

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



**THURSDAY, MARCH 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

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 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

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 March 2026:

Sopheadevyn (Peter) Chum, Transit Service Delivery and Planning
Alex Ariola, Maintenance and Infrastructure
Irma Pamplona, 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

6. Board Director's Report: Finance and Budget Committee (James Ahumada)

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 (7-8)

7. Recommendation to approve the minutes of the regular session meeting held on February 26, 2026.

Suggested Action: Approve recommendation.

8. Recommendation to receive and file the February 2026 monthly financial report.

Suggested Action: Approve recommendation.

REGULAR CALENDAR

9. Recommendation to adopt a resolution authorizing the President and CEO to file an application and execute a grant agreement with the Federal Transit Administration for \$25,315,320 for eligible funding provided through the Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law. (Jenifer Maxwell)

Suggested Action: Approve recommendation.

10. Economic Impact Analysis Report: Presented by the Office of Economic Research, California State University, Long Beach, Seiji Steinmetz, Ph.D., Executive Director and Robert Kleinhenz, Ph.D., Director (Lisa Patton)

INFORMATION ITEM

11. Fall 2025 Community Value and Customer Survey Results (Mike Gold)

INFORMATION ITEM

12. Assembly Bill 2561 Compliance Report (Elizabeth Brown)

INFORMATION ITEM

13. Public Comment.

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14. Closed Session.

1) CONFERENCE REAL PROPERTY (Gov. Code sec. 54956.8)

Property: 4801 Airport Plaza Drive, Long Beach, CA 90815

Kenneth A. McDonald, President and CEO; Lisa Patton, Executive Director/VP,
Finance and Budget

Re: Price, Terms

2) Conference with Labor Negotiator

Pursuant to Cal. Gov. Code § 54957.6

Long Beach Transit Representative: Kenneth A. McDonald, President and CEO

Employee Organization:

Amalgamated Transit Union, Local 1277

15. Board Requests.

16. Adjourn. The next regular meeting will be held on April 23, 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, 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

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 and David Sutton

Directors Excused: Randy Rawlings

Chair Mejia announced that Director Añorve was participating in the meeting virtually. The Chair inquired whether there were any objections from members present to Director Añorve's remote participation. Hearing none, Director Añorve was permitted to participate virtually in the meeting.

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

Elizabeth Brown, Executive Director/VP, Organizational Development and Administration, presented the Employees of the Month for February 2026.

4. Public Comment.

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minutes, unless different time limits are set by the Chair, subject to the approval of the Board. There were no public comments.

5. Agency Report. (Kimberly Yu)

INFORMATION ITEM

Kimberly Yu, Deputy CEO, presented the monthly report.

DCEO Yu provided a summary of the CAPPO 2026 Annual Conference & Supplier Expo attended by staff.

DCEO Yu highlighted various community events LBT staff participated in for the month of February

NOTICE TO THE PUBLIC

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CONSENT CALENDAR (6-8)

A motion was made by Director Angeles, seconded by Director Ahumada, to pass the consent calendar. The motion carried by the following vote:

Yes: 6 – James Ahumada, Eduardo Angeles, Raul Añorve, Carl Kemp, Abigail Mejia and David Sutton

Excused: 1 - Randy Rawlings

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.

Pretty George, Executive Director/VP, Information Technology, presented the staff report.

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

Yes: 6 – James Ahumada, Eduardo Angeles, Raul Añorve, Carl Kemp, Abigail Mejia and David Sutton

Excused: 1 - Randy Rawlings

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

INFORMATION ITEM

Lisa Patton, Executive Director/VP, Finance and Budget, presented the staff report.

Director Angeles inquired about the anticipated fiscal cliff and its potential impact on LBT.

Ms. Patton responded that LBT planned conservatively by spreading funding over multiple years, delaying immediate impacts. She noted that subsidy revenues are largely flat due to stagnant sales tax growth and that LBT is also facing a negative carryover from FY25, which will reduce future funding. While projections are not severe, they are not favorable.

Director Kemp inquired about recent advertising activity on buses and whether mid-year ad revenue information was available.

Ms. Patton responded that LBT is currently recognizing the minimum annual guarantee under its advertising contract. She noted that additional revenue may be realized if advertising sales exceed the guaranteed amount.

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

INFORMATION ITEM

Ashley Liang, Treasurer and Mike Gold, Executive Director/VP, Customer Relations and Communications, presented the staff report.

Director Sutton expressed interest in improving customer feedback and asked how responses can be better collected.

Mr. Gold responded that, in addition to promoting meetings in advance, staff will collect feedback through multiple channels, including email, social media, and phone calls, as was done previously to gather broader customer input.

Director Ahumada inquired whether the video component for outreach was a new addition.

Mr. Gold responded that videos were utilized last year and are not new; however, staff plans to introduce updated videos this year to explain how funds are received and spent.

Director Angeles inquired whether there is coordination with the City and local elected officials regarding LBT's budget and priorities.

Marisol Barajas, Manager, Government Relations, responded that information is first presented to the Board and then shared with local elected officials to help communicate with their constituents.

DCEO Yu added that staff also incorporates feedback from prior outreach efforts, including surveys, on-board engagement, and initiatives such as STAR II, to inform priorities and reflect customer needs.

12. 2026 Legislative Program (Marisol Barajas)

INFORMATION ITEM

Ms. Barajas presented the staff report

Director Ahumada inquired about the status of the AI pilot program, including whether it is continuing or requires additional funding.

Ms. Barajas responded that additional funding is needed to move the program forward and that staff is coordinating with the City of Long Beach to better understand implementation and security considerations.

Director Ahumada further asked whether the trial routes are still in effect.

Ms. Barajas clarified that the pilot has concluded and that only the data collected from the pilot remains.

Director Kemp inquired whether fees were collected during the AI pilot program or if the effort was solely to test the system

Ms. Barajas responded that the pilot was not focused on generating revenue, but rather on collecting data and influencing behavior, particularly to discourage parking in bus stops. She noted that any future ticketing would include a public communication process in advance.

Director Kemp further asked whether LBT would receive a portion of any future ticket revenue.

Ms. Barajas stated that, as part of a partnership with the City, roles and oversight are shared with the City responsible for ticketing. Revenue sharing, if any, has not yet been determined.

Director Kemp inquired about the status of community project funding, including whether a list of proposed projects had been developed and whether the Board has a role in reviewing funding requests.

Ms. Barajas responded that staff is currently coordinating internally to identify and align project priorities.

Ms. Flores clarified that, historically, Board involvement in reviewing such submissions has not been requested.

Director Kemp expressed interest in increasing Board awareness and involvement in legislative and funding priorities, including receiving information on proposed projects, legislative positions, and advocacy materials.

Ms. Barajas confirmed that legislative materials and “leave-behind” information can be provided and noted that LBT works through organizations such as APTA and CTA while also coordinating internally with the CEO and management staff to establish agency positions.

Ms. Yu added that staff will follow up regarding opportunities to enhance Board engagement in state and federal advocacy efforts.

Director Sutton echoed the importance of Board awareness and involvement in legislative strategy and messaging.

Chair Mejia also emphasized the importance of coordinating with staff and

operators on legislative priorities.

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

INFORMATION ITEM

DCEO Yu presented the staff report.

Director Angeles inquired about the cost of riding the bus and whether there are incentives to encourage ridership.

Ms. Yu responded that the fare is \$1.75 per one-way trip and explained that the fare was established by Metro in coordination with the Federal Transit Administration.

Director Kemp inquired about first- and last-mile challenges associated with the approximately 0.7-mile distance to SoFi Stadium and whether partnerships or funding opportunities exist to better support riders, particularly those with mobility challenges.

Ms. Yu responded that staff has communicated these concerns to Metro, noting that a 16- to 20-minute walk may be difficult for some customers. She indicated that discussions are ongoing with Access Services to help provide connections and that Metro is exploring options to improve first- and last-mile access. However, she noted that security requirements and coordination with FIFA limit available solutions at this time, and no specific improvements have been finalized.

Director Kemp emphasized the importance of addressing this gap and requested that staff report back on the progress of these efforts.

Director Ahumada provided comments regarding enhancing communication and outreach efforts, including opportunities to better inform visitors staying in downtown hotels about transit options and to utilize travel time to promote available services.

Ms. Yu responded that staff has developed a stakeholder engagement plan and is coordinating outreach efforts with partners such as Visit Long Beach and the Long Beach Chamber of Commerce to expand awareness of services.

14. Public Comment.

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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.

The Board was provided with an emailed public comment from Alexandros Martinez, regarding future plans for service.

Jordan Cheng, CSULB student, gave a live public comment regarding extending service hours.

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

Meeting went into Closed Session at 5:01 p.m.

Meeting reconvened at 5:30 p.m.

Vince Ewing, General Counsel, reported that The Board and staff met in closed session regarding the posted agenda item and the board voted unanimously to approve 4.75% salary increase effective July 1, 2025 for the President and CEO, Kenneth McDonald

16. Board Requests.

Director Kemp requested a report on the feasibility of implementing a minority-, women-, and local preference program at LBT.

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

Suggested Action: Approve recommendation.

Meeting adjourned at 5:33 p.m.

A motion was made by Director Kemp, seconded by Director Angeles, to approve the recommendation. The motion carried by the following vote:

Yes: 6 – James Ahumada, Eduardo Angeles, Raul Añorve, Carl Kemp, Abigail Mejia and David Sutton

Excused: 1 - Randy Rawlings

LONG BEACH TRANSIT
STATEMENT OF REVENUES AND EXPENSES
FOR PERIOD JULY 1, 2025 TO FEBRUARY 28, 2026

Page 1 of 4

	February 2025	February 2026	February Budget	%	Year to Date FY 2025	Year to Date FY 2026	Year to Date Budget	%
OPERATING REVENUE								
Passenger Fares	\$822,163	\$840,984	\$841,434	100	\$6,530,033	\$6,471,482	\$6,698,258	97
Dial A Lift Fares	3,598	3,608	3,622	100	29,160	31,770	29,265	109
Aqua Service Fares	0	0	0	-	202,621	204,564	154,587	132
Special Event Service Revenue	8,935	15,382	10,601	145	108,565	122,599	109,064	112
Advertising Revenue	68,750	70,833	70,833	100	403,377	554,167	554,166	100
Interest & Miscellaneous	435,861	437,613	384,766	114	4,323,271	3,916,921	3,084,879	127
TOTAL OPERATING REVENUE	\$1,339,307	\$1,368,420	\$1,311,256	104	\$11,597,027	\$11,301,501	\$10,630,219	106
SUBSIDY REVENUE								
Federal	\$1,680,000	\$21,401	\$0	-	\$14,810,000	\$10,111,545	\$9,765,866	104
State	2,708,574	2,699,951	3,209,969	84	21,388,594	21,599,600	25,679,752	84
County	4,559,874	5,122,974	5,120,594	100	36,478,990	40,983,793	40,964,752	100
Local	733,127	752,482	714,545	105	6,231,749	6,630,966	6,319,980	105
TOTAL SUBSIDY REVENUE	\$9,681,575	\$8,596,808	\$9,045,108	95	\$78,909,332	\$79,325,903	\$82,730,350	96
TOTAL REVENUE	\$11,020,882	\$9,965,228	\$10,356,364	96	\$90,506,359	\$90,627,405	\$93,360,569	97
OPERATING EXPENSES								
Operations	\$4,946,186	\$5,046,983	\$5,516,512	91	\$41,288,901	\$44,406,849	\$45,864,702	97
Maintenance	2,630,908	2,578,703	2,782,684	93	20,763,433	21,262,185	22,066,333	96
Administration	2,105,095	2,392,949	2,663,179	90	16,752,369	19,080,503	20,528,658	93
Fuel & Lubricants	442,199	487,534	506,383	96	3,618,666	3,824,261	4,335,969	88
TOTAL OPERATING EXPENSES	\$10,124,388	\$10,506,169	\$11,468,758	92	\$82,423,369	\$88,573,797	\$92,795,662	95
NET INCOME (LOSS) BEFORE DEPR.	\$896,494	(\$540,941)	(\$1,112,394)		\$8,082,989	\$2,053,608	\$564,907	
DEPRECIATION	\$1,373,204	\$1,802,990	\$1,802,990	100	\$12,320,778	\$13,024,662	\$13,024,662	100

**LONG BEACH TRANSIT
SCHEDULE OF EXPENSES
FOR PERIOD JULY 1, 2025 TO FEBRUARY 28, 2026**

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	Operations	Maintenance	Admin	Total Curr. Month	Current Month Budget	%	Year to Date	Year to Date Budget	%
LABOR									
Operators	\$2,492,118	\$0	\$0	\$2,492,118	\$2,553,047	98	\$22,561,837	\$21,969,844	103
Maintenance	0	598,911	0	598,911	623,094	96	5,285,829	5,221,371	101
Salaried	414,415	461,614	955,140	1,831,169	1,933,501	95	13,867,443	14,522,063	95
FRINGE BENEFITS									
FICA	203,010	74,906	67,139	345,055	401,722	86	2,927,380	3,187,137	92
Pension	269,556	97,772	92,144	459,472	727,830	63	4,387,085	5,769,420	76
Health	601,653	178,259	130,338	910,250	1,089,296	84	7,230,936	8,222,468	88
Workers' Compensation	617,533	44,186	4,004	665,722	666,153	100	5,327,871	5,329,224	100
Uniform & Tool Allowance	11,755	9,857	40	21,652	27,679	78	205,075	241,435	85
Unemployment & Other Fringes	7,200	3,600	19,453	30,253	62,424	48	332,180	479,712	69
SERVICES									
Advertising	0	0	67,220	67,220	80,022	84	470,933	582,176	81
Professional & Technical	38,436	31,029	275,395	344,859	383,878	90	2,464,851	3,057,280	81
Contract Maintenance	0	222,226	236,476	458,703	502,381	91	3,539,289	4,027,340	88
Security	246,602	41,578	0	288,180	336,330	86	2,504,470	2,869,794	87
Employment Physicals	0	0	11,830	11,830	20,500	58	135,135	164,000	82
Other	0	7,965	4,606	12,571	20,741	61	130,104	145,789	89

**LONG BEACH TRANSIT
SCHEDULE OF EXPENSES
FOR PERIOD JULY 1, 2025 TO FEBRUARY 28, 2026**

Page 3 of 4

	Operations	Maintenance	Admin	Total Curr. Month	Current Month Budget	%	Year to Date	Year to Date Budget	%
MATERIALS & SUPPLIES									
Fuel & Lubricants	\$0	\$487,534	\$0	\$487,534	\$506,383	96	\$3,824,261	\$4,335,969	88
Fleet Parts & Supplies	0	567,507	0	567,507	560,084	101	4,468,274	4,483,689	100
Other Materials & Supplies	0	41,477	24,067	65,544	73,189	90	527,690	600,282	88
UTILITIES	0	134,871	45,257	180,128	167,064	108	1,448,083	1,428,215	101
CASUALTY/LIABILITY COSTS	0	7,895	398,070	405,964	412,865	98	4,343,636	3,302,920	132
PURCHASED TRANS. SERVICE									
Dial A Lift	96,465	0	0	96,465	103,444	93	832,019	904,070	92
Aqua Service	48,150	0	0	48,150	48,880	99	677,922	686,446	99
MISC. EXPENSES									
Dues & Subscriptions	0	0	11,934	11,934	15,833	75	112,666	126,664	89
Taxes, Fees	0	32,127	3,046	35,173	35,507	99	286,272	288,066	99
Training, Travel & Meetings	0	0	10,925	10,925	27,083	40	137,841	216,664	64
Schedules & Tickets	0	0	0	0	20,000	-	18,977	75,000	25
Safety & Misc. Items	0	5,068	6,099	11,167	15,938	70	115,617	127,504	91
Recruitment Advertising	0	0	5,744	5,744	6,623	87	40,835	52,984	77
Other	90	17,856	24,023	41,968	47,267	89	369,289	378,136	98
TOTAL OPERATING EXPENSES:	\$5,046,983	\$3,066,237	\$2,392,949	\$10,506,169	\$11,468,758	92	\$88,573,797	\$92,795,662	95

LONG BEACH TRANSIT BALANCE SHEET

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	Balance at 02/28/26	Balance at 01/31/26	Balance at 02/28/25
<u>ASSETS</u>			
Cash and Investments	84,815,767	83,898,848	86,177,183
Receivables			
Federal	1,076,477	4,715,335	24
State	10,956,906	9,836,070	6,332,534
County	169,867	684,236	382,993
Local	1,741,503	1,961,382	2,897,308
Miscellaneous	3,074,690	2,784,651	3,325,416
Materials & Supplies Inv.	4,424,489	4,442,496	4,020,919
Net Capital Assets	144,487,961	144,487,584	113,719,146
Other Assets	4,772,705	5,923,364	4,001,851
	255,520,365	258,733,966	226,560,675
<u>LIABILITIES AND CAPITAL</u>			
Trade Payables	4,693,069	4,639,907	3,228,932
Accrued Payroll Liabilities	10,937,333	11,903,452	7,275,396
Net Pension Liability (GASB 68)	23,177,366	23,177,366	23,275,344
Compensated Absence Liabilities	4,206,346	4,293,177	4,021,860
Estimated Liabilities	79,350,844	79,701,302	69,121,831
Deferred Credits	21,001,323	22,347,196	21,579,507
	143,366,280	146,062,400	134,206,173
Federal Capital Contributions	380,300,672	379,245,597	340,403,909
State Capital Contributions	127,393,257	126,722,982	121,876,000
Local Capital Contributions	135,867,504	135,766,404	132,314,077
Accumulated Earnings (Losses)	(531,407,349)	(529,063,417)	(502,239,484)
	112,154,085	112,671,566	92,354,503
TOTAL LIABILITIES AND CAPITAL	255,520,365	258,733,966	226,560,675



RECOMMENDED ACTION

To adopt a resolution authorizing the President and CEO to file an application and execute a grant agreement with the Federal Transit Administration for eligible funding provided through the Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law.

STAFF REPRESENTATIVE

Jenifer Maxwell, Manager, Capital Programs

BACKGROUND

Long Beach Transit (LBT) procures most of its capital assets through annual grants awarded by the Federal Transit Administration (FTA). These grants are allocated by region under Section 5307 Urbanized Area Formula Grant Funds of the Bipartisan Infrastructure Law (BIL). LBT is eligible to receive funds based on a formula allocation.

The BIL, enacted on November 15, 2021, established funding levels and federal policy for the nation's highways and public transit systems for fiscal years 2022 through 2026. The legislation provides federal grants over five years to fund the replacement and upgrade of transit systems.

For Fiscal Year 2026, LBT is eligible to apply for federal capital funds from the FTA and submit capital grant applications under Section 5307. Section 5307 funding will support the agency's continued efforts to perform preventive maintenance, rehabilitate fleet, replace revenue vehicles, upgrade customer amenities, and enhance operator and customer safety.

ALTERNATIVES CONSIDERED

Federal transit funding represents the primary means by which Long Beach Transit delivers capital projects. While the agency actively pursued discretionary funding opportunities, including the FY 2025 Low- or No-Emission Program, those funds were not awarded. Adoption of this resolution allows the agency to secure its allocated federal resources and maintain progress on planned capital initiatives.

BUDGETARY/FISCAL IMPACT

These funds will be used for the following projects:

- Fleet Preventive Maintenance
- Fleet Rehabilitation
- Fleet Replacement



Board Agenda Item No. 09 March 26, 2026

- Improvements to the customer wayfinding experience at the 1st Street Transit Gallery
- Shelters, benches, lighting, and wayfinding at 25 LBT bus stops
- Upgrades and replacements to the bus operators' communications console to enhance Operator and Customer Safety

Procurements will continue to be brought to the Board for review and approval based upon LBT's Procurement Policy.

STAFF RECOMMENDATION

Staff is requesting LBT's Board of Directors to adopt a resolution authorizing the President and CEO to file an application and execute a grant agreement with the Federal Transit Administration for \$25,315,320 for eligible funding provided through the Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law.

A handwritten signature in blue ink, reading "K. McDonald", is written over a horizontal line.

Kenneth A. McDonald
President and Chief Executive Officer



RESOLUTION OF LONG BEACH TRANSIT

Resolution authorizing the filing of applications with the Federal Transit Administration, an operating administration of the U.S. Department of Transportation, for federal transportation assistance authorized by the federal Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL).

WHEREAS, the Secretary of Transportation is authorized to make grants for a mass transportation program of projects and budgets;

WHEREAS, the Federal Transit Administrator has been delegated the authority to award Federal financial assistance for transportation projects;

WHEREAS, the contract for financial assistance will impose certain obligations upon the Applicant, and may require the Applicant to provide a local share of the project costs in the program;

WHEREAS, the Applicant has or will provide all annual certifications and assurances to the Federal Transit Administration required for the project;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of Long Beach Transit (LBT),

1. That Long Beach Transit is a Designated Recipient as defined by 49 U.S.C. 5307(a)(2). As such, is eligible to apply for Urbanized Area Formula Program assistance authorized by 49 U.S.C. 5307, in addition to other Federal assistance administered by the Federal Transit Administration.
2. That the President and CEO or his/her designee is authorized to execute and file with the Federal Transit Administration the annual certifications and assurances and other documents the Federal Transit Administration requires before awarding a Federal assistance grant or agreement.
3. That the President and CEO or his/her designee is authorized to execute and file an application on behalf of LBT with the Federal Transit Administration to aid in the financing of planning, capital, and/or operating assistance projects pursuant to the approved surface transportation bill.
4. That the President and CEO or his/her designee is authorized to furnish such additional information as the Federal Transit Administration may require in connection with the application for the program of projects and budget.
5. That the President and CEO or his/her designee is authorized to execute grant agreements on behalf of LBT with the Federal Transit Administration for aid in financing the planning, capital, and/or operating assistance program of projects and budget.



Board Agenda Item No. 09

March 26, 2026

CERTIFICATION

The undersigned, duly appointed Chair of the LBT, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the LBT Board of Directors held on March 26, 2026.

Abigail Mejia, Chair, Board of Directors

Date



Board Agenda Item No. 10

March 26, 2026

INFORMATION ITEM

Economic Impact Analysis of Long Beach Transit

Presented by the Office of Economic Research, California State University, Long Beach
Seiji Steinmetz, Ph.D., Executive Director
Robert Kleinhenz, Ph.D., Director

STAFF REPRESENTATIVE

Lisa Patton, Executive Director/Vice President, Finance and Budget

BACKGROUND

The Office of Economic Research, Department of Economics, from California State University, Long Beach, prepared an analysis of Long Beach Transit's (LBT) economic impact based on operating expenditures and payroll for Fiscal Years 2023–24 and capital expenditures for Fiscal Years 2022–24. The analysis measures LBT's contribution to the economies of Los Angeles and Orange counties, and the State of California.

Purpose

LBT's Economic Impact Analysis Report measures the agency's economic impact, demonstrating how its operations support jobs, generate income and create economic value. This report serves to inform internal and external stakeholders, which includes LBT's community, industry leaders and policy makers about the presence and impact of LBT on the regional economy and the state of California.

Results

The results of the economic impact analysis are summarized below.

Statewide

- \$251 million in annual economic output
- 1,471 jobs supported across California
- \$39.8 million in annual tax revenue
- Output multiplier: Every \$1 spent by LBT generates \$2.05 in statewide economic activity
- Employment multiplier: Every 100 LBT jobs support 173 jobs statewide for an employment multiplier of 1.73

Regional Impact – Los Angeles & Orange Counties

- \$213 million in annual economic output
- 1,286 jobs supported in the LA-OC region
- \$34 million in total annual tax revenues



Board Agenda Item No. 10 March 26, 2026

- Output multiplier: Every \$1 spent by LBT generates \$1.96 in regional economic activity
- Employment multiplier: Every 100 LBT jobs support 165 jobs in the region for an employment multiplier of 1.65

STAFF RECOMMENDATION

Not applicable. Information only item.

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

Kenneth A. McDonald
President and Chief Executive Officer

Attachment



ECONOMIC IMPACT ANALYSIS

Long Beach Transit's Economic Impact
on the State of California and on the
Counties of Los Angeles and Orange

February 2026



The Economic Impact Analysis of Long Beach Transit

Prepared for
Long Beach Transit Agency

Prepared by
California State University, Long Beach

February 2026

The Economic Impact Analysis of the Long Beach Transit Agency

Final Report | February 2026

Prepared by:

Office of Economic Research CSULB

Seiji Steimetz, Ph.D., Executive Director

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EXECUTIVE SUMMARY

Long Beach Transit (LBT) is a public transportation agency that provides fixed-route bus, water taxi, and paratransit services to those who live, work, and play in the greater Long Beach region. More than 17 million customers board LBT vehicles each year. This report measures LBT’s economic impact on the local and state economies. Its impact is represented in terms of jobs, income, and overall economic activity, and tax revenues.

Table ES - Economic Impact of Long Beach Transit by Region

	LA-OC	Rest of CA	California
Output			
Direct	108,795,060	\$13,403,831	\$122,198,891
Indirect & Induced	104,469,105	\$24,409,654	\$128,878,759
Total Output	213,264,165	\$37,813,485	\$251,077,650
Multiplier	1.96	2.82	2.05
Employment			
Direct	781	72	853
Indirect & Induced	505	113	618
Total Employment	1,286	185	1,471
Jobs Multiplier	1.65	2.58	1.73
Jobs/\$M of Expenditures	12	14	12
Tax Revenue			
Federal	25,086,042	\$3,677,468	\$28,763,510
State & Local	9,192,768	\$1,832,989	\$11,025,758
Total Tax Revenue	34,278,810	\$5,510,458	\$39,789,268

Long Beach Transit (LBT) generates a significant economic impact. Given LBT’s average annual expenditure of over \$108.8 million, including both supplier purchases and employee spending, the transit agency’s total impact rises to \$213.3 million in the LA Metro Area. This reflects a multiplier of 1.96, meaning that each dollar of LBT spending generates almost \$2 in regional economic activity. LBT expenditures also support substantial employment in the area, with 781 direct jobs and an additional 505 indirect and induced jobs, resulting in a total of 1,286 jobs supported throughout the region. This demonstrates LBT’s importance as both an employer and a driver of job creation and economic activity across multiple industries. In addition, LBT’s activity contributes meaningful tax revenue, generating \$25.1 million in federal taxes and \$9.2 million in state and local taxes, for a total of \$34.3 million in government revenue. Overall, LBT plays a vital role in strengthening the regional economy through its spending, employment, and fiscal contributions.

More broadly, LBT creates substantial economic value in all of California. LBT’s direct spending of \$122.2 million statewide generates a total economic contribution of \$251.1 million across California after accounting for indirect and induced effects. Of this statewide total, \$39.8 million occurs in the rest of California outside the LA Metro Area, as LBT’s procurement and spending support businesses and

workers across the state. The overall output multiplier for California is 2.05, meaning every dollar spent by LBT produces just over \$2 in statewide economic activity. LBT also supports 1,471 jobs across California, including 853 direct jobs and 618 indirect and induced jobs, with 185 of those jobs located in the rest of the state. This reflects a statewide jobs multiplier of 1.73, indicating strong spillover effects on employment. In addition to jobs and output, LBT contributes \$39.8 million in total tax revenue across California, including \$28.8 million in federal revenue and \$11.0 million in state and local revenue. In short, LBT is not only a regional economic driver but also a statewide asset that supports businesses, employment, and government revenue throughout California.

In addition to its economic contributions, LBT plays a vital role in promoting equity and opportunity by expanding access to transportation, reducing barriers to employment and education, and supporting upward mobility for residents throughout California.

INTRODUCTION

Long Beach Transit (LBT) is a public transportation agency that provides fixed-route bus, water taxi, and paratransit services to those who live, work, and play in the greater Long Beach region. More than 17 million customers board LBT vehicles each year.

Long Beach Transit operates a public transit system of approximately 250 fixed-route buses across 14 cities in Los Angeles and Orange counties, serving over 107 square miles and connecting more than 800,000 residents to essential destinations. LBT's fleet is fully alternatively fueled and reflects a strong commitment to sustainability. The agency provides paratransit and commuter services in addition to being ADA compliant. Moreover, given the City's location on the Pacific Ocean, LBT provides water taxi service with two AquaBus vessels and two high-speed AquaLink catamarans. Through these efforts, LBT supports mobility for the region's residents while actively advancing climate goals and transitioning to a greener, low-emissions fleet.

With an annual budget of over \$140 million and more than 800 employees, Long Beach Transit is one of the largest employers in Long Beach and a major economic anchor in the region. This report measures LBT's economic impact on both the local and state economies, capturing how its operations support jobs, generate income, stimulate economic activity, and contribute tax revenues at multiple levels of government.

However, LBT's value extends far beyond financial metrics. As a critical provider of mobility, LBT connects residents to schools, healthcare, jobs, and essential services across 14 cities, including many low-income and transit-dependent communities. By offering affordable, reliable, and accessible transportation, LBT reduces barriers to opportunity, promotes workforce participation, and supports social mobility. In doing so, LBT plays a vital role in advancing equity, inclusion, and long-term economic resilience throughout the region.

HIGHLIGHTS

In the California economy, Long Beach Transit ridership annually supports:

- \$251.1 million in economic output
- 1,471 jobs
- \$123.4 million in labor income
- \$205 in economic output for every \$100 it spends for an output multiplier of 2.05
- 173 jobs for every 100 people it employs for an employment multiplier of 1.73

Long Beach Transit's ridership highlights:

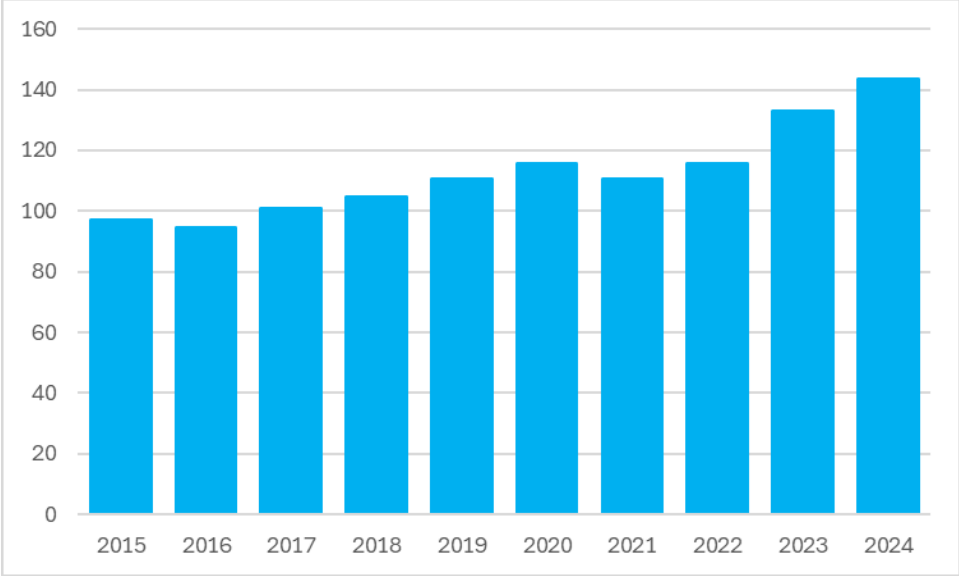
- 80% with annual household incomes below \$50,000
- 45% work commuters
- 20% school commuters
- 45% Latinx, 26% African American, 15 White, and 10% Asian
- 87% of customers are satisfied or very satisfied with LBT service

LBT EXPENDITURE PROFILE

An examination of LBT’s expenditures provides valuable insights into its ongoing contributions to economic activity, employment, and community development in the LA Metro Area and all of California. Its operations and capital purchases generate economic activity that ripples through both the regional and state economies. Because of this so-called multiplier effect, the economic impact of LBT far exceeds its direct expenditures.

Total expenditures increased gradually in the years leading up to the pandemic, before pulling back in 2021. Expenditures grew in the subsequent years, reaching just over \$140 million by 2024.

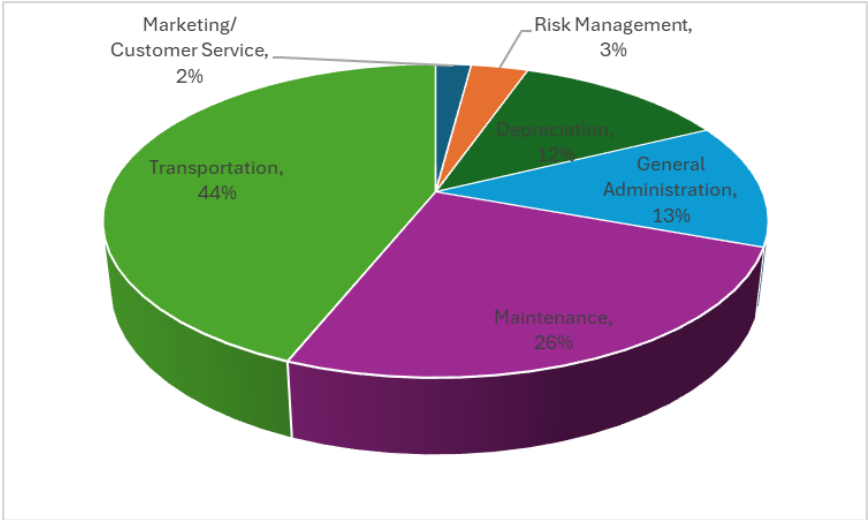
Figure 1: Long Beach Transit Expenditures by Fiscal Year, \$ Millions



Source: Change in Net Position

LBT expenditures fall into a number of categories. Direct Transportation-related spending accounts for 44% of the total, followed by Maintenance spending (26%), General Administration (13%), and Depreciation (12%) with Marketing/Customer Service and Risk Management accounting for the remainder.

Figure 2: Expenditures by Major Category, FY2024



Source: Change in Net Position

Operating expenditures encompass payroll, fuel, supplies, contracted business services, and other recurring costs essential to daily operations. Capital expenditures include investments in vehicles, land, buildings, facilities, equipment, and other durable assets that enhance system capacity and long-term service delivery. Approximately 60% of all expenditures occur within the state of California, with the remaining expenditures going to purchases from vendors elsewhere in the U.S. and worldwide.

The present analysis specifically targets the economic impact of expenditures that occur with the state of California and distinguishes between those occurring in the two-county Los Angeles Metro Area, consisting of Los Angeles County and Orange County, and those occurring in the rest of California. For each of these regions within the state, a profile of typical annual expenditures was developed using a two-year average for operating expenditures and a three-year average for capital expenditures.¹ The period 2023-2024 was chosen for operating expenditures as it represents conditions in the aftermath of the COVID-19 pandemic. Similarly, the three-year period 2022-2024 was chosen to represent the typical pattern of capital expenditures in the years since the pandemic.

As shown in Figure 3, total annual expenditures averaged \$108.5 million within the Los Angeles–Orange County region and \$13.4 million across the rest of California, resulting in a statewide total of \$121.9 million, with all figures presented in 2025 dollars. Approximately 60% of LBT expenditures occurred

¹ Capital costs were divided into two categories: those subject to depreciation and those that were not. All nondepreciated capital expenditures for the period 2022-2024 were included in the profile in their entirety. However, for each depreciable capital purchase made between 2020 and 2024, the annual depreciation amount was calculated based on its expected lifespan and assigned to each year in the reference period 2022-2024. For example, a capital purchase made in 2020 with a five-year life contributed one-fifth of its value to each year from 2020 through 2024, of which the analysis included the three years within the 2022–2024 analysis window.

within California. These figures, which include operating, capital, and payroll expenditures, served as the primary inputs for the IMPLAN model used in this analysis. At \$70.5 million, payroll accounts for about two-thirds of expenditures at the LA Metro Area level and represents a similar share of statewide expenditures. By incorporating both operational spending and capital depreciation schedules, this approach provides a comprehensive estimate of Long Beach Transit’s economic activity and the broader multiplier effects of its expenditures across the regional and statewide economies.

Figure 3: Average Annual Expenditures by Aggregate Category in 2025 Dollars

	Operating	Capital	Subtotal	Payroll	Grand Total
LA-OC	\$27,782,159	\$10,478,848	\$38,261,007	\$70,534,053	\$108,795,060
Rest of California	\$3,690,772	\$3,051,474	\$6,742,247	\$6,661,603	\$13,403,850
California	\$31,472,931	\$13,530,322	\$45,003,254	\$77,195,656	\$122,198,910

ECONOMIC IMPACT ANALYSIS

The annual economic impact of Long Beach Transit was estimated across the following geographic areas:

- Los Angeles and Orange Counties (LA Metro Area)
- Rest of California (excluding Los Angeles and Orange Counties)
- All of California, Including the counties of Los Angeles and Orange

As shown in Figure 4, the two-county LA Metro area is an economic powerhouse, with \$1.3 trillion in economic output and 9.2 million jobs. To put these figures in perspective, the region generates one third of California’s economic output and is home to just over one third (36%) of its workforce. By comparison, the state’s other 56 counties account for approximately two-thirds of its output and jobs.

Figure 4: Regional Employment and Output

	Los Angeles & Orange Counties	Rest of California	State of California
Jobs (Mil.)*	9.2	16.3	25.5
Economic Output (\$Tril.)	1.3	2.6	3.9

*includes wage and salary jobs and proprietor employment

The analysis time frame includes fiscal years 2022 through 2024, during which we examine both operating and capital expenditures during this period. The data inputs for the analysis consist of average annual expenditures during this time frame that are converted to 2025 dollars, representing Long Beach Transit’s typical economic activity in recent years.

The economic impact analysis for Long Beach Transit was conducted using IMPLAN, a widely used regional economic modeling system that shows how industry, household, and government spending ripple through regional and state economies. IMPLAN measures how LBT’s operational and capital expenditures generate economic activity across industries, communities, and households by tracing the flow of expenditures through local supply chains and consumer spending channels.

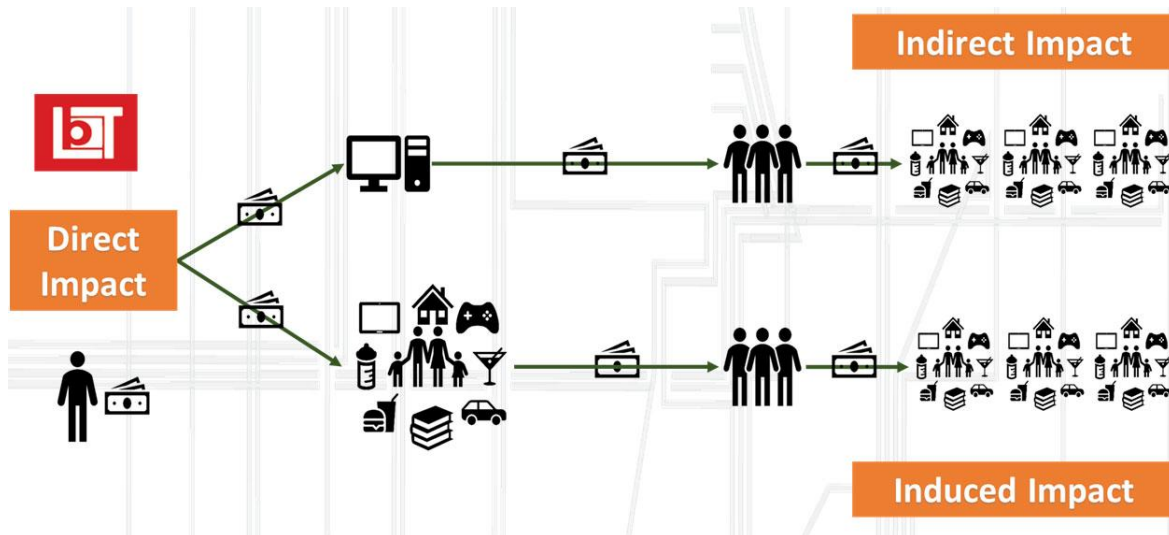
LBT expenditures were carefully mapped to more than 500 industry sectors within IMPLAN to capture the full economic reach of Long Beach Transit’s operations and capital outlays. To account for the interconnected nature of California’s regional economies, a multi-regional input-output (MRIO) model was employed. This framework measures both interregional and intraregional linkages, and in particular, captures feedback effects between regions. By ensuring that economic activity between the Los Angeles–Orange County region and the rest of California is accurately represented, the model prevents double counting when estimating statewide results, resulting in accurate impact estimates for the state and its regions.

The IMPLAN model categorizes LBT’s economic effects into three distinct components: direct, indirect, and induced impacts.

- Direct impacts represent the immediate effects of LBT’s own expenditures as they enter the regional or state economy.
- Indirect impacts measure the additional economic activity generated when LBT’s suppliers and vendors purchase goods and services to support the agency’s operations, tracing the paths of these expenditures from industry to industry as they circulate, extend, and multiply through the supply chain.
- Induced impacts reflect the broader economic effects that occur when employees of LBT and its suppliers spend their earnings on housing, food, transportation, and other goods and services, thereby stimulating further economic growth across both the Los Angeles–Orange County region and the broader California economy.

This comprehensive modeling approach ensures that the analysis accurately captures the full economic contribution of Long Beach Transit. It reflects not only the immediate results of LBT’s operational and capital spending but also the secondary and tertiary effects that extend throughout the regional and statewide economies, reinforcing LBT’s role as a sustained driver of economic activity in the region and state.

Figure 5: Ripple Effect of the Economic Impact Multiplier Process



Each impact is evaluated across three key economic dimensions.

- Employment measures the total number of jobs supported throughout the economy as a result of LBT’s activities.
- Labor income represents the wages and benefits earned by workers whose employment is directly or indirectly tied to LBT’s operations.

- Economic output captures the total market value of all goods and services produced, reflecting the overall scale of economic activity generated by LBT.

Also reported are LBT's fiscal impacts in each region, measured by federal, state, and local tax revenues that result from the economic activity generated by LBT in that region, and the top five industries that are affected by LBT, both in terms of jobs and output.

ECONOMIC IMPACT ON LOS ANGELES AND ORANGE COUNTIES

Figure 6 summarizes LBT’s economic impact on the combined economies of Los Angeles County and Orange County, in terms of employment, labor income, and economic output.

Figure 6: Impact of LBT on Los Angeles-Orange County Economy

Type of Impact	Employment	Labor Income	Output
Direct	781	\$70,534,053	\$108,795,060
Indirect	191	\$15,508,968	\$39,389,859
Induced	315	\$22,221,700	\$65,079,246
Total	1,286	\$108,264,721	\$213,264,165

LBT’s direct expenditures of \$108.8 million annually support 781 jobs and over \$70.5 million in wages and benefits. Moreover, LBT’s direct expenditures generate an additional \$39.4 million in indirect output through its supply chains of suppliers and vendors (indirect impact), and a further \$65.1 million in induced spending through household spending by employees. Altogether, LBT’s annual operations contribute an estimated \$213.3 million in total economic output to the region.

In terms of employment, Figure 6 shows that LBT’s operations support 191 indirect jobs and 315 induced jobs for an additional 506 regional jobs. Including the 781 individuals directly employed by LBT, the agency’s total employment impact is 1,286 jobs annually. These jobs collectively generate approximately \$108.3 million in labor income each year, as reported in the Labor Income column.

Figure 7: Employment Impact of LBT in LA-OC, Top 5 Sectors by Job Creation

Industry	Indirect	Induced	Combined
Transit and ground passenger transportation	20	4	24
Investigation and security services	16	2	18
Limited service restaurants	0	17	17
Insurance agencies, brokerages, and related activities	14	3	17
Full-service restaurants	1	16	17

The top five industry sectors most affected by LBT’s operations in terms of job creation appear in Figure 7. LBT supports 24 jobs in the transit and ground passenger transportation sector, through indirect impacts with 20 jobs, but also with an additional four (4) jobs that are generated via induced spending. In the same manner, LBT spending supports additional employment in the security services, insurance, limited-service restaurant, and full-service restaurant sectors. However, the indirect effect is more pronounced in security services and the insurance sector, while the restaurant sectors mainly benefit from job creation due to the induced effect.

Figure 8: Output Impact of LBT in LA-OC Region, Output by Top 5 Sectors

Industry	Indirect	Induced	Combined
Owner-occupied housing	\$0	\$7,170,680	\$7,170,680
Insurance agencies, brokerages, and related activities	\$4,204,669	\$842,455	\$5,047,123
Other local government enterprises	\$2,452,964	\$605,675	\$3,058,639
Hospitals	\$0	\$2,864,659	\$2,864,659
Natural gas distribution	\$2,553,222	\$231,725	\$2,784,947

Figure 8 highlights the top five industry sectors that experience the greatest increases in economic output as a result of LBT's operations. These sectors include financial investments, real estate, homeownership, health care, insurance, and energy-related activities. Collectively, LBT's expenditures and employee spending generate more than \$21 million in additional economic activity each year within these sectors, demonstrating the agency's impact on the broader regional economy. While homeownership and hospitals benefit exclusively from the induced spending effect, the other three industries experienced larger indirect (supply chain) effects and smaller induced effects. It is noteworthy that the induced effect on homeownership is also the largest total among the top five industries. Put differently, as important as supply chain effects are to the overall economy, the effect of household spending on the local economy cannot be overlooked.

Figure 9: Tax Impact of LBT on Los Angeles-Orange County Economy

Type of Impact	State/Local	Federal	Total
Direct	2,214,501	\$15,935,139	\$18,149,640
Indirect	2,150,681	\$3,602,151	\$5,752,832
Induced	4,827,586	\$5,548,753	\$10,376,339
Total	9,192,768	\$25,086,042	\$34,278,810

This also holds true for tax revenues. LBT's operations generate substantial fiscal benefits, contributing an estimated \$9.2 million annually in state and local tax revenues and more than \$25.1 million in federal tax revenues each year for a total of \$34.3 million across all levels of government (Figure 9). However, the induced tax revenue effect is much larger than the indirect or supply chain effect. It is important to note that these tax revenues are not paid directly by LBT but are generated because of the broader economic activity that the agency supports through its expenditures.

ECONOMIC IMPACT OF THE REST OF CALIFORNIA

LBT’s activities also create measurable economic benefits across the rest of California, consisting of the 56 counties outside of the Los Angeles–Orange County region. As shown in Figure 10, LBT’s direct spending of 13.4 million supports 72 jobs and \$6.7 million in labor income. Beyond these direct effects, LBT’s spending with suppliers and vendors throughout the state produces an additional \$10.2 million in output and supports 47 jobs (indirect impact). Furthermore, household spending by employees supported through LBT’s operations contributes an additional \$14.2 million in output and 66 jobs (induced impact).

Figure 10: Impact of Long Beach Transit on Rest of California

Type of Impact	Employment	Labor Income	Output
Direct	72	\$6,661,603	\$13,403,831
Indirect	47	\$4,026,832	\$10,222,426
Induced	66	\$4,907,171	\$14,187,228
Total	185	\$15,595,607	\$37,813,485

In total, LBT’s activities generate an estimated \$37.8 million in economic output across the rest of California, supporting 185 jobs and \$15.6 million in labor income each year.

Figure 11: Employment Impact of LBT in Rest of California, Top 5 Sectors by Job Creation

Industry	Indirect	Induced	Combined
Automotive repair and maintenance, except car washes	17	1	18
Limited-service restaurants	0	4	4
Full-service restaurants	0	3	3
Insurance agencies, brokerages, and related activities	3	1	4
Individual and family services	0	3	3

Among the top five industry sectors that experience the greatest employment effects from LBT’s operations in the region, the automotive repair and maintenance sector sees the largest impact, with approximately 17 jobs created through supplier-related spending (indirect impact) and an additional one (1) job supported through household spending (induced impact), totaling 18 jobs (Figure 11). Other sectors benefiting from LBT’s activities include limited-service restaurants (4 jobs), full-service restaurants (4 jobs), insurance agencies and related activities (3 jobs), and individual and family services (3 jobs).

Figure 12: Output Impact of LBT in LA-OC Region, Output by Top 5 Sectors

Industry	Indirect	Induced	Combined
Automotive repair and maintenance, except car washes	\$2,653,332	\$169,475	\$2,822,807
Owner-occupied housing	\$0	\$1,833,574	\$1,833,574
Other local government enterprises	\$993,348	\$251,884	\$1,245,232
Insurance agencies, brokerages, and related activities	\$767,788	\$146,671	\$914,459
Retail - Motor vehicle and parts dealers	\$407,168	\$261,834	\$669,002

Figure 12 identifies the top five industry sectors in the region that experience the greatest increases in economic output resulting from LBT's operations. The automotive repair and maintenance sector records the largest impact, with a combined \$2.8 million in additional annual output generated through supplier and household spending. Other key sectors benefiting from LBT's activities include owner-occupied housing (\$1.8 million), other local government enterprises (\$1.2 million), insurance agencies and related activities (\$0.9 million), and retail motor vehicle and parts dealers (\$0.7 million). Collectively, these sectors capture significant secondary economic gains from LBT's regional spending.

Figure 13: Tax Impact of LBT on Rest of California

Type of Impact	State/Local	Federal	Total
Direct	225,011	\$1,524,977	\$1,749,988
Indirect	546,811	\$924,687	\$1,471,498
Induced	1,061,168	\$1,227,804	\$2,288,972
Total	1,832,989	\$3,677,468	\$5,510,458

The tax impacts of LBT's operations on the rest of California appear in Figure 13. LBT's activities generate an estimated \$5.5 million in total annual tax revenues in the region, including approximately \$1.8 million in state and local tax revenues and \$3.7 million in federal tax revenues. While LBT itself does not directly pay taxes, its spending and the economic activity it supports contribute significantly to public revenues through supplier transactions and household spending across the state.

ECONOMIC IMPACT ON THE STATE OF CALIFORNIA

LBT’s activities generate substantial economic benefits across the entire state of California. As shown in Figure 14, LBT’s direct spending of \$122.2 million supports 853 jobs statewide and contributes approximately \$77.2 million in labor income. Beyond these direct impacts, LBT’s procurement of goods and services from California-based suppliers creates an additional \$49.6 million in output and supports 238 jobs (indirect impact). Moreover, household spending by employees whose jobs are supported by LBT contributes another \$79.3 million in output and 380 jobs (induced impact).

Figure 14: Impact of Long Beach Transit on California State Economy

Type of Impact	Employment	Labor Income	Output
Direct	853	\$77,195,656	\$122,198,891
Indirect	238	\$19,535,801	\$49,612,285
Induced	380	\$27,128,871	\$79,266,474
Total	1,471	\$123,860,328	\$251,077,650

Altogether, LBT’s statewide activities produce an estimated \$251.1 million in total economic output each year, supporting 1,471 jobs and generating \$123.9 million in labor income across California.

Figure 15: Employment Impact of LBT in California, Top 5 Sectors by Job Creation

Industry	Indirect	Induced	Combined
Automotive repair and maintenance, except car washes	22	6	28
Transit and ground passenger transportation	22	5	27
Limited-service restaurants	0	21	21
Full-service restaurants	1	19	20
Insurance agencies, brokerages, and related activities	17	3	20

Figure 15 presents the top five industry sectors across California that experience the greatest employment effects from LBT’s operations. The automotive repair and maintenance sector shows the largest overall impact, with 22 jobs supported through supplier-related spending (indirect impact) and six (6) jobs through household spending (induced impact), totaling 28 jobs statewide. The transit and ground passenger transportation sector follows closely, with 27 jobs supported. Other key sectors benefiting from LBT’s economic activity include limited-service restaurants (21 jobs), insurance agencies and related activities (20 jobs), and full-service restaurants (20 jobs).

Figure 16: Output Impact of LBT in California, Output by Top 5 Sectors

Industry	Indirect	Induced	Combined
Owner-occupied housing	\$0	\$9,004,253	\$9,004,253
Insurance agencies, brokerages, and related activities	\$4,972,457	\$989,126	\$5,961,582
Other local government enterprises	\$3,446,313	\$857,559	\$4,303,872
Automotive repair and maintenance, except car washes	\$3,277,908	\$903,566	\$4,181,474
Hospitals	\$0	\$3,475,823	\$3,475,823

Figure 16 highlights the top five industry sectors across California that experience the largest gains in economic output resulting from LBT’s operations. The owner-occupied housing sector sees the largest impact, with \$9.0 million in additional output generated annually through employee household spending. Other major beneficiaries include insurance agencies and related activities (\$6.0 million), other local government enterprises (\$4.3 million), automotive repair and maintenance (\$4.2 million), and hospitals (\$3.5 million). Collectively, these sectors reflect the broad statewide reach of LBT’s expenditures and the significant multiplier effects they produce throughout the California economy.

Figure 17: Tax Impact of LBT on State of California

Type of Impact	State/Local	Federal	Total
Direct	2,439,512	\$17,460,116	\$19,899,628
Indirect	2,697,492	\$4,526,838	\$7,224,329
Induced	5,888,754	\$6,776,557	\$12,665,311
Total	11,025,758	\$28,763,510	\$39,789,268

Figure 17 presents the estimated tax impacts of LBT’s operations across the entire state of California. LBT’s economic activity generates a total of approximately \$39.8 million in annual tax revenues statewide, including \$11.0 million in state and local taxes and \$28.8 million in federal taxes. Of this total, \$19.9 million stems from direct impacts, \$7.2 million from indirect impacts, and \$12.7 million from induced impacts. While LBT does not directly pay taxes, the organization’s operations and spending stimulate significant fiscal benefits that support public revenues throughout California.

LONG BEACH TRANSIT WORKFORCE IS LOCAL

LBT employment averaged 856 positions over the two-year period of 2023 and 2024. 91% of its employees reside in the two-county LA Metro Area, with 8% residing elsewhere in the state (in counties adjacent to the LA Metro Area, and a small number residing outside the state. Because such a large share of LBT workers live as well as work in the LA Metro Area, the induced spending effects make relatively large contributions to the overall impact of LBT on the regional economy.

Figure 18: Payroll Employment by Region

Region	2023	2024	Average
LA Metro Area (LA-OC)	809	753	781
Rest of California	78	65	72
California Total	887	818	853

Figure 19: Where LBT Workers Live

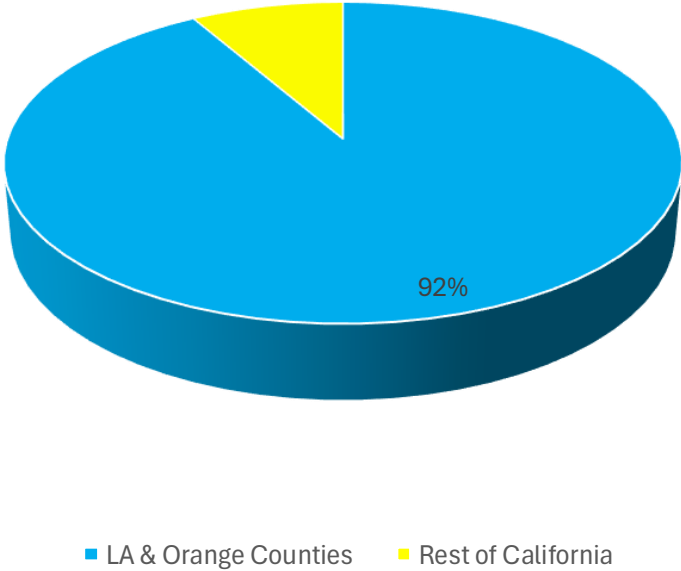
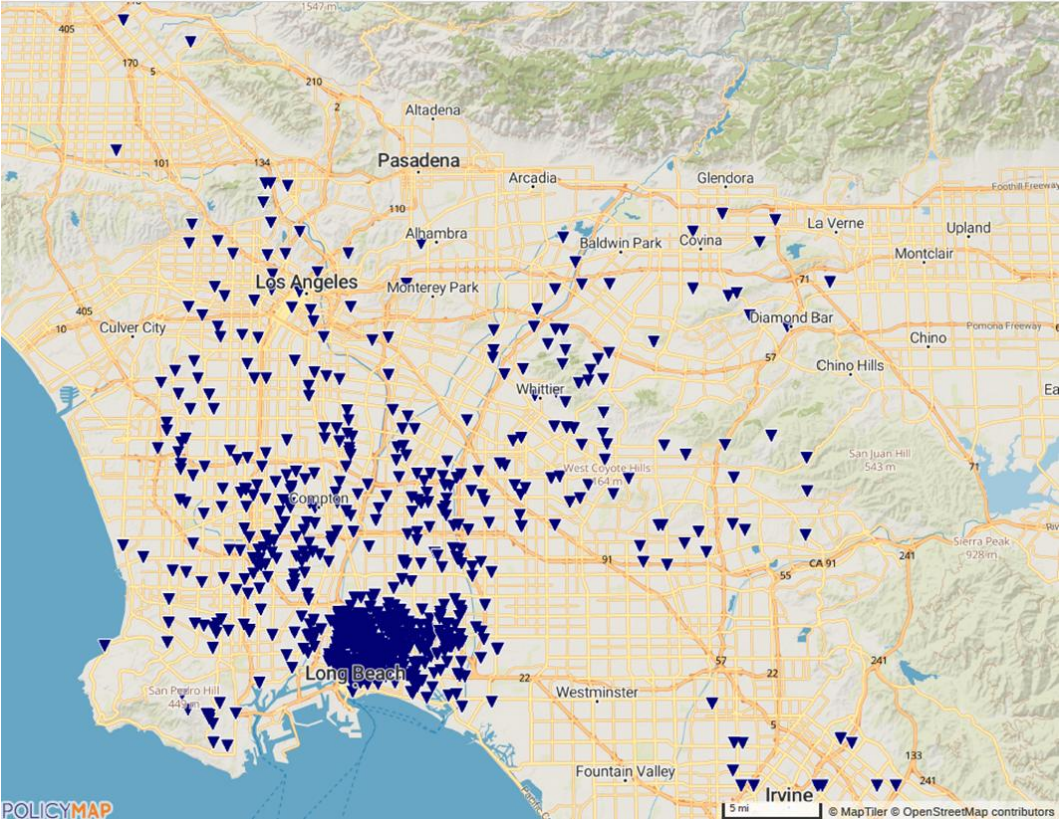


Figure 20 LBT Workforce Mostly Resides in LA Metro Area



It is important to note that LBT is one of the larger establishments in the LA Metro Area in terms of employment. There were 718,000 establishments in the region in 2024, of which just 740 had at least 500 employees, equivalent to just 0.1% of all establishments. With approximately 800 employees in the region, LBT is part of the 0.1%, and as such, LBT’s impact is also among the largest for individual establishments in the region.

SUMMARY OF ECONOMIC IMPACTS

Figure 21 provides a comprehensive summary of LBT’s annual economic impact across key indicators, including total economic output, employment, and tax revenues by region. The table also presents corresponding multipliers that illustrate how LBT’s spending and workforce activity extend through the broader economy.

Figure 21: Economic Impact of Long Beach Transit by Region

	LA-OC	Rest of CA	California
Output			
Direct	108,795,060	13,403,831	122,198,891
Indirect & Induced	104,469,105	24,409,654	128,878,759
Total Output	213,264,165	\$37,813,485	\$251,077,650
Multiplier	1.96	2.82	2.05
Employment			
Direct	781	72	853
Indirect & Induced	505	113	618
Total Employment	1,286	185	1,471
Jobs Multiplier	1.65	2.58	1.73
Jobs/\$M of Expenditures	12	14	12
Tax Revenue			
Federal	25,086,042	3,677,468	28,763,510
State & Local	9,192,768	1,832,989	11,025,758
Total Tax Revenue	34,278,810	\$5,510,458	\$39,789,268

Given initial expenditures of \$108.8 million, the total economic impact of LBT on the LA MSA economy amounts to \$213.3 million in output, 1,286 jobs, and \$34.3 million in tax revenues, including \$9.2 million in state and local revenues. The output multiplier for the LA MSA is 1.96, meaning that every dollar spent by LBT generates a total of \$1.96 in total output, which is nearly double the initial expenditure. In addition, with an employment multiplier of 1.65, for every 100 direct jobs generated by LBT, a total of 165 jobs are supported regionally. Second, for every \$1 million in direct spending by LBT, 12 jobs are created.

Most of LBT’s expenditures occur within the LA MSA, but \$13.4 million enters the rest of California directly, giving rise to a total impact of \$37.8 million in output, 185 jobs, and \$5.5 million in taxes. When added to the impact within the LA MSA, the impact across all of California is \$251.1 million, 1,471 jobs, and \$39.8 million in tax revenues, including \$11.0 million at the state and local level. The multipliers for these regions may be interpreted in a manner similar to that described above for the LA MSA.

It should be emphasized that these are recurring annual impacts that are driven by LBT's typical spending patterns while providing mobility solutions for the residents in its service area. Put differently, as LBT pursues its mission of meeting the transportation needs of its patrons, it also makes a significant economic contribution to the regional and state economies.



INFORMATION ITEM

Fall 2025 Community Value and Customer Survey Results Overview

STAFF REPRESENTATIVE

Mike Gold, Executive Director/VP, Customer Relations and Communications

BACKGROUND

Long Beach Transit (LBT) conducts its annual community and customer surveys to gather ridership data and assess current customer awareness of and attitudes toward LBT. The surveys also identify desired improvements or enhancements to LBT's services. LBT uses the data to help develop services that align with the agency's strategic priorities and improve the overall customer experience.

The previous survey was conducted in fall 2024.

Community and Customer Surveys

Last year, staff revised the survey questions to establish a new baseline of data and compare LBT's results with other public transit agencies across the county. The updated surveys included questions about customer priorities, their likelihood of recommending LBT to others, and their awareness of LBT's services.

The community survey was conducted online with postcards sent to randomly selected addresses within LBT's service area. ETC gathered enough responses to reach the 95% confidence level, and the survey was available in multiple languages.

Customer surveys were administered in the fall of 2025 on board LBT buses and at stops. Enough responses were gathered to achieve a 95% confidence level, and they were across all routes and all corners of LBT's service area.

The surveys were available in English, Spanish, Khmer and Tagalog. In addition, professional translators were available to accommodate other languages.

The survey results presented today will include the responses and how LBT compares with other transit agencies also surveyed by ETC. There will be two customer surveys conducted annually and one community survey.

These results will guide future service changes and support planning efforts to improve the overall customer experience. The results also help staff develop the FY 2027 budget and capital projects.



Board Agenda Item No. 11

March 26, 2026

STAFF RECOMMENDATION

Not Applicable. Information Item.

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

Kenneth A. McDonald
President and Chief Executive Officer



Board Agenda Item No. 12

March 26, 2026

INFORMATION ITEM

Vacant Positions Update for Bargaining Units in Compliance with Assembly Bill (AB) 2561

STAFF REPRESENTATIVE

Elizabeth Brown, Executive Director/VP, Organizational Development and Administration

BACKGROUND

On September 22, 2024, Governor Newsom signed AB 2561 into law to amend the Meyers-Milias-Brown Act and create a new obligation for public agencies to publicly address the status of their vacancies. AB 2561 mandates that public agencies present the status of vacancies and their recruitment and retention efforts during a public hearing before the governing body at least once per fiscal year. The bill, codified at Government Code section 3502.3, is effective January 1, 2025.

Purpose

In compliance with the new legal obligations, Long Beach Transit (LBT) is required to do the following:

- (1) At least once each fiscal year, at a public hearing before the Board of Directors, LBT shall present vacancy-related data at a public hearing for each bargaining unit (Gov. Code § 3502.3(a)(1))
- (2) During the hearing, LBT must identify any necessary changes to policies, procedures, and recruitment activities that may lead to obstacles in the hiring process (Gov. Code § 3502.3(a)(3)).
- (3) LBT must allow a recognized employee organization for a bargaining unit to make a presentation at the hearing (Gov. Code § 3502.3(a)(3)(b)).
- (4) If any bargaining unit has 20% or more of its full-time positions vacant, provide additional data upon request by the union (Gov. Code § 3502.3(a)(3)(c)).

Vacancy and Recruitment Overview as of March 5, 2026

Amalgamated Transit Union (ATU)

- Budgeted Full-Time Positions: 606
- Current Vacancies: 18
- Vacancy Rate: 2.97%



Board Agenda Item No. 12

March 26, 2026

American Federation of State, County and Municipal Employees (AFSCME)

- Authorized Full-Time Positions: 101
- Current Vacancies: 1
- Vacancy Rate: 0.99%

Summary

Beginning in Fiscal Year 2022, LBT experienced recruitment challenges for Operator positions, prompting a shift in strategy. LBT began recruiting individuals with strong customer service backgrounds under the theme: "Hire for Heart, Train for Excellence." This approach emphasized selecting candidates who portray the LBT values and customer service skills essential to serve the community, while LBT provides the technical training required to succeed in the role.

To support this effort, LBT implemented several key recruitment strategies:

- Hired temporary support to help manage the growing number of applications and administrative responsibilities.
- Provided Class B- Commercial Driver's permit testing support through LBT's Safety Officer, who actively assists applicants in preparing for and obtaining their Class B Driver's Permit. This support has been instrumental in helping candidates meet licensing requirements.
- Streamlined the application process to reduce barriers and improve candidate engagement. This included shortening application steps, improving communication with applicants, and minimizing delays in documentation and screening.
- Added additional Operator training classes, increasing the frequency of student Operator training classes from every eight (8) weeks to every five (5) weeks. Each class still includes eight (8) weeks of training. This change has allowed LBT to more effectively prepare student Operators who hold a Class B permit, ensuring a steady stream of qualified candidates ready to transition into service.
- Established a cross-functional task force that includes Human Resources (HR), Executive Management, Talent Acquisition, and retired HR staff and Operators. This collaboration improved the interview process and has contributed to larger graduating classes of Operators.

These actions reflect LBT's commitment to continuously improving recruitment practices, removing process barriers, and aligning with the intent of AB 2561.



Board Agenda Item No. 12 March 26, 2026

STAFF RECOMMENDATION

Not applicable. Information only item.

A handwritten signature in blue ink, reading "K. McDonald", written over a horizontal line.

Kenneth A. McDonald
President and Chief Executive Officer