERSIFICATION:** Dividing investment funds among a variety of securities offering independent returns.

**DURATION:** A measure of the sensitivity of the price (the value of principal) of a fixed-income investment to a change in interest rates. Duration is expressed as a number of years. Rising interest rates mean falling bond prices, while declining interest rates mean rising bond prices.

**FEDERAL CREDIT AGENCIES:** Agencies of the Federal government set up to supply credit to various classes of institutions and individuals, *e.g., S&L's, small business firms, students, farmers, farm cooperatives and exporters.*

**FEDERAL DEPOSIT INSURANCE CORPORATION (FDIC):** A federal agency that insures bank deposits, currently up to \$250,000 per entity.

**FEDERAL FUNDS RATE:** The rate of interest at which Fed funds are traded. This rate is currently pegged by the Federal Reserve through open-market operations.

**FEDERAL HOME LOAN BANKS (FHLB):** Government-sponsored wholesale banks (currently 12 regional banks), which lend funds and provide correspondent banking services to member commercial banks, thrift institutions, credit unions and insurance companies. The mission of the FHLBs is to liquefy the housing-related assets of its members who must purchase stock in their district Bank.

**FEDERAL NATIONAL MORTGAGE ASSOCIATION (FNMA):** FNMA, like GNMA, was chartered under the Federal National Mortgage Association Act in 1938. FNMA is a federal corporation working under the auspices of the Department of Housing and Urban Development (HUD). It is the largest single provider of residential mortgage funds in the United States. Fannie Mae, as the corporation is called, is a private stockholder-owned corporation. The corporation's purchases include a variety of adjustable mortgages and second loans, in addition to fixed-rate mortgages. FNMA's securities are also highly liquid and are widely accepted. FNMA assumes and guarantees that all security holders will receive timely payment of principal and interest.

**FEDERAL OPEN MARKET COMMITTEE (FOMC):** Consists of seven members of the Federal Reserve Board and five of the twelve Federal Reserve Bank Presidents. The President of the New York Federal Reserve Bank is a permanent member, while the other Presidents serve on a rotating basis. The Committee periodically meets to set Federal Reserve guidelines regarding purchases and sales of Government Securities in the open market as a means of influencing the volume of bank credit and money.

**FEDERAL RESERVE SYSTEM:** The central bank of the United States created by Congress and consisting of a seven-member Board of Governors in Washington, D.C., 12 regional banks and about 5,700 commercial banks that are members of the system.

**GOVERNMENT NATIONAL MORTGAGE ASSOCIATION (GNMA or Ginnie Mae):** Securities influencing the volume of bank credit guaranteed by GNMA and issued by mortgage bankers, commercial banks, savings and loan associations, and other institutions. Security holder is protected by full faith and credit of the U.S. Government. Ginnie Mae securities are backed by the FHA, VA or FHA mortgages. The term "pass-throughs" is often used to describe Ginnie Maes.

**LIQUIDITY:** A liquid asset is one that can be converted easily and rapidly into cash without a substantial loss of value. In the money market, a security is said to be liquid if the spread between bid and asked prices is narrow and reasonable size can be done at those quotes.

**LOCAL GOVERNMENT INVESTMENT POOL (LGIP):** The aggregate of all funds from political subdivisions that are placed in the custody of the State Treasurer for investment and reinvestment.

**MARKET VALUE:** The price at which a security is trading and could presumably be purchased or sold.

**MASTER REPURCHASE AGREEMENT:** A written contract covering all future transactions between the parties to repurchase—reverse repurchase agreements that establishes each party's rights in the transactions. A master agreement will often specify, among other things, the right of the buyer-lender to liquidate the underlying securities in the event of default by the seller borrower.

**MATURITY:** The date upon which the principal or stated value of an investment becomes due and payable.

**MONEY MARKET:** The market in which short-term debt instruments (bills, commercial paper, bankers' acceptances, etc.) are issued and traded.

**OFFER:** The price asked by a seller of securities. (When you are buying securities, you ask for an offer.) See Asked and Bid.

**OPEN MARKET OPERATIONS:** Purchases and sales of government and certain other securities in the open market by the New York Federal Reserve Bank as directed by the FOMC in order to influence the volume of money and credit in the economy. Purchases inject reserves into the bank system and stimulate growth of money and credit; sales have the opposite effect. Open market operations are the Federal Reserve's most important and most flexible monetary policy tool.

**PORTFOLIO:** Collection of securities held by an investor.

**PRIMARY DEALER:** A group of government securities dealers who submit daily reports of market activity and positions and monthly financial statements to the Federal Reserve Bank of New York and are subject to its informal oversight. Primary dealers include Securities and Exchange Commission (SEC)-registered securities broker-dealers, banks and a few unregulated firms.

**PRUDENT PERSON RULE:** An investment standard. In some states the law requires that a fiduciary, such as a trustee, may invest money only in a list of securities selected by the custody state—the so-called legal list. In other states the trustee may invest in a security if it is one which would be bought by a prudent person of discretion and intelligence who is seeking a reasonable income and preservation of capital.

**QUALIFIED PUBLIC DEPOSITORIES:** A financial institution which does not claim exemption from the payment of any sales or compensating use or ad valorem taxes under the laws of this state, which has segregated for the benefit of the commission eligible collateral having a value of not less than its maximum liability and which has been approved by the Public Deposit Protection Commission to hold public deposits.

**RATE OF RETURN:** The yield obtainable on a security based on its purchase price or its current market price. This may be the amortized yield to maturity on a bond the current income return.

**REPURCHASE AGREEMENT (REPO):** A holder of securities sells these securities to an investor with an agreement to repurchase them at a fixed price on a fixed date. The security "buyer" in effect lends the "seller" money for the period of the agreement, and the terms of the agreement are structured to compensate him/her for this.

**REVERSE REPURCHASE AGREEMENT (REVERSE REPO):** A reverse-repurchase agreement (reverse repo) involves an investor borrowing cash from a financial institution in exchange for securities. The investor agrees to repurchase the securities at a specified date for the same cash value plus an agreed upon interest rate. Although the transaction is similar to a repo, the purpose of entering into a reverse repo is quite different. While a repo is a straightforward investment of public funds, the reverse repo is a borrowing.

**SAFEKEEPING:** A service to customers rendered by banks for a fee whereby securities and valuables of all types and descriptions are held in the bank's vaults for protection.

**SECONDARY MARKET:** A market made for the purchase and sale of outstanding issues following the initial distribution.

**SECURITIES AND EXCHANGE COMMISSION:** Agency created by Congress to protect investors in securities transactions by administering securities legislation.

**SEC RULE 15(C)3-1:** See Uniform Net Capital Rule.

**STRUCTURED NOTES:** Notes issued by Government Sponsored Enterprises (FHLB, FNMA, SLMA, etc.) and Corporations, which have imbedded options (e.g., call features, step-up coupons, floating rate coupons, derivative-based returns) into their debt structure. Their market performance is impacted by the fluctuation of interest rates, the volatility of the imbedded options and shifts in the shape of the yield curve.

**TREASURY BILLS:** A non-interest bearing discount security issued by the U.S. Treasury to finance the national debt. Most bills are issued to mature in three months, six months or one year.

**TREASURY BONDS:** Long-term coupon-bearing U.S. Treasury securities issued as direct obligations of the U.S. Government and having initial maturities of more than 10 years.

**TREASURY NOTES:** Medium-term coupon-bearing U.S. Treasury securities issued as direct obligations of the U.S. Government and having initial maturities from two to 10 years.

**UNIFORM NET CAPITAL RULE:** Securities and Exchange Commission requirement that member firms, as well as nonmember broker-dealers in securities, maintain a maximum ratio of indebtedness to liquid capital of 15 to 1; also called net capital rule and net capital ratio. Indebtedness covers all money owed to a firm, including margin loans and commitments to purchase securities, one reason new public issues are spread among members of underwriting syndicates. Liquid capital includes cash and assets easily converted into cash.

**YIELD:** The rate of annual income return on an investment, expressed as a percentage. (a) **INCOME YIELD** is obtained by dividing the current dollar income by the current market price for the security. (b) **NET YIELD** or **YIELD TO MATURITY** is the current income yield minus any premium above par or plus any discount from par in purchase price, with the adjustment spread over the period from the date of purchase to the date of maturity of the bond.

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Randy Rawlings  
Secretary/Treasurer, Board of Directors

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Date

## APPENDIX A

### ALLOWABLE INVESTMENT INSTRUMENTS PER STATE GOVERNMENT CODE (AS OF JANUARY 1, 2026)<sup>A</sup> APPLICABLE TO ALL LOCAL AGENCIES<sup>B</sup>

See "Table of Notes for Figure 1" on the next page for footnotes related to this figure.

INVESTMENT TYPE	MAXIMUM MATURITY <sup>C</sup>	MAXIMUM SPECIFIED % OF PORTFOLIO <sup>D</sup>	MINIMUM QUALITY REQUIREMENTS	GOVT CODE SECTIONS
Local Agency Bonds	5 years	None	None	53601(a)
U.S. Treasury Obligations	5 years	None	None	53601(b)
State Obligations— CA And Others	5 years	None	None	53601(c) 53601(d)
CA Local Agency Obligations	5 years	None	None	53601(e)
U.S Agency Obligations	5 years	None	None	53601(f)
Bankers' Acceptances	180 days	40% <sup>E</sup>	None	53601(g)
Commercial Paper—Non-Pooled Funds <sup>F</sup> (under \$100,000,000 of investments)	397 days or less	25% of the agency's money <sup>G</sup>	Highest letter and number rating by an NRSRO <sup>H</sup>	53601(h)(2)(c)
Commercial Paper—Non-Pooled Funds <sup>I</sup> (min. \$100,000,000 of investments)	397 days or less	40% of the agency's money <sup>J</sup>	Highest letter and number rating by an NRSRO <sup>H</sup>	53601(h)(2)(c)
Commercial Paper— Pooled Funds <sup>K</sup>	397 days or less	40% of the agency's money <sup>J</sup>	Highest letter and number rating by an NRSRO <sup>H</sup>	53635(a)(1)
Negotiable Certificates of Deposit	5 years	30% <sup>L</sup>	None	53601(i)
Non-negotiable Certificates of Deposit	5 years	None	None	53630 et seq.
Placement Service Deposits	5 years	50% <sup>L</sup>	None	53601.8 and 53635.8
Placement Service Certificates of Deposit	5 years	50% <sup>L</sup>	None	53601.8 and 53635.8
Repurchase Agreements	1 year	None	None	53601(j)
Reverse Repurchase Agreements and Securities Lending Agreements	92 days <sup>M</sup>	20% of the base value of the portfolio	None <sup>N</sup>	53601(j)
Medium-Term Notes <sup>O</sup>	5 years or less	30%	"A" rating category or its equivalent or better	53601(k)
Mutual Funds And Money Market Mutual Funds	N/A	20% <sup>P</sup>	Multiple <sup>Q, R</sup>	53601(l) and 53601.6(b)
Collateralized Bank Deposits <sup>B</sup>	5 years	None	None	53630 et seq. and 53601(n)
Mortgage Pass-Through and Asset-Backed Securities <sup>T</sup>	5 years or less <sup>T</sup>	20%	"AA" rating category or its equivalent or better <sup>T</sup>	53601(o)
County Pooled Investment Funds	N/A	None	None	27133
Joint Powers Authority Pool	N/A	None	Multiple <sup>U</sup>	53601(p)
Local Agency Investment Fund (LAIF)	N/A	None	None	16429.1
Voluntary Investment Program Fund <sup>V</sup>	N/A	None	None	16340
Supranational Obligations <sup>W</sup>	5 years or less	30%	"AA" rating category or its equivalent or better	53601(q)
Public Bank Obligations	5 years	None	None	53601(r), 53635(c) and 57603

TABLE OF NOTES FOR FIGURE 1

- <sup>A</sup> Sources: Sections 16340, 16429.1, 27133, 53601, 53601.6, 53601.8, 53630 et seq., 53635, 53635.8, and 57603.
- <sup>B</sup> Municipal Utilities Districts have the authority under the Public Utilities Code Section 12871 to invest in certain securities not addressed here.
- <sup>C</sup> Section 53601 provides that the maximum term of any investment authorized under this section, unless otherwise stated, is five years from the settlement date. However, the legislative body may grant express authority to make investments either specifically or as a part of an investment program approved by the legislative body that exceeds this five year remaining maturity limit. Such approval must be issued no less than three months prior to the purchase of any security exceeding the five-year maturity limit.
- <sup>D</sup> Percentages apply to all portfolio investments regardless of source of funds. For instance, cash from a reverse repurchase agreement would be subject to the restrictions.
- <sup>E</sup> No more than 30% of the agency's money may be in bankers' acceptances of any one commercial bank.
- <sup>F</sup> Applies to local agencies, other than counties or a city and county, with less than \$100 million of investment assets under management. Includes agencies defined as a city, a district, or other local agency that do not pool money in deposits or investment with other local agencies, other than local agencies that have the same governing body.
- <sup>G</sup> Local agencies, other than counties or a city and county, may purchase no more than 10% of the outstanding commercial paper and medium-term notes of any single issuer.
- <sup>H</sup> Issuing corporation must be organized and operating within the U.S., have assets in excess of \$500 million, and debt other than commercial paper must be in a rating category of "A" or its equivalent or higher by a nationally recognized statistical rating organization, or the issuing corporation must be organized within the U.S. as a special purpose corporation, trust, or LLC, have program wide credit enhancements, and have commercial paper that is rated "A-1" or higher, or the equivalent, by a nationally recognized statistical rating organization.
- <sup>I</sup> Applies to counties or a city and county, and the City of Los Angeles that have \$100 million or more of investment assets under management.
- <sup>J</sup> Includes agencies defined as a county, a city and county, or other local agency that pools money in deposits or investments with other local agencies, including local agencies that have the same governing body. Local agencies that pool exclusively with other local agencies that have the same governing body must adhere to the limits set forth in Section 53601(h)(2)(C).
- <sup>K</sup> No more than 30% of the agency's money may be in negotiable certificates of deposit that are authorized under Section 53601(l).
- <sup>L</sup> Effective January 1, 2020, no more than 50% of the agency's money may be invested in deposits, including certificates of deposit, through a placement service as authorized under 53601.8 (excludes negotiable certificates of deposit authorized under Section 53601(l)). On January 1, 2031, the maximum percentage of the portfolio reverts back to 30%. Investments made pursuant to 53635.8 remain subject to a maximum of 30% of the portfolio.
- <sup>M</sup> Reverse repurchase agreements or securities lending agreements may exceed the 92-day term if the agreement includes a written codicil guaranteeing a minimum earning or spread for the entire period between the sale of a security using a reverse repurchase agreement or securities lending agreement and the final maturity dates of the same security.
- <sup>N</sup> Reverse repurchase agreements must be made with primary dealers of the Federal Reserve Bank of New York or with a nationally or state-chartered bank that has a significant relationship with the local agency. The local agency must have held the securities used for the agreements for at least 30 days.
- <sup>O</sup> "Medium-term notes" are defined in Section 53601 as "all corporate and depository institution debt securities with a maximum remaining maturity of five years or less, issued by corporations organized and operating within the United States or by depository institutions licensed by the United States or any state and operating within the United States."
- <sup>P</sup> No more than 10% invested in any one mutual fund. This limitation does not apply to money market mutual funds.
- <sup>Q</sup> A mutual fund must receive the highest ranking by not less than two nationally recognized rating agencies or the fund must retain an investment advisor who is registered with the SEC (or exempt from registration), has assets under management in excess of \$500 million, and has at least five years' experience investing in instruments authorized by Sections 53601 and 53635.
- <sup>R</sup> A money market mutual fund must receive the highest ranking by not less than two nationally recognized statistical rating organizations or retain an investment advisor registered with the SEC or exempt from registration and who has not less than five years' experience investing in money market instruments with assets under management in excess of \$500 million.
- <sup>S</sup> Investments in notes, bonds, or other obligations under Section 53601(n) require that collateral be placed into the custody of a trust company or the trust department of a bank that is not affiliated with the issuer of the secured obligation, among other specific collateral requirements.
- <sup>T</sup> Security types authorized under Section 53601(o) that are issued or guaranteed by an issuer identified in subdivisions (b) or (f), are not subject to the limitations placed on privately issued securities authorized in Section 53601(o)(2)(A)(B).
- <sup>U</sup> A joint powers authority pool must retain an investment advisor who is registered with the SEC (or exempt from registration), has assets under management in excess of \$500 million, and has at least five years' experience investing in instruments authorized by Section 53601, subdivisions (a) to (o).
- <sup>V</sup> Local entities can deposit between \$200 million and \$10 billion into the Voluntary Investment Program Fund, upon approval by their governing bodies. Deposits in the fund will be invested in the Pooled Money Investment Account.
- <sup>W</sup> Only those obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development (IBRD), International Finance Corporation (IFC), and Inter-American Development Bank (IADB), with a maximum remaining maturity of five years or less.



# Board Agenda Item No. 09

## February 26, 2026

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### RECOMMENDED ACTION

To authorize the President and CEO to enter into a contract with Enterprise Systems Solutions, Inc. for the replacement of perimeter security infrastructure, also known as firewalls for Long Beach Transit.

### STAFF REPRESENTATIVE

Pretty George, Executive Director/VP, Information Technology

### BACKGROUND

Long Beach Transit's current perimeter security infrastructure, also known as firewalls, relies on legacy Cisco ASA 5525 technology that no longer meets the performance, visibility, or security demands of a modern transit environment. These devices were designed for earlier network architecture and now present increasing operational and cybersecurity risk. As network usage grows through cloud adoption, and connected transit systems, the existing infrastructure struggles to keep pace, creating latency, service degradation, and exposure to advanced persistent threats.

To address these challenges, the proposed firewall modernization initiative focuses on strengthening both performance and security capabilities. The primary objectives include:

- Performance Improvement
- Security Modernization
- Cloud Management
- Artificial Intelligence (AI) / Machine Learning (ML) Integration

This modernization effort is designed to strengthen regulatory compliance readiness while supporting long-term sustainability. By selecting a solution that offers modular scalability and regular feature enhancements, the organization reduces the frequent capital refresh cycles and creates a flexible foundation for continued digital growth.

Collectively, upgrading the firewall infrastructure represents a strategic investment that reinforces operational resilience, and aligns cybersecurity capabilities with Long Beach Transit's broader digital transformation and service delivery goals.

### PROCUREMENT

LBT issued an Invitation for Bid (IFB) to multiple firms nationwide and received five (5) qualified bids. All bids were reviewed and deemed responsive by the procurement department.

Enterprise Systems Solutions, Inc's bid, with offices in Los Angeles, California, was found to be fair and reasonable by LBT's Purchasing department.



## Board Agenda Item No. 09 February 26, 2026

The proposed contract encompasses the full scope services, including hardware replacement, system installation and configuration, continuous monitoring, reporting and analytics capabilities, staff training, and comprehensive support services for five years.

### **DBE/SBE PARTICIPATION**

No Disadvantage Business Enterprise goal was set. However, Enterprise Systems Solutions, Inc., is a certified Small Business Enterprise (SBE) located in Los Angeles.

### **ALTERNATIVES CONSIDERED**

Not deploying updated firewalls would leave internal teams without the essential infrastructure and support required to address technical and security issues promptly and effectively. This approach would likely reduce operational efficiency, introduce vulnerabilities within critical infrastructure, and increase the organization's overall exposure to cybersecurity threats and operational risk.

### **BUDGETARY/FISCAL IMPACT**

Funds for this contract were included in the previously approved Fiscal Year 2026 Capital Budget. Funds for operating costs will be amortized over the life of the asset.

### **STAFF RECOMMENDATION**

Staff is requesting LBT's Board of Directors authorize the President and CEO to enter into contract with Enterprise Systems Solutions, Inc. for the replacement and installation of perimeter security infrastructure, inclusive of five years of services, at a cost of \$905,932 with a 5% contingency of \$45,299 for a total authorization amount not to exceed \$951,229

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Kenneth A. McDonald  
President and Chief Executive Officer



# Board Agenda Item No. 10

## February 26, 2026

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### INFORMATION ITEM

Fiscal Year 2026 Mid-Year Financial Report

### STAFF REPRESENTATIVE

Lisa Patton, Executive Director/VP, Finance and Budget

### BACKGROUND

At its December 2025 meeting, the Board of Directors approved a modification to the format of recurring financial reporting. Specifically, the Board approved placing the standing Monthly Financial Report on the Consent Calendar beginning January 2026, with staff providing detailed financial presentations on a quarterly basis.

The Fiscal Year (FY) 2026 Mid-Year Financial Report represents the first quarterly financial presentation under this updated reporting structure. Because December 31, 2025 marked the conclusion of the second quarter of the fiscal year, this report provides an overview of the agency's financial status at the midpoint of FY 2026.

Staff will continue to monitor the agency's financial position and will inform the Board of any items requiring Board awareness or action between quarterly presentations.

### STAFF RECOMMENDATION

Not Applicable. Information Item

A handwritten signature in blue ink, reading "K. McDonald".

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Kenneth A. McDonald  
President and Chief Executive Officer



### INFORMATION ITEM

Long Beach Transit's Fiscal Year 2027 Operating and Capital Budget Development Process

### STAFF REPRESENTATIVE

Ashley Liang, Treasurer

### BACKGROUND

Public agencies, such as Long Beach Transit (LBT), are legally required to develop an annual balanced budget as part of their financial management responsibilities. A budget serves as a financial plan that helps ensure public funds are used efficiently and in accordance with legal and regulatory requirements. In addition to promoting transparency and accountability, budgeting helps public agencies adhere to laws governing public sector financial practices, including those related to appropriations, expenditures, and the allocation of taxpayer funds.

By developing a budget, LBT ensures compliance with state and federal laws that mandate the proper management of public funds, including restrictions on overspending and requirements for public notice. Budgets also provide the necessary framework for agencies to monitor their financial health, forecast revenue and expenses, and ensure that funds are used for their intended purposes. For LBT, a legally sound budget not only meets regulatory standards but also supports strategic priorities, making it an essential tool for achieving strategic goals and maintaining public trust.

### Operating Budget Development Process

LBT's fiscal year operating budget, which begins on July 1 and ends on June 30, is a combination of known and projected expenses, as well as forecasted revenue. The annual budget enables the agency to meet its priorities through staff's commitment to exercise stewardship, make informed decisions, and be fiscally responsible.

The operating budget development process is a cross-departmental collaborative process led by LBT's Finance and Budget team. This process includes identifying objectives, culminating in a financial and operations plan designed to achieve LBT's mission.

The Executive Leadership Team (ELT) begins the budget process with the establishment of objectives for the upcoming year in support of LBT's strategic priorities. Initiatives are developed with the management team in a collaborative process to achieve the established objectives. This is the basis for the development of the operations plan.

The operations plan is developed by the Transit Service Delivery and Planning team and approved by the ELT. The operations plan includes service delivery levels and cost drivers that



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provide a guide for the development of department-level budgets. The operations plan is presented at the budget kick-off meeting.

LBT's Finance and Budget team leads interdepartmental meetings to develop a comprehensive financial plan that meets the established objectives. Customer Relations and Communications staff have implemented a public communications and outreach plan to actively solicit public feedback on LBT's proposed budget. A draft is presented to the Board of Directors' Executive Committee for review and feedback.

During the May Board of Directors meeting, the CEO presents the budget to the full Board of Directors for approval and adoption. LBT's Board of Directors meetings are open to the public and members of the public can provide comments on the budget as well as on the monthly financial statements throughout the year.

The Board-approved budget is effective July 1, and the CEO directs and manages the budget throughout the fiscal year. Staff reviews the agency's financial health on a monthly basis.

### **Capital Budget Development Process**

Annually, a Capital Call is conducted to solicit internal capital project requests from LBT project managers. The capital budget is a three-year rolling plan that includes capital projects that are developed in alignment with LBT's Capital Strategic Focus and in support of the agency's state of good repair initiative and Transit Asset Management Plan.

After receiving the projects, the capital budgeting team conducts meetings with the project managers. This allows for a deeper understanding of the projects that will be evaluated for recommendations into the upcoming capital budget.

LBT's Key Performance Indicators (KPI) team, consisting of cross-departmental staff members, evaluate and score all the projects. The evaluation criteria look at how the project aligns with the Capital Strategic Focus and the three levels of the Capital Strategic Priorities (Essential, Priority and Value Added). Within these categories, essential projects are funded first, followed by priority projects. Value-added projects are funded last, and if they cannot be funded in the capital budget, LBT's Government Relations staff can then seek other funding sources through a discretionary grant application.

Upon review of all projects, the capital budgeting team and the KPI team recommends funding levels for each of the projects. These recommendations are brought before the ELT.

The ELT reviews the projects and recommendations of the KPI team to ensure that the capital budget best reflects LBT's Strategic Priorities and Capital Strategic Focus. For customers, it



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means the agency is prioritizing spending on projects that positively impact customer service and customer amenities.

Capital project proposals will include complete, reliable and attainable cost estimates. Inflationary allowances are incorporated for projects undertaken in subsequent fiscal years. Project contingencies are included in the project budget to account for the uncertainty of the current economic environment and unforeseen circumstances requiring additional funds to complete the project within the original project scope.

### **STAFF RECOMMENDATION**

Not Applicable. Information only item.

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Kenneth A. McDonald  
President and Chief Executive Officer



# Board Agenda Item No. 12

## February 26, 2026

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### INFORMATION ITEM

Calendar Year 2026 Legislative Program

### STAFF REPRESENTATIVE

Marisol Barajas, Manager, Government Relations

### BACKGROUND

Long Beach Transit (LBT) actively engages at the local, state, and federal levels to protect and enhance funding, shape public policy, and advance priorities critical to delivering safe, reliable, and high-quality transit service. In addition to its direct advocacy efforts, LBT works in coordination with the California Transit Association (CTA) and the American Public Transportation Association (APTA) to advance shared industry priorities.

Each year, staff develops a Legislative Program to guide advocacy activities for the calendar year. The Program serves as a strategic framework that provides direction while maintaining flexibility to respond to emerging legislative and administrative developments.

The 2026 Legislative Program is intended to support the agency's mission by clarifying the role of Government Relations within the organization, increasing awareness of legislative and regulatory issues that impact operations, and advancing LBT's funding and policy priorities. The Program reflects LBT's broader commitment to improving safety and service quality, exercising financial accountability, enhancing customer experience, fostering employee engagement, and promoting community and industry focus.

#### Advancing LBT's Mission

The Legislative Program advances LBT's mission by promoting the agency's role within the community, safeguarding agency interests, building strategic partnerships, securing sustainable funding, and shaping sound public policy.

LBT will continue to inform elected officials and decision-makers about the agency's economic, environmental, and social contributions to the region. By highlighting sustainability initiatives, service enhancements, and community partnerships, the agency seeks to strengthen public and policymaker support for transit investment.

The Program also prioritizes safeguarding agency interests by ensuring that state and federal regulations reflect operational realities. Staff will communicate LBT's priorities to policymakers to avoid unfunded mandates and policies that could adversely affect service delivery. Engagement with regulatory agencies, including the California Air Resources Board (CARB), will remain a priority to ensure compliance pathways are practical and achievable.



## **Board Agenda Item No. 12**

### **February 26, 2026**

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Building strategic partnerships remains central to LBT's advocacy efforts. The agency will continue collaborating with regional partners, including the Los Angeles County Metropolitan Transportation Authority (Metro) and the Southern California Association of Governments (SCAG), as well as local jurisdictions and community stakeholders, to align transit priorities with regional infrastructure investments and service coordination initiatives.

Securing sustainable funding for operations and capital programs is a primary objective of the 2026 Legislative Program. In 2025, LBT was awarded \$15,103,067 through the Congestion Mitigation and Air Quality (CMAQ) Improvement Program for the Clean Fleet and Service Enhancements for LA28 and Beyond project, which will support the acquisition of three battery electric buses and associated service enhancements. Additionally, LBT submitted several competitive grant applications, including a \$700,000 request to Caltrans for the RoseWood Bus Rapid Transit Southern Terminus Regional Transit Center Feasibility Study, a \$17,421,600 request under the Federal Transit Administration's FY2025 Low or No Emission Program to replace ten gasoline hybrid buses with battery electric buses, and a \$10,378,040 request under the FY2025 Buses and Bus Facilities Program to rehabilitate the agency's CNG fleet. Staff will continue pursuing competitive grant opportunities and advocating for formula-based funding to support fleet modernization, infrastructure investment, and service expansion.

Shaping policy at all levels of government remains essential to the agency's long-term sustainability. LBT will engage legislators on policies promoting clean air, zero-emission technology, and sustainable mobility, while monitoring legislation affecting workforce development, procurement, and service operations. At the federal level, LBT will participate in rulemaking and policy discussions to ensure that new requirements are practical and implementable for California transit agencies.

#### **Legislative Priorities**

At the local level, LBT will focus on protecting and enhancing local and regional transportation funding, supporting transit service coordination, fostering partnerships with elected officials and stakeholders, and promoting awareness of high-quality transit corridors.

At the state level, in partnership with CTA, LBT will support efforts to extend California's Cap-and-Invest program beyond 2030 and advocate for maintaining transit funding established through Senate Bill 1. The agency will continue supporting investments necessary to comply with CARB regulations, including the Innovative Clean Transit Bus Regulation and the Commercial Harbor Craft Regulation, while protecting existing transit capital and operations funding and seeking new sustainable funding sources.

At the federal level, in partnership with APTA, LBT will advocate for protecting federal transit operations and capital funding at or above authorized levels. The agency will support the development of new funding streams for transit operations and capital projects, engage in



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federal rulemaking processes, and foster public and private partnerships that advance favorable policy outcomes.

Staff will collaborate with legislative representatives to maintain ongoing communication regarding LBT's vision, mission, and strategic priorities, ensuring their alignment with local, state, and federal legislative policies and funding programs that support LBT's services, as well as its current and future programs and initiatives. The Calendar Year 2026 Legislative Program provides strategic direction for LBT's advocacy efforts and ensures consistency with the agency's mission and strategic priorities. Through coordinated engagement at the local, state, and federal levels, LBT will continue to secure essential funding, advance effective transportation policy, and support the provision of safe, reliable, and sustainable transit services for the communities it serves.

### STAFF RECOMMENDATION

Not Applicable. Information only.

A handwritten signature in blue ink that reads "K. McDonald". The signature is written in a cursive style and is positioned above a horizontal line.

Kenneth A. McDonald  
President and Chief Executive Officer



# Board Agenda Item No. 13

## February 26, 2026

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### INFORMATION ITEM

Update on LBT's Preparation for the 2028 LA Olympic and Paralympic Games and FIFA World Cup 2026 Games

### STAFF REPRESENTATIVE

Kimberly Yu, Deputy CEO

### BACKGROUND

Long Beach Transit (LBT) is continuing to advance its preparations for FIFA World Cup 2026 Games (World Cup) and the 2028 LA Olympic and Paralympic Games (Games) through strategic planning and collaboration.

Building on the presentation from the Board of Directors meeting on September 25, 2025, LBT has developed an comprehensive plan detailing operations during major events, including the upcoming World Cup matches at SoFi Stadium which will serve as a live case scenario to refine strategies.

In addition, LBT is actively working with Los Angeles County Municipal Operators Association (LACMOA) - a coalition of 16 municipal transit agencies in Los Angeles County - and the City of Long Beach to streamline action plans, assess parking and bus staging requirements, and coordinate marketing and customer information efforts. LBT remains actively engaged with the Los Angeles County Metropolitan Transportation Authority (Metro) regarding its defined workstreams and the associated term sheets supporting the two mega events.

### 2028 Olympic/Paralympic Games Update

As noted in the last board update, the Games present a unique opportunity for LBT to showcase its ability to deliver world-class transportation while maintaining service for existing customers. As the second-largest venue hub outside Los Angeles, Long Beach will experience significant increases in ridership, traffic congestion, and operational complexity. LBT is focusing to provide:

- Regional Mobility Leadership: Position LBT as a key partner in delivering seamless transportation for global events.
- Customer Experience Excellence: Maintain reliability for current customers while accommodating anticipated demand.
- Operational Resilience: Strengthen systems, workforce, and infrastructure to handle peak loads and security requirements.
- Brand Visibility: Elevate LBT's reputation through high-quality service and community engagement during a globally televised event.



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LBT staff have been collaborating with Metro through all on-going efforts and participate in scheduled monthly coordination meetings to provide feedback on Metro’s workstreams and proposed actions. In addition, LBT staff continue to participate in Caltrans Games Route Network coordination meetings to ensure alignment and consistency across regional planning efforts.

## FIFA World Cup 2026 Update

As previously noted, LBT will leverage operations supporting the World Cup matches at SoFi Stadium to inform and strengthen readiness for the 2028 Los Angeles Olympic and Paralympic Game.

In December 2025, FIFA confirmed additional details regarding the matches hosted in the Los Angeles region. As noted below, eight matches will be held at SoFi Stadium (six on weekdays), including a high-security opening match on Friday, June 12th.

Table A: World Cup Games Details

Date	Match	Time (PT)
June 12, 2026	USA vs. Paraguay	6:00 PM
June 15, 2026	Iran vs. New Zealand	6:00 PM
June 18, 2026	Switzerland vs. TBD	12:00 PM
June 21, 2026	Belgium vs. Iran	12:00 PM
June 25, 2026	USA vs. TBD	7:00 PM
June 28, 2026	Round of 32	12:00 PM
July 2, 2026	Round of 32	12:00 PM
July 10, 2026	Quarterfinal	12:00 PM

## LBT Project Management Plan (PMP)

LBT staff developed a comprehensive Project Management Plan (PMP) to plan, coordinate, and deliver safe, reliable, and customer-focused transit services in support of the World Cup. The PMP establishes agencywide objectives, operational protocols, and interdepartmental coordination mechanisms to ensure that we are ready to serve residents, visitors, and regional partners during one of the world’s largest global sporting events.

Under the PMP, each department is responsible for developing plans aligned with defined planning processes to support coordinated service delivery, risk management, and operational preparedness for the World Cup. The following table outlines departmental ownership and coordination mechanisms.



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**Table B: LBT Project Management Plan –World Cup Games**

Department	Owner	Planning Processes	Deliverable*
Transit Service Delivery and Planning	<b>Lee Burner,</b> Executive Director/VP, Transit Service Delivery and Planning	<ul style="list-style-type: none"> <li>Regional Games Enhanced Transit Service</li> </ul>	1. Operations Plan 2. Service 3. Security Plans
		<ul style="list-style-type: none"> <li>Temporary Park and Ride Facilities</li> </ul>	
		<ul style="list-style-type: none"> <li>Speed and Reliability</li> </ul>	
		<ul style="list-style-type: none"> <li>Safety and Security</li> </ul>	
Maintenance and Infrastructure	<b>James Scott,</b> Executive Director/VP, Maintenance and Infrastructure	<ul style="list-style-type: none"> <li>Regional Games Enhanced Transit Service</li> </ul>	1. Maintenance 2. Fleet Plan
		<ul style="list-style-type: none"> <li>Customer Satisfaction</li> </ul>	
		<ul style="list-style-type: none"> <li>Customer Information, Signage and Wayfinding</li> </ul>	
		<ul style="list-style-type: none"> <li>Infrastructure</li> </ul>	
		<ul style="list-style-type: none"> <li>Station Events and Activations</li> </ul>	
General Management	<b>Kenneth McDonald,</b> President and CEO	<ul style="list-style-type: none"> <li>Stakeholder Integration</li> </ul>	1. Funding Plan
	<b>Kimberly Yu,</b> Deputy CEO	<ul style="list-style-type: none"> <li>Finance and Budget</li> </ul>	
Organizational Development and Administration	<b>Elizabeth Brown,</b> Executive Director/VP, Organizational Development and Administration	<ul style="list-style-type: none"> <li>Volunteer Program</li> </ul>	1. Workforce Plan 2. Safety Plan
		<ul style="list-style-type: none"> <li>Employee Engagement</li> </ul>	
Information Technology	<b>Pretty George,</b> Executive Director/VP, Infrastructure and Technology	<ul style="list-style-type: none"> <li>Cyber security</li> </ul>	1. Technology Plan
		<ul style="list-style-type: none"> <li>IT Infrastructure</li> </ul>	
		<ul style="list-style-type: none"> <li>Database</li> </ul>	
		<ul style="list-style-type: none"> <li>IT Applications</li> </ul>	



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		<ul style="list-style-type: none"> <li>• Customer Facing Systems</li> </ul>	
		<ul style="list-style-type: none"> <li>• IT Applications</li> </ul>	
		<ul style="list-style-type: none"> <li>• Departmental Coordination</li> </ul>	
Government Relations	<b>Marisol Barajas,</b> Manager, Government Relations	<ul style="list-style-type: none"> <li>• Stakeholder Integration</li> <li>• Coordination of City's Events and Activations</li> </ul>	<ol style="list-style-type: none"> <li>1. Stakeholder Plan</li> <li>2. Government Relations Plan</li> </ol>
Customer Relations and Communications	<b>Michael Gold,</b> Executive Director/VP, Customer Relations and Communications	<ul style="list-style-type: none"> <li>• Customer Satisfaction</li> <li>• Marketing and Communication</li> <li>• Coordination of City's Events and Activations</li> </ul>	<ol style="list-style-type: none"> <li>1. Communication Plan</li> </ol>
Finance and Budget	<b>Lisa Patton,</b> Executive Director/VP, Finance and Budget	<ul style="list-style-type: none"> <li>• Finance and Budget</li> <li>• Fare Payment, Integrated Ticketing, TAP</li> </ul>	<ol style="list-style-type: none"> <li>1. Budget and Cost Plan</li> <li>2. TAP Coordination</li> </ol>
Board Relations	<b>Jenese Flores,</b> Board Secretary	<ul style="list-style-type: none"> <li>• Stakeholder Integration</li> </ul>	<ol style="list-style-type: none"> <li>1. Board Communication</li> </ol>



**World Cup Games Enhanced Transit Service (WCGETS)**

In coordination with Metro, LBT developed a service route as part of the region’s Games Enhanced Transit Service (GETS) which focuses on providing enhanced, event-specific transit service from the City of Long Beach to SoFi Stadium. Details of the service route can be found below.



**Service Details**

The proposed route will originate in City of Long Beach at LBT’s existing bus stop located at 1st Street and Long Beach Boulevard and will terminate at the designated drop-off location near SoFi Stadium at 3700 W. Century Boulevard, Inglewood. The one-way route is approximately 20 miles, with an estimated travel time of 50 minutes, subject to traffic and event conditions.

The proposed service is planned to begin four (4) hours prior to each match and continue for one and a half (1.5) hours following the conclusion of the game to support customer travel demand.



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The pick-up and drop-off location within the City of Long Beach was selected to ensure seamless customer experience and convenient park-and-ride access, with the trip origin situated within a short walking distance of the Transit Gallery and adjacent parking facilities.

At this time, the designated pick-up and drop-off location in Inglewood will be the Intuit Dome – East Garage, which is approximately a 0.7-mile walk to SoFi Stadium. Transportation accommodations for ADA (Americans with Disabilities Act) customers are being actively coordinated with Metro to ensure accessible service options are available.

### Additional Coordination Efforts

#### *City of Long Beach*

LBT is partnering with City of Long Beach to strengthen event operations and enhance customer experience. The following key items are currently under development and coordination:

- Identification and use of Park-and-Ride locations to support event travel demand
- Coordination related to Emergency Operations Center (EOC) activation and information sharing
- Development and placement of wayfinding signage for City and transit customers
- Coordination related to World Cup viewing parties and associated service impacts
- Plan for anticipated road closures and traffic management affecting transit operations
- Customer information and communications to ensure consistent, timely messaging
- Cross-marketing and outreach strategies to promote transit options and event services



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### *Water Taxi Services*

Water Taxi services are planned to operate on their normal routes during the World Cup.

### *Metro*

LBT is working closely with Metro to optimize transit services and visitor communication. This includes coordinating bus operation, display information, aligning marketing strategies, and integrating visitor information across platforms.

Collectively, these efforts, supported by ongoing joint staff coordination among Long Beach Transit, the City of Long Beach, Metro, LACMOA, and other key stakeholders, ensure alignment and advance a unified approach to supporting event operations and enhance the overall customer experience.

### **STAFF RECOMMENDATION**

Not Applicable. Information Item.

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Kenneth A. McDonald  
President and Chief Executive Officer