

FINAL REPORT

FY2013 TRIENNIAL REVIEW

of the

**Long Beach Public Transportation Company/
Long Beach Transit (LBT)
Long Beach, CA
Recipient ID: 1652**

Performed for:

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL TRANSIT ADMINISTRATION
REGION IX**

Prepared by:

**Pierlott & Associates, LLC
Under subcontract to
Interactive Elements, Inc.**

**Site Visit Dates: January 9 and 10, 2014
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I. Executive Summary

This report documents the Federal Transit Administration's (FTA) Triennial Review of the Long Beach Public Transportation Company, which operates Long Beach Transit (LBT). The review was performed by George Pierlott of Pierlott & Associates, LLC, under contract to Interactive Elements, Inc. During the site visit, administrative and statutory requirements were discussed and documents were reviewed. LBT's transit facilities were toured to provide an overview of activities related to FTA-funded projects.

The Triennial Review focused on LBT's compliance in 18 areas. The period covered by this review spans the timeframe from the prior Triennial Review, June 23, 2010 through January 10, 2014. As presented in the table below, deficiencies were found with the FTA's requirements in three areas.

Review Area	Deficiency Code	Deficiency/Advisory Comment
6. Procurement	D-42	Contract files lacking Buy America certifications
	D-43	Pre-award and/or post-delivery certifications lacking
	D-99	Other: Contract files lacking Lobbying certification
	D-02 (ERM)	Procurement Procedures not followed
8. Planning/ Program of Projects	D-04	Public notice deficiencies
12. Americans with Disabilities Act (ADA)	D-04	ADA Complementary Paratransit service deficiencies

II. Review Background and Process

1. Background

The United States Code, Chapter 53 of Title 49, requires the Federal Transit Administration (FTA) of the United States Department of Transportation (USDOT) to perform reviews and evaluations of Urbanized Area Formula Grant activities at least every three years. This requirement is contained in 49 U.S.C. 5307(i). This review was performed in accordance with FTA procedures (published in FTA Order 9010.1B, April 5, 1993). At least once every three years, the Secretary shall review and evaluate completely the performance of a grantee in carrying out its program, specifically referring to compliance with statutory and administrative requirements

The Triennial Review includes a review of the grantee's compliance in 18 areas. The basic requirements for each of these areas are summarized in Section IV.

This report presents the findings from the Triennial Review of the Long Beach Public Transportation Company/Long Beach Transit (LBT). The review concentrated on procedures and practices employed during the past three years; however, coverage was extended to earlier periods as needed to assess the policies in place and the management of grants. The specific documents reviewed are referenced in this report and are available at FTA's Regional Office or at the grantee's office.

2. Process

The Triennial Review process includes a pre-review assessment, a review scoping meeting with the FTA regional office, and an on-site visit to the grantee's location. The review scoping meeting was conducted with the Region IX Los Angeles Metropolitan Office on December 16, 2013. A review package was sent to LBT advising it of the site visit and indicating information that would be needed and issues that would be discussed. The site visit to Long Beach occurred on January 9 and 10, 2014.

The onsite portion of the review began with an entrance conference, at which the purpose of the Triennial Review and the review process were discussed. The remaining time was spent discussing administrative and statutory requirements and reviewing documents. A tour of LBT's transit facilities was conducted to provide an overview of activities related to FTA-funded projects. A sample of maintenance records for FTA-funded vehicles was also examined during the site visit. Upon completion of the review, a "Summary of Preliminary Findings" was provided to LBT at an exit conference on January 10, 2014. The individuals participating in the review are listed in Section VI of this report.

3. Metrics

The metrics used to evaluate whether a grantee is meeting the requirements for each of the areas reviewed are: *not deficient*, *deficient*, *advisory comment*, and *not applicable*.

- *Not Deficient*: An area is considered not deficient if, during the review, no findings were noted with the grantee's implementation of the requirements.

- Deficient: An area is considered deficient if all of the requirements within the area reviewed were not met.
- Advisory Comment: An advisory comment is only made in the area of safety and security.
- Not Applicable: An area can be deemed not applicable if, after an initial assessment, the grantee does not conduct activities for which the requirements of the respective area would be applicable.

III. Grantee Description

Organization

The Long Beach Public Transportation Company (Long Beach Transit or LBT) is a non-profit corporation, formed in 1963 with the purchase of the local private carrier. LBT provides transit service for the Cities of Long Beach, Lakewood, Signal Hill and portions of Bellflower, Carson, Cerritos, Hawaiian Gardens, Norwalk, Paramount, and Seal Beach. The population of the service area is approximately 800,000 persons in a 98 square mile service area.

Services

LBT directly operates fixed route service, the Passport shuttle system, and charter and community special transportation services, under the terms of a special congressional exemption. The water taxi services (AquaLink and AquaBus) are operated under contract with Catalina Express. The Dial-a Lift service is operated under contract with the Long Beach Yellow Cab cooperative.

LBT operates a network of 34 fixed routes using 246 buses, of which 238 are FTA-funded and 8 are locally funded. All of Long Beach Transit's fixed route service vehicles are low floor wheelchair accessible. Service is provided weekdays from 4:10 a.m. to 1:11 a.m. Saturday and Sunday service are operated from 5:00 a.m. to 1:15 a.m. ADA Complementary Paratransit Service is provided by Access Services. LBT also provides Dial-a Lift services for people with disabilities.

The Long Beach Regional Transit Mall, located on First Street in downtown Long Beach, is the focal point of the fixed route system. The location is a major transfer point for the LBT fixed route system and is the terminus for the Metro Blue Line Light Rail service that operates to downtown Los Angeles as well as other bus services, including Orange County Transportation Authority and Los Angeles County Metropolitan Transportation Authority.

The regular fare for bus service is \$1.25. Senior citizens, persons with disabilities and Medicare card holders are offered a reduced fare of 60¢ during all hours of service. Inter-agency transfers are 50¢. Service is free for passengers who are legally blind, or wheelchair users, as well as children 4 years of age or younger. The fare for Dial-a-Lift paratransit service is \$2.00.

LBT operates from two facilities. The Central Administrative, operating and maintenance facility at 1963 Anaheim Street in Long Beach is the base for most of the of the fixed route fleet. The remaining vehicles utilize a satellite maintenance facility at 6860 Cherry Street in North Long Beach.

Grant Activity

Grant Number	FTA Grant Amount	Awarded	Description
CA-04-0134	\$1,783,466	9/2/2009	FY09 Sec 5309 Bus, Ferryboat & Bus Stop
CA-04-0184	\$2,863,280	9/13/2011	FY10(IS,CFM) & FY11(Lifts) 5309 SGR
CA-37-X124	\$4,596,602	9/10/2010	FY09(7th,171Wknd)&FY12(176Wkdy)JARC
CA-58-0015	\$2,000,000	9/18/2012	FY11 5308 Clean Fuels Bus Replacement
CA-88-0004	\$6,700,000	9/18/2012	FY11 5309 TIGGER All-Electric Project
CA-90-Y652	\$13,051,165	7/24/2008	FY08 5307+15% Discretionary + 1% Transit Enhancement
CA-90-Y731	\$14,960,635	8/3/2009	FY09 5307+15% Discretionary + 1% Transit Enhancement
CA-90-Y798	\$13,994,380	9/14/2010	FY10 5307+15% Discretionary + 1% Transit Enhancement
CA-90-Y880	\$15,774,862	8/24/2011	FY11 5307+15% Discretionary+ C/O FY10 15% Discretionary + 1% Transit Enhancement
CA-90-Y957	\$16,248,527	8/30/2012	FY12 5307+15% Discretionary+ C/O FY11 15%Discretionary
CA-90-Z053	\$17,391,081	11/29/2013	FY13 5307+15%Discretionary+1%Transit Enhancement +C/OFY12 15%Discretionary

Completed Projects

The following federally funded noteworthy projects were completed since the last triennial review:

- Acquisition of CNG buses;
- Purchase of a second 68-foot catamaran to add to the water taxi service;
- First Street Transit Gallery Improvements including shelters, benches, landscaping, lighting;
- Renovation of the maintenance and operations buildings;
- Acquisition of a bus washer;

- Acquisition of an emergency generator;
- Installation of 18 TranSmart signs;
- Installation of an Interactive Voice Response System;
- Please see list of all ARRA projects

Projects Underway

The following federally funded projects are currently underway:

- Fleet Replacement – Battery Electric buses (10) and charging station;
- Software Upgrade and Comprehensive Facility Maintenance Plan;
- Replacement of Bus Lifts;
- Installation of Automatic Passenger Counters; and
- Bus Stop Improvements;
 - CSULB Bus Stops
 - Senior Bus Stops
 - 7th Street Gateway Bus Stops.

Future Projects

Over the next three to five years, LBT plans to possibly implement the following federally funded projects:

- Continue Fleet Replacement;
- Infrastructure Security Improvements;
- Installation of Photovoltaic Panels on Maintenance, Operations and Administrative buildings;
- Security Camera Upgrade;
- Hastus Upgrade; and
- Construction of a CNG Fueling Station at Anaheim location.

IV. Results of the Review

1. Legal

Basic Requirement: The grantee must be eligible and authorized under state and local law to request, receive, and dispense FTA funds and to execute and administer FTA funded projects. The authority to take actions and responsibility on behalf of the grantee must be properly delegated and executed.

Finding: During this Triennial Review of LBT, no deficiencies were found with the FTA requirements for Legal.

2. Financial Management and Financial Capacity

Basic Requirement: The grantee must demonstrate the ability to match and manage FTA grant funds, cover cost increases and operating deficits, financially maintain and operate FTA funded facilities and equipment, and conduct and respond to applicable audits.

Finding: During this Triennial Review of LBT, no deficiencies were found with the FTA requirements for Financial Management and Financial Capacity.

3. Technical

Basic Requirement: The grantee must be able to implement FTA funded projects in accordance with the grant application, Master Agreement, and all applicable laws and regulations, using sound management practices.

Finding: During this Triennial Review of LBT, no deficiencies were found with the FTA requirements for Technical.

4. Satisfactory Continuing Control

Basic Requirement: The grantee must maintain control over real property, facilities, and equipment and ensure that they are used in transit service.

Finding: During this Triennial Review of LBT, no deficiencies were found with the FTA requirements for Satisfactory Continuing Control.

5. Maintenance

Basic Requirement: Grantees and subrecipients must keep federally funded equipment and facilities in good operating order and maintain ADA accessibility features.

Finding: During this Triennial Review of LBT, no deficiencies were found with the FTA requirements for Maintenance.

6. Procurement

Basic Requirement: FTA grantees use their own procurement procedures that reflect applicable state and local laws and regulations, provided that the process ensures competitive procurement and the procedures conform to applicable federal law, including 49 CFR Part 18 (specifically Section 18.36) and FTA Circular 4220.1F, “Third Party Contracting Guidance.”

Finding: During this Triennial Review of LBT, deficiencies were found with the FTA requirements for Procurement.

During the examination of procurement files it was found that LBT had not obtained a Buy America certification for the sole source award for the upgrade of its farebox coin validators.

Corrective Action and Schedule: No later than May 12, 2014, LBT must submit revised procurement procedures to the FTA Region IX Los Angeles Metropolitan Office to ensure that Buy America certifications are obtained from vendors in all future, FTA-assisted procurements.

Finding: LBT did not complete the required certifications for Buy America, Purchaser’s Requirement, and Federal Motor Vehicle Safety Standards (FMVSS) for pre-award and post delivery for a piggyback procurement of rolling stock that was examined during the site visit. The procurement was for the purchase of 33 CNG buses.

Corrective Action and Schedule: No later than May 12, 2014, LBT must submit revised procurement procedures to the FTA Region IX Los Angeles Metropolitan Office to ensure that LBT completes pre-award and post-delivery Buy America, Purchaser’s Requirements, and FMVSS certifications in all future applicable FTA-assisted rolling stock procurements.

Finding: LBT did not obtain a Lobbying certification for the sole source award for the upgrade of its farebox coin validators.

Corrective Action and Schedule: No later than May 12, 2014, LBT must submit revised procurement procedures to the FTA Region IX Los Angeles Metropolitan Office to ensure that Lobbying certifications are obtained from vendors in all future, FTA-assisted procurements.

Procurement – Enhanced Review Module

The scope of the review included an examination of LBT’s systemwide procurement elements to ensure that there were no systemic compliance issues with the agency’s procurement system.

Finding: Although no deficiencies were found with the FTA requirements for systemwide procurement elements in LBT’s policies and procedures documents, there were instances of deficiency noted in the Baseline Triennial Review in which LBT staff did not follow its adopted policies and procedures. Furthermore, a review conducted by the FTA Office of Civil Rights prior to the triennial review site visit found that LBT awarded a vehicle purchase contract to an ineligible bidder that had not submitted required DBE Transit Vehicle Manufacturer (TVM) goals to FTA prior to bid or contract award. This finding was documented in a letter to the grantee dated December 16, 2013. The deficiencies identified in the Baseline Review and in the

December 16, 2013 letter indicate that LBT did not adhere to its internal procurement procedures.

Corrective Action and Schedule: No later than May 12, 2014, LBT must conduct a special training session on the agency's procurement procedures to ensure that agency procurement staff understand and properly document all procurement actions. LBT must provide evidence of completion of the training and evidence that it is following its procedures in subsequent procurements. LBT must also ensure that all procurement staff receive regular refresher training and provide evidence that such training is contained in relevant agency policies.

7. Disadvantaged Business Enterprise (DBE)

Basic Requirement: The grantee must comply with 49 CFR Part 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts. Grantees also must create a level playing field on which DBEs can compete fairly for DOT-assisted contracts.

Finding: During this Triennial Review of LBT, no deficiencies were found with the USDOT requirements for Disadvantaged Business Enterprise.

8. Planning/ Program of Projects

Basic Requirement (Planning): The grantee must participate in the transportation planning process in accordance with FTA requirements, SAFETEA-LU, and the metropolitan and statewide planning regulations.

Basic Requirement (Human Services Transportation): Grantees must participate in a coordinated public transit-human services transportation planning process that identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes; provides strategies for meeting those local needs; and prioritizes transportation services for funding and implementation.

Basic Requirement (Program of Projects (POP)): Each recipient of a Section 5307 grant shall develop, publish, afford an opportunity for a public hearing on, and submit for approval, a POP.

Finding: During this Triennial Review of LBT, deficiencies were found with LBT's compliance with FTA requirements for Planning/POP.

LBT relies on the Metropolitan Planning Organization's (MPO), Southern California Association of Governments, TIP development process to satisfy its Section 5307 POP requirement. During the review period these requirements were addressed under FTA C 9030.1D, Chapter IV, Section 7. As of January 16, 2014, these requirements are addressed under FTA C 9030.1E, Chapter V, Section 6, which identifies the requirements for grantee's relying on the MPO's public participation process and TIP development process to satisfy the Section 5307 Program of Projects requirements.

Recipients of Section 5307 funds must conduct a public participation process that meets the requirements of 49 U.S.C. 5307(c)(1) through (7). However, FTA has determined that when a

recipient follows the procedures of the public involvement process outlined in the FHWA/FTA planning regulations, the recipient satisfies the public participation requirements associated with development of the POP that recipients of Section 5307 funds must meet (see 23 CFR part 450 and 49 CFR part 613). A recipient that chooses to integrate the two should coordinate with the MPO and make sure the public knows that the recipient is using the public participation process associated with TIP development to satisfy the public hearing requirements of Section 5307(c). The recipient must ensure the TIP document explicitly states that public notice of public involvement activities and time established for public review and comment on the TIP will satisfy the POP requirements of the Section 5307 Program. Since this requirement is the responsibility of the Section 5307 grant recipient, it is incumbent upon LBT to ensure that the proper language is incorporated into the MPO's Public Participation Plan and TIP Notices, otherwise LBT is required to conduct a separate public participation process to satisfy the requirements of 49 U.S.C. 5307(c)(1) through (7). The MPO's Public Participation Plan (adopted January 5, 2012) does not indicate that the plan will be used to satisfy LBT's Urbanized Area Formula Program (Section 5307) POP requirement.

Corrective Action and Schedule: No later than May 12, 2014, LBT must submit to the FTA Region IX Los Angeles Metropolitan Office the MPO's Public Participation Plan update that notifies the public that the TIP development process is being used to satisfy the Section 5307 POP requirements for all urbanized areas in the SCAG six-county region.

9. Title VI

Basic Requirement: The grantee must ensure that no person shall, on the grounds of race, color, or national origin, be excluded from participating in, or be denied the benefits of, or be subject to discrimination under any program, or activity receiving federal financial assistance. The grantee must ensure that federally supported transit services and related benefits are distributed in an equitable manner.

Note: The 2013 Triennial Review covers a three-year period in which the FTA issued a revised circular for Title VI that provided more information on how to comply and changed requirements for some grantees with populations over 200,000 persons. As of October 1, 2012, grantees must comply with the requirements of FTA C 4702.1B. The review will look at compliance with the requirement of FTA C 4702.1A for the period prior to October 1, 2012 and compliance with the revised circular for activities after this date.

Finding: During this Triennial Review of LBT, no deficiencies were found with the FTA requirements for Title VI.

10. Public Comment on Fare and Service Changes

Basic Requirement: Section 5307 grantees are expected to have a written locally developed process for soliciting and considering public comment before raising a fare or carrying out a major transportation service reduction.

Finding: During this Triennial Review of LBT, no deficiencies were found with the FTA requirements for Public Comment on Fare and Service Changes.

11. Half Fare

Basic Requirement: For fixed route service supported with Section 5307 assistance, fares charged elderly persons, persons with disabilities or an individual presenting a Medicare card during off peak hours will not be more than one half the peak hour fares.

Finding: During this Triennial Review of LBT, no deficiencies were found with the FTA requirements for Half Fare.

12. Americans with Disabilities Act (ADA)

Basic Requirement: Titles II and III of the Americans with Disabilities Act of 1990 (ADA) provide that no entity shall discriminate against an individual with a disability in connection with the provision of transportation service. The law sets forth specific requirements for vehicle and facility accessibility and the provision of service, including complementary paratransit service.

Finding: During this Triennial Review of LBT, deficiencies were found with the DOT requirements for Americans with Disabilities Act.

LBT relies on Access Service to provide ADA complementary paratransit services for its fixed route operations. The ADA service is described as curb-to-curb in the public information that is provided to passengers. No provisions are made for assistance beyond the curb for passengers whose disabilities may require such assistance in order to reach their destination or leave their point of origin. Under 49 CFR § 37.129(a), with the exception of certain situations in which on-call bus service or feeder paratransit service is appropriate, complementary paratransit service for ADA paratransit eligible persons must provide origin-to-destination service. Where the basic mode of paratransit service is curb-to-curb, service may need to be provided to some individuals to ensure that they are actually able to travel from their points of origin or destination.

Corrective Action and Schedule: No later than May 12, 2014, LBT must submit documentation to the FTA Region IX Civil Rights Officer that demonstrates Access Services is providing origin-to-destination service for ADA complementary paratransit services as required.

13. Charter Bus

Basic Requirement: Grantees are prohibited from using federally funded equipment and facilities to provide charter service if a registered private charter operator expresses interest in providing the service. Grantees are allowed to operate community based charter services excepted under the regulations.

Finding: LBT has a statutory exemption from the FTA requirements for Charter Bus. As such, the Charter Bus area does not apply to LBT.

14. School Bus

Basic Requirement: Grantees are prohibited from providing exclusive school bus service unless the service qualifies and is approved by the FTA Administrator under an allowable exemption. Federally funded equipment or facilities cannot be used to provide exclusive school bus service. School tripper service that operates and looks like all other regular service is allowed.

Finding: During this Triennial Review of LBT, no deficiencies were found with the FTA requirements for School Bus.

15. National Transit Database (NTD)

Basic Requirement: Grantees that receive Section 5307 and 5311 grant funds must collect, record and report financial and non-financial data in accordance with the Uniform System of Accounts (USOA) and the National Transit Database (NTD) Reporting Manual as required by 49 USC 5335(a).

Finding: During this Triennial Review of LBT, no deficiencies were found with the FTA requirements for National Transit Database.

16. Safety and Security

Basic Requirement: Under the safety authority provisions of the federal transit laws, the Secretary has the authority to investigate the operations of the grantee for any conditions that appear to create a serious hazard. As recipients of Section 5307 funds, grantees must annually certify that they are spending at least one percent of such funds for transit security projects or that such expenditures for security projects are not necessary.

Finding: During this Triennial Review of LBT, no deficiencies were found with the FTA requirements for Safety and Security.

17. Drug Free Workplace and Drug and Alcohol Program

Basic Requirement: All grantees are required to maintain a drug free workplace for all employees and to have an ongoing drug free awareness program. Grantees receiving Section 5307, 5309 or 5311 funds that have safety-sensitive employees must have a drug and alcohol testing program in place for such employees.

Finding: During this Triennial Review of LBT, no deficiencies were found with the FTA requirements for Drug Free Workplace and Drug and Alcohol Program.

18. Equal Employment Opportunity (EEO)

Basic Requirement: The grantee must ensure that no person in the United States shall on the grounds of race, color, religion, national origin, sex, age, or disability be excluded from participating in, or denied the benefits of, or be subject to discrimination in employment under any project, program, or activity receiving federal financial assistance under the federal transit laws. (Note: EEOC's regulation only identifies/recognizes religion and not creed as one of the protected groups.)

Finding: During this Triennial Review of LBT, no deficiencies were found with the FTA requirements for Equal Employment Opportunity.

V. Summary of Findings

Review Area	Finding	Deficiency	Corrective Action	Response Date	Date Closed
1. Legal	ND				
2. Financial	ND				
3. Technical	ND				
4. Satisfactory Continuing Control	ND				
5. Maintenance	ND				
6. Procurement	D-42	Contract files lacking Buy America certifications	LBT must submit revised procurement procedures to the FTA Region IX Los Angeles Metropolitan Office to ensure that Buy America certifications are obtained from vendors in all future, FTA-assisted procurements.	05/12/2014	
	D-43	Pre-award and/or post-delivery certifications lacking	LBT must submit revised procurement procedures to the FTA Region IX Los Angeles Metropolitan Office to ensure that LBT completes pre-award and post-delivery Buy America, Purchaser's Requirements, and FMVSS certifications for all applicable FTA-assisted rolling stock procurements.	05/12/2014	
	D-99	Other: Contract files lacking Lobbying certification	LBT must submit revised procurement procedures to the FTA Region IX Los Angeles Metropolitan Office to ensure that Lobbying certifications are obtained from vendors in all future, FTA-assisted procurements.	05/12/2014	
	D-02 (ERM)	Procurement Procedures not followed	LBT must conduct a special training session on the agency's procurement procedures to ensure that agency procurement staff understand and properly document all procurement actions. LBT must provide evidence of completion of the training and evidence that it is following its procedures in subsequent procurements. LBT must also ensure that all procurement staff receive regular refresher training and provide evidence that such training is called for in relevant agency policies.	05/12/2014	
7. Disadvantaged Business Enterprise (DBE)	ND				

Review Area	Finding	Deficiency	Corrective Action	Response Date	Date Closed
8. Planning/ Program of Projects	D-04	Public notice deficiencies	LBT must submit to the FTA Region IX Los Angeles Metropolitan Office the MPO's Public Participation Plan update that notifies the public that the TIP development process is being used to satisfy the Section 5307 POP requirements for all urbanized areas in the SCAG six-county region	05/12/2014	
9. Title VI	ND				
10. Public Comment on Fare and Service Changes	ND				
11. Half Fare	ND				
12. Americans with Disabilities Act (ADA)	D-04	ADA Complementary Paratransit service deficiencies	LBT must submit documentation to the FTA Region IX Civil Rights Officer that demonstrates Access Services is providing origin to destination service for ADA complementary paratransit services as required.	05/12/2014	
13. Charter Bus	NA				
14. School Bus	ND				
15. National Transit Database (NTD)	ND				
16. Safety and Security	ND				
17. Drug Free Workplace and Drug and Alcohol Program	ND				
18. Equal Employment Opportunities	ND				

Findings: ND = No Deficiencies; D = Deficient; AC = Advisory Comment; NA = Not Applicable

VI. Attendees

Name	Title/Organization	Phone Number	E-mail Address
Long Beach Transit (LBT)			
Kenneth A. McDonald	President and CEO	562-599-8565	kmcdonald@lbtransit.com
Marcelle Epley	Chief Administrative Officer	562-599-8559	mepley@lbtransit.com
Robyn Gordon-Peterson	Chief Operating Officer	562-599-8545	rgordon@lbtransit.com
Jennifer Abro	Controller	562-599-8544	jabro@lbtransit.com
Lisa Patton	VP, Financial Services	562-599-8511	lpatton@lbtransit.com
Laverne David	VP, HR/Risk	562-599-8517	ldavid@lbtransit.com
Rolando Cruz	VP, Maintenance	562-599-8506	rcruz@lbtransit.com
Ashley Liang	Accounting Manager	562-599-8539	aliang@lbtransit.com
Rhea Morillos	Finance Manager	562-599-8526	rmorillos@lbtransit.com
Dana Pynn	Government Relations Manager	562-599-8571	dpynn@lbtransit.com
Kevin Lee	Marketing & Customer Service Manager	562-599-8533	klee@lbtransit.com
Brynn Kernaghan	Executive Director, Planning & Service Development	562-599-8536	bkernag@lbtransit.com
Teresea Anderson	HR, Admin/DAPA	562-599-8516	ldavid@lbtransit.com
Rhea Mealey	Project Manager/EEO Officer	562-599-8535	rmealey@lbtransit.com
John Van Leeuwen	Buyer/DBELO	562-599-8546	jvanleeuwen@lbtransit.com
Chip Henderson	Purchasing Manager	562-599-8505	whenderson@lbtransit.com
Dave McCauley	Manager of Facilities	562-599-8566	dmccauley@lbtransit.com
Charles Santos	Grants Accountant	562-599-8555	csantos@lbtransit.com
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Reviewers			
George Pierlott	Pierlott & Associates, LLC	609-304-6253	george@pierlottassociates.com
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