

Long Beach Transit

FY 2023 Budget Book





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LONG BEACH
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Statement from the CEO





Statement from the CEO

May 2022



Fiscal Year (FY) 2023 is expected to see continued COVID-19 related impacts such as inflation, surges in energy prices, increases in product costs, as well as national and international supply chain bottlenecks.

Global and local economies alike have changed due to the aforementioned issues that are plaguing all business sectors.

The public transportation industry has been weathering pandemic-related storm after storm, primarily through the infusion of federal dollars—via the Coronavirus Aid, Relief and Economic Security (CARES) Act of 2020 and the Coronavirus Response and Relief Supplemental Appropriations (CRRSA) Act of 2021—into day-to-day operations and transit service delivery.

The Fiscal Year 2023 Budget presents a plan for what's next—a gradual return to pre-pandemic service levels, retaining and hiring employees and enhancing the customer experience. This budget builds on the solid foundation from years past and charts a course that navigates LBT out of the pandemic with initiatives and tactics focused on restoring customer confidence.

LBT Executive Leaders and managers are “navigating towards the next normal” by collaborating on corporate-level projects. There are no established road maps that the agency can follow in these unprecedented times, nevertheless the staff and I continue to be resilient, steadfast and optimistic.

In “navigating towards the next normal,” all at LBT are focused on recruiting frontline employees, re-engaging employees returning to their respective work locations, improving our safety and service delivery, maintaining our fleet in a state of good repair, upgrading our customer amenities such as bus stops, wayfinding and signage and enhancing our information technology. I appreciate the months of collaborative efforts exhibited by the Board of Directors, the Executive Leadership Team, staff and our union partners during these challenging and unassuming times to ensure the agency's workforce, plans and programs weather the storm now and for years to come.

As we continue navigating through, the agency has much to look forward to, such as building greater employee involvement in new ventures; expanding LBT's zero-emission fleet; upgrading our operating facilities, as well as moving into the agency's corporate offices.



Statement from the CEO May 2022 (cont'd)

While there is no way to know exactly where the path will lead, I am confident that the agency will be prepared to address any challenges with the knowledge and experience gained so far on our road to recovery.

Special thanks and acknowledgement to Lisa Patton, Executive Director/VP, Finance and Budget; Ashley Liang, Treasurer; Jennifer Saatjian, Finance Manager; Jeff Fortune, Capital and Grants Planner; Samantha Ihlenfeldt, Budget Analyst; James Tai, Administrative Assistant, Finance; as well as the entire Finance and Budget department for their efforts coordinating the FY 2023 budget process.

Moreover, great appreciation to Jenese Flores, Board Secretary; and Dave Hernandez, Executive Assistant, for their dedicated efforts on the compilation and presentation of this Budget Book.

As we look towards the upcoming year and reflect on the various changes we have endure due to the COVID-19 pandemic, I am extremely proud to reaffirm our commitment to the agency's mission — "dedicated to connecting communities and moving people...making everyday life better."

Kenneth A. McDonald
President and Chief Executive Officer



LONG BEACH
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Introduction





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Agency Overview





About LBT

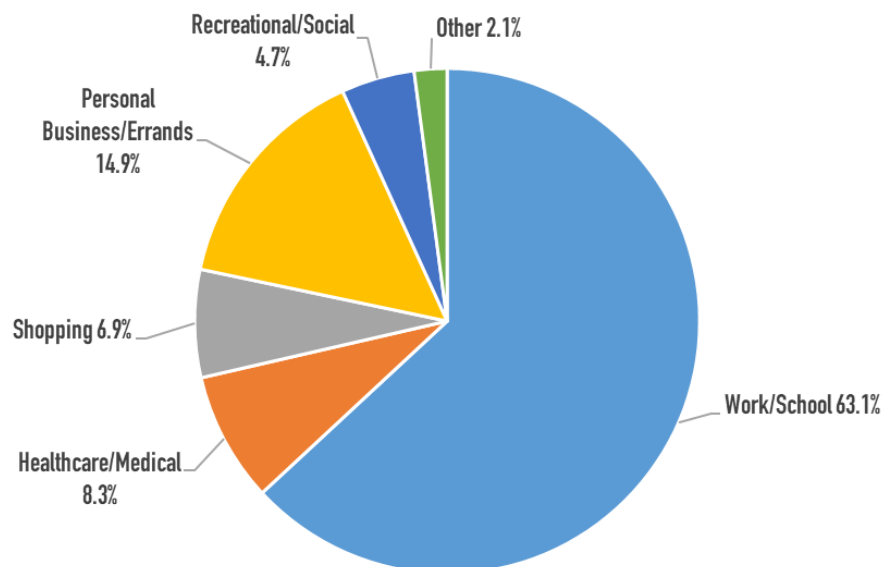
Long Beach Transit (LBT or agency) provides public transportation services in southeastern Los Angeles County and northwestern Orange County. With a service area covering over 107 square miles across 14 cities, LBT ran 4.9 million service miles and 500,000 service hours in FY 2021, on 35 fixed routes utilizing 250 buses. LBT carried more than 14 million annual boarding customers in FY 2021. LBT also operates two water taxi routes and demand-responsive paratransit services.



LBT service attracts a variety of customers, including those who utilize public transit as their primary means of travel. LBT's core customers rely on the system to transport them to work, school, medical appointments and to other recreational destinations.

Each year, the agency conducts Customer and Community Evaluation Surveys within its service area. The surveys allow LBT to collect ridership data and assess current customer and potential customer awareness of, and attitudes toward, LBT. The following charts are representative of the information collected from the FY 2022 surveys.

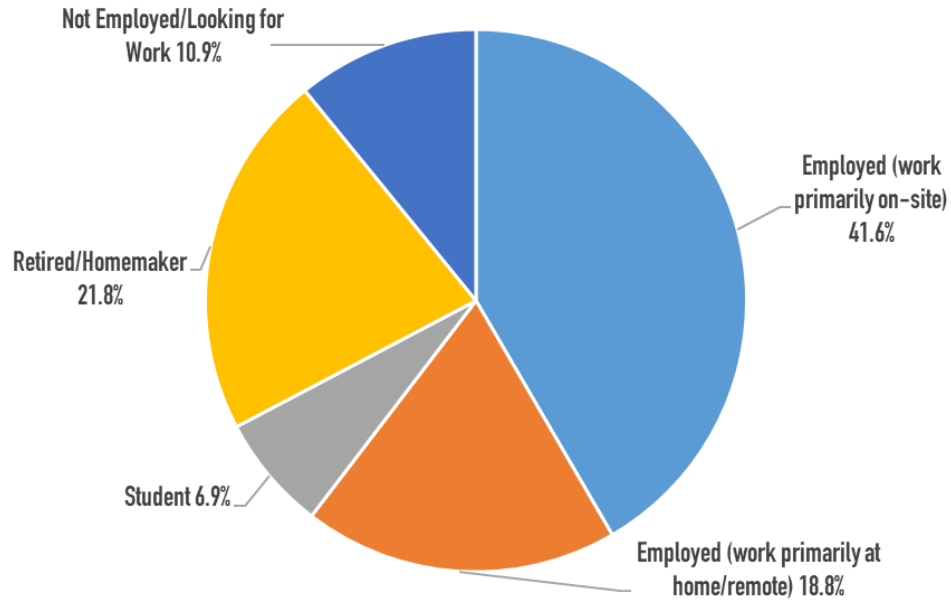
LBT CUSTOMER – TRIP PURPOSE





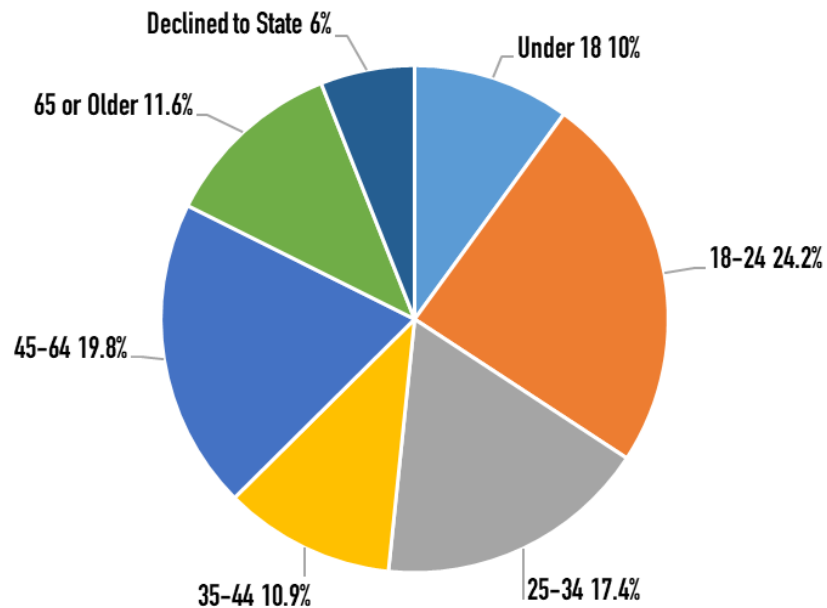
About LBT (cont'd)

LBT CUSTOMER – EMPLOYMENT



Note - Respondents may have selected more than one response

LBT CUSTOMER – AGE





History

March 1963

Articles of Incorporation for Long Beach Public Transportation Company (LBT) are approved, and the Board of Directors conducts its first meeting.

May 1963–1977

William (Bill) Farrell serves as the first General Manager of LBT.

1963

The first bus procured by LBT is the Dreamliner model bus.

May 1974

Grand opening of the new Long Beach Transit offices and maintenance department at 1300 Gardenia Avenue.

1975

Dial-A-Lift begins services for customers with disabilities who are unable to use the LBT fixed-route bus system.

1977–1980

Gerald (Jerry) Haugh serves as the second General Manager of LBT.

1980–2013

Lawrence (Larry) Jackson is hired as the third General Manager of LBT. He would lead the agency for the next 33 years.

August 1982

Long Beach Transit Mall is dedicated.

Mid 1990s

The Runabout, a downtown shuttle service, is instituted and then followed by the Pine Avenue Link.

September 1998

A second operating facility is opened in north Long Beach, giving LBT an opportunity to expand its fleet.

1998

AquaBus service begins with two 40-foot boats skippered by Catalina Express boat captains.

2001

The Pine Avenue Link is re-branded as The Passport and continues its service of downtown and waterfront Long Beach venues.





History (cont'd)

2004–2009

LBT adds 89 gasoline-electric hybrid buses to its fleet, introducing production model gasoline-electric hybrid buses into revenue service.

2009

The U-Pass program, funded by the university, begins at CSULB and provides complimentary bus service for students, faculty and staff.



2011

AquaLink service begins with a high-speed catamaran that adds express service along the coastline and a stop at Belmont Pier.

Winter 2013

LBT adds 64 new 40-foot Gillig compressed natural gas (CNG) buses to the fleet.



2013

LBT celebrates 50 years of moving the community forward.

August 2013

Kenneth A. McDonald becomes the fourth President and Chief Executive Officer of LBT.



March 2017

LBT adds 10 Battery-Electric Buses to its fleet.

September 2018

LBT unveils Long Beach Convention Center Battery-Electric Bus Charging Station which provides en-route charging using Wireless Advanced Vehicle Electrification.



February 2019

LBT expands transportation services within the City of Paramount, including fixed-route service and Dial-A-Lift.



May 2020

LBT introduces permanent service between Long Beach and UCLA's Westwood campus via the UCLA/Westwood Commuter Express, an express commuter shuttle.

August 2020

LBT acquires a new corporate administrative office building located in the City of Long Beach.



September 2021

LBT expands transportation services within the City of Carson, including fixed-route service.



Products and Services

LBT operates a public transit system with its 800+ employees delivering a wide range of services, including:

- Fixed-route bus service
 - 250 buses
- Demand-responsive paratransit service (Dial-A-Lift)
 - 10 Americans with Disabilities Act of 1990 (ADA)-accessible CNG vehicles
- Water taxi service (AquaBus and AquaLink)
 - 2 boats
 - 2 catamarans
- Special services (such as the LA Galaxy Express and the summer Museum Express)
- Commuter service (UCLA/Westwood Commuter Express)

SERVICE AREA STATISTICS

- Over 107 square miles, covering the cities of Long Beach, Lakewood, Signal Hill, Artesia, Bellflower, Carson, Cerritos, Compton, Downey, Hawaiian Gardens, Los Alamitos, Norwalk, Paramount and Seal Beach
- 800,000 residents live within one-quarter mile of LBT bus stops
- Over 14 million annual boarding customers
- LBT routes connect to Los Angeles Metro, Orange County Transportation Authority (OCTA) and other regional operators
- Customers can transfer to regional transit operators' services with a special interagency transfer that can be loaded on the regional Transit Access Pass (TAP), the regional LA County monthly EZ Pass, or OCTA and LBT Day Passes
- Dial-A-Lift service is available to residents of Long Beach, Lakewood, Paramount and Signal Hill

ACCESSIBILITY

All LBT fixed-route buses and water taxi vessels are 100% mobility-device accessible.

WATER TAXIS

- LBT's two 40-passenger AquaBus vessels travel within the Long Beach Harbor between waterfront attractions like the Queen Mary, the Aquarium of the Pacific, Pine Avenue Circle and Shoreline Village
- LBT's AquaLink I and II are 75-passenger, high-speed catamarans that operate along the Long Beach coastline, between the Long Beach Harbor and Alamitos Bay Landing





Community Partnerships

LBT's commitment to connecting communities and moving people is emphasized through its strategic priority of promoting community and industry focus. Following are some highlights of LBT's partnerships:

REGIONAL TRANSIT ACCESS PASS (TAP)

- TAP is a regional fare instrument that is a durable, eco-friendly "smart card" that contains smart-chip technology designed to improve the transit experience
- The TAP card enables public transit customers to electronically purchase and load bus and rail passes on one convenient card, allowing customers to seamlessly travel among all TAP-enabled systems within Los Angeles County
- LBT transitioned to TAP in February 2015

SOUTHERN CALIFORNIA REGIONAL TRANSIT TRAINING CONSORTIUM (SCRTTC)

- SCRTTC dba California Transit Training Consortium (CTTC) is a non-profit organization composed of California community colleges, transit agencies and universities working together to deliver training courses to transit workers across the region
- The Consortium offers training programs which help transit agencies, such as LBT, meet present and future technical/mechanical labor workforce needs
- The Consortium provides benefits to the transit industry and educational institutions by the development of a bottom-up, industry-driven, competency-based curriculum

PUBLIC-PRIVATE PARTNERSHIPS

LBT utilizes innovative community partnerships to help in the provision of cost-effective service and programs to its customers.

- **California State University, Long Beach (CSULB)** created special, discounted period passes for students, faculty and staff to ride any LBT bus throughout the academic year
- **Long Beach Unified School District (LBUSD)** and LBT piloted a discounted 30-day student pass program at six of its major high schools, as well as a subsidized transit pass program for students at high risk of truancy. In FY 2022, LBUSD joined Los Angeles County's GoPass initiative, allowing K-12 students to ride on participating transit agencies across Los Angeles County
- **Long Beach City College (LBCC)**, in conjunction with LBT, piloted a program providing public transportation service to eligible students. In FY 2022, LBCC joined Los Angeles County's GoPass initiative, allowing its students to ride on participating transit agencies across Los Angeles County
- **Anschutz Entertainment Group (AEG)** partnered with LBT to provide LA Galaxy Express game-day shuttle service between Dignity Health Sports Park and two major intermodal centers



Environmental Sustainability

100% ZERO-EMISSION BUS FLEET BY 2030

LBT is firmly committed to ‘making everyday life better,’ as evidenced by major initiatives taken to become a more sustainable transit agency.

The Los Angeles-Long Beach metropolitan region continues to have severe air pollution problems. The American Lung Association, in its 2021 *State of the Air* annual report, ranked the region as the #1 region in the country for ozone pollution, and #4 for annual particulate matter.

On June 25, 2020, the LBT Board of Directors adopted the agency’s Zero-Emission Bus (ZEB) Rollout Plan and staff subsequently submitted it to the California Air Resources Board.

In an effort to reduce its carbon footprint, LBT has committed to purchasing only zero-emission buses (ZEB) from 2020 onward. All bus procurements are planned in corresponding end-of-life years for its historical fleets of diesel, gasoline hybrid and compressed natural gas (CNG) buses.

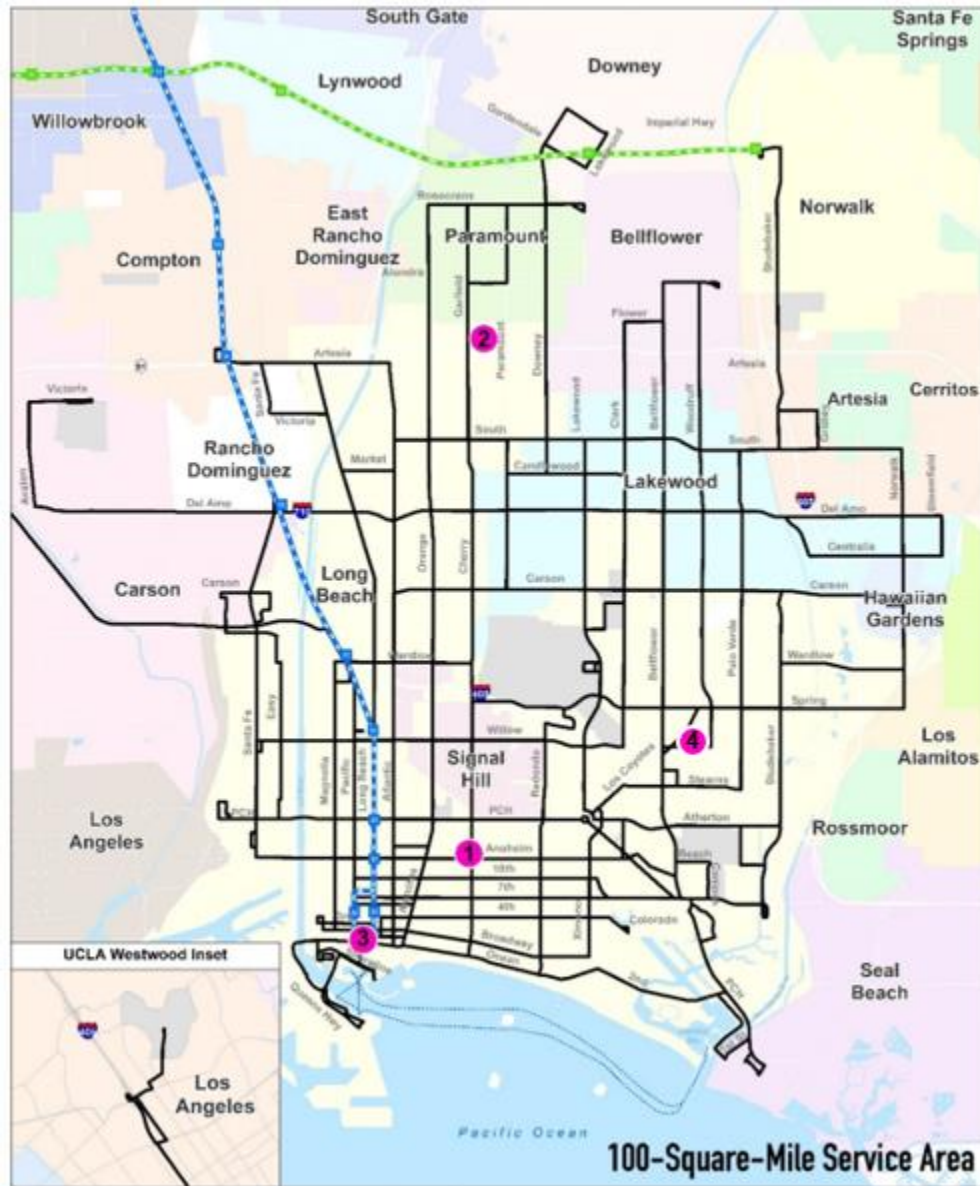
Currently, LBT’s fixed-route fleet is 95% alternatively fueled with 24 battery-electric buses (BEBs), 125 CNGs and 88 Hybrids. An additional 20 BEBs are expected to join LBT’s fleet in FY 2023 to replace retiring buses. LBT anticipates its fleet to be 100% zero emission by 2030.

The ZEB fleet will be comprised of BEBs and potentially fuel-cell electric buses (FCEB) beginning in 2025.





System Map



4 Facilities:

- 1 LBT1**
1963 E. Anaheim St.
Administrative, Operating and
Maintenance Headquarters
- 2 LBT2**
6860 Cherry Ave.
Operating and Maintenance Facility
- 3 First Street Transit & Visitor Information Center**
130 E. First St.
- 4 LBT Corporate Offices (LBTCO)**
4801 Airport Plaza Dr.
New Administrative Headquarters

- LBT Routes**
(36 Fixed Routes)
- Water Taxis**
- Metro A Line**
- Metro C Line**



LONG BEACH
TRANSIT

Organizational Focus





Organizational Focus

As the Executive Leadership Team continues to transform the agency, it is vital that every employee understands and utilizes the structural guideposts set in place to fulfill the agency's mission. Working collectively, employees will continue to make LBT a world-class transportation organization.

VISION

The Vision is an aspirational description of what LBT endeavors to achieve in the long term.



"A leading provider of transportation options delivering innovative and high-performing services within a multi-modal network that transforms the social, environmental and economic well-being of the diverse communities we serve."

MISSION

The Mission is a succinct declaration of LBT's core purpose and what the agency sets out to accomplish.



"Dedicated to connecting communities and moving people... making everyday life better."

VALUES

The Values are LBT's important and lasting beliefs and ideals.



- Consider "Customer First" in Decision Making
 - Operate with Integrity
 - Be Open to New Ideas and Continuous Improvement
 - Be Proactive
 - Cultivate Employee Potential
-



Organizational Focus (cont'd)

STRATEGIC PRIORITIES

The following are LBT's strategic priorities, which are the five functional pillars used to plan, develop, evaluate and measure the agency's objectives:



Safety and Service Quality

- Quality of Service
 - Safety and Security
-



Financial Accountability

- Operating Revenue
 - Cost Containment
-



Employee Engagement

- Employee Retention
 - Employee Satisfaction
-



Customer Experience

- Customer Information
 - Customer Satisfaction
-



Community and Industry Focus

- Community/Stakeholder Involvement
 - Organizational Growth
-



Organizational Focus (cont'd)

LEADERSHIP COMPETENCIES

The Leadership Competencies below are skill sets required of the CEO to effectively lead the agency.

CHIEF EXECUTIVE OFFICER

- Visionary and Drives Innovation
 - Builds and Leads High-Performance Teams
 - Organizational Communication, Strategic Narrative
 - Organizational Stewardship
 - Decision-Making Quality and Analysis
 - Stakeholder Management, Politically Astute, Ability to Negotiate through Competing Agendas
 - Flexibility and Agility
-

The Leadership Competencies below are skill sets needed to effectively lead a team within LBT.

The first five competencies are required of the Executive Leadership Team (ELT); however, the ELT is expected to exhibit and focus on all 10 Leadership Competencies. The second set of competencies are expected of LBT managers and frontline supervisors.

EXECUTIVE LEADERSHIP TEAM (ELT)

- Organizational Stewardship
- Building and Leading a High-Performing Team
- Stakeholder Management
- Emotional Intelligence
- Flexibility and Agility

ELT AND MANAGEMENT TEAMS

- Operational Excellence
 - Coach, Motivate and Develop Employees
 - Manage Employee Performance
 - Communicate and Inform
 - Problem Solving
-



Governance

Calendar Year 2022 Board of Directors



Michael Clemson
Chair



David Sutton
Vice Chair



Abigail Mejia
Secretary/Treasurer



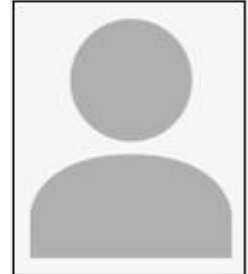
Raul Añorve
Director



Colleen Bentley
Director



Jeffrey Price
Director



Vacant
Director



Lea Eriksen
City Representative



Joshua Hickman
City Representative



Executive Leadership Team

EXECUTIVE LEADERSHIP TEAM (ELT)



Kenneth A. McDonald
President and CEO



Vacant
Deputy CEO



Elizabeth Brown
Executive Director/VP,
Organizational Development
and Administration



Lee Burner
Executive Director/VP,
Transit Service Delivery
and Planning



Mike Gold
Executive Director/VP,
Customer Relations
and Communications



Lisa Patton
Executive Director/VP,
Finance and Budget



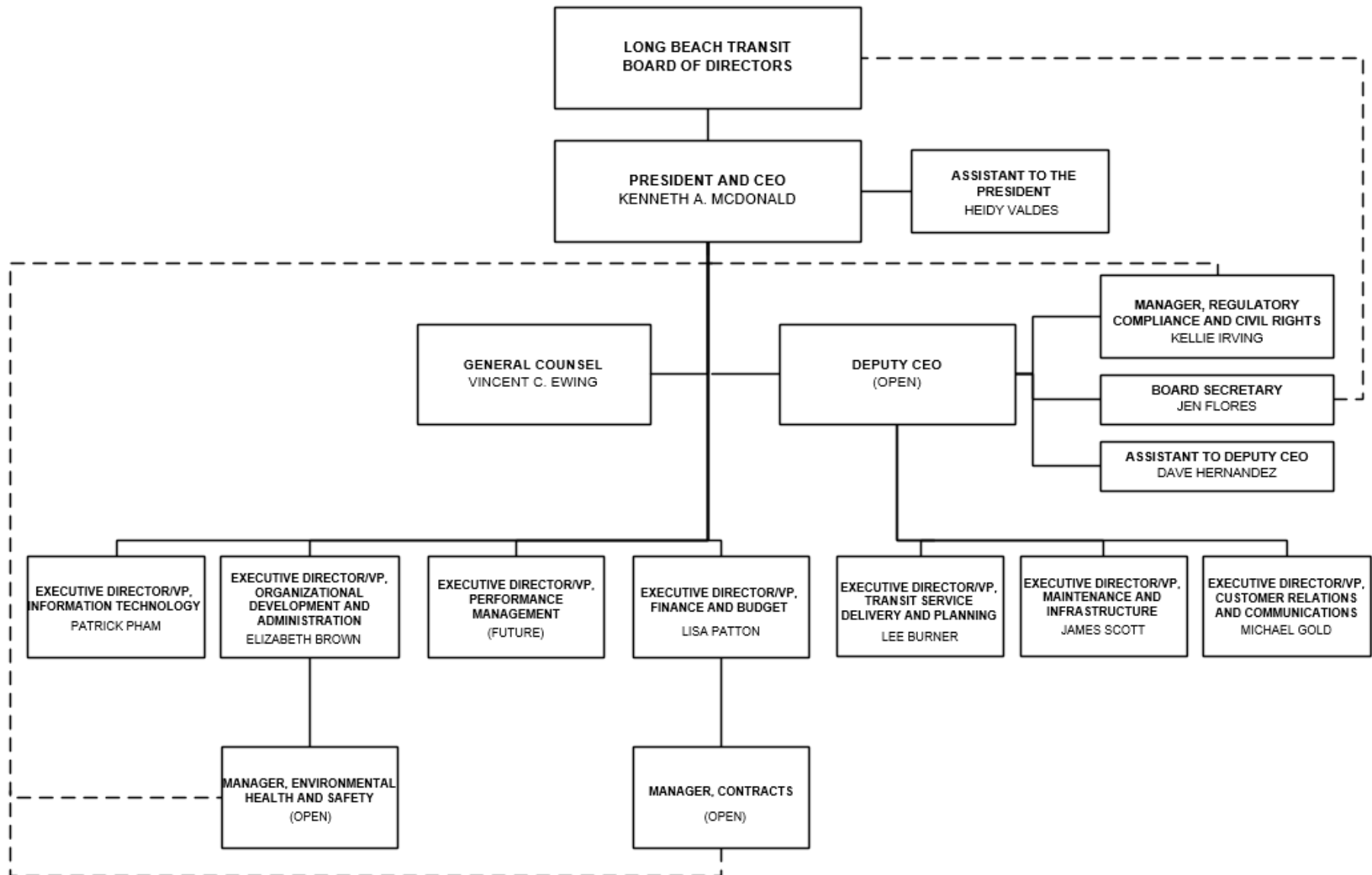
Patrick Pham
Executive Director/VP,
Information Technology



Jim Scott
Executive Director/VP,
Maintenance and
Infrastructure



Organizational Chart





Position Summary

Based on the functional areas in which the budget is organized, below is a summary of the budgeted positions over three fiscal years.

	FY 2021	FY 2022	PROPOSED FY 2023
Transit Service Delivery			
Daily Transit Service Delivery	531	531	531
Transit Service Planning *	16	16	16
Dial-A-Lift Services	1	1	1
Aqua Services	--	--	--
Security	1	1	1
Administration	4	4	4
	<u>553</u>	<u>553</u>	<u>553</u>
Maintenance and Infrastructure			
Vehicle Maintenance	113	113	113
Infrastructure	22	22	22
Transit Customer Amenities	14	14	14
Warehouse	12	12	12
Administration	5	5	5
	<u>166</u>	<u>166</u>	<u>166</u>
Customer Relations and Communications			
Customer Relations and Communications	24	23	23
	<u>24</u>	<u>23</u>	<u>23</u>
Risk Management			
Risk Management	7	7	7
	<u>7</u>	<u>7</u>	<u>7</u>
Information Technology			
Information Technology	11	11	11
	<u>11</u>	<u>11</u>	<u>11</u>
Administration			
Office of the CEO	2	2	2
Office of the Deputy CEO	5	5	5
Finance and Budget *	20	20	21
Government Relations	5	6	6
Organizational Development and Administration	11	11	12
Programs and Performance Management	1	1	1
Contracts and Procurement	6	6	6
Training and Development	10	10	10
	<u>60</u>	<u>61</u>	<u>63</u>
Internship Program *	<u>25</u>	<u>26</u>	<u>26</u>
Total Positions	<u><u>846</u></u>	<u><u>847</u></u>	<u><u>849</u></u>

* Includes part-time positions



Departmental Overviews

DEPARTMENTAL OVERVIEWS

OFFICE OF THE CEO

The Office of the CEO is responsible for all facets of LBT. The CEO leads the planning, developing and establishing of LBT's policies, goals and objectives. The CEO works collaboratively with the Board of Directors to define and implement policy decisions and provides for the financial management of all LBT activities. The CEO coordinates with external stakeholders on all matters related to LBT.

OFFICE OF THE DEPUTY CEO

The Office of the Deputy CEO is responsible for organizing, directing and administering all operating functions of LBT. Specifically, the Office has direct responsibility for transit service delivery, project development, customer relations and communications, transit customer amenities, regulatory compliance and civil rights, government relations, as well as Board of Director relations.

TRANSIT SERVICE DELIVERY AND PLANNING

The Transit Service Delivery and Planning department is responsible for planning, measuring and managing the delivery of transportation services, as well as managing transit system security. The department ensures the day-to-day operations of LBT's services, which encompass bus service delivery, route planning, paratransit and water taxi service delivery, as well as transit security and enforcement.

MAINTENANCE AND INFRASTRUCTURE

The Maintenance and Infrastructure department is responsible for the agency's assets within four functional areas: fleet maintenance, infrastructure, quality assurance and vehicle acquisition. The department ensures all revenue and non-revenue vehicles comply with state and federal regulatory requirements and safety requirements. The department also ensures the upkeep of all LBT facilities, the maintenance of all vehicles to a like-new condition with environmental sustainability at top of mind, reporting and tracking of vehicle mileage and utility usage, as well as quality validation of parts and controls.



Departmental Overviews (cont'd)

CUSTOMER RELATIONS AND COMMUNICATIONS

The Customer Relations and Communications department is responsible for fostering relationships between LBT and its customers, both internal and external. This involves customer service, communications, sales support, public information and media relations. The department is also responsible for customer engagement including surveys and intercepts, as well as developing LBT's marketing strategy through community outreach events and social media.

ORGANIZATIONAL DEVELOPMENT AND ADMINISTRATION

The Organizational Development and Administration department is responsible for leading the agency's recruitment, hiring, training, development and advancement of an empowered, value-driven workplace. This includes the following functional areas: recruitment, employee benefits, labor relations, risk management, safety, environmental compliance and training.

INFORMATION TECHNOLOGY

The Information Technology department is responsible for the information system architecture, data storage, cybersecurity, hardware and software, as well as networking of agency computers. The department maintains the integrity of corporate data through information security and access management and ensures information systems' compliance with regulatory requirements.

FINANCE AND BUDGET

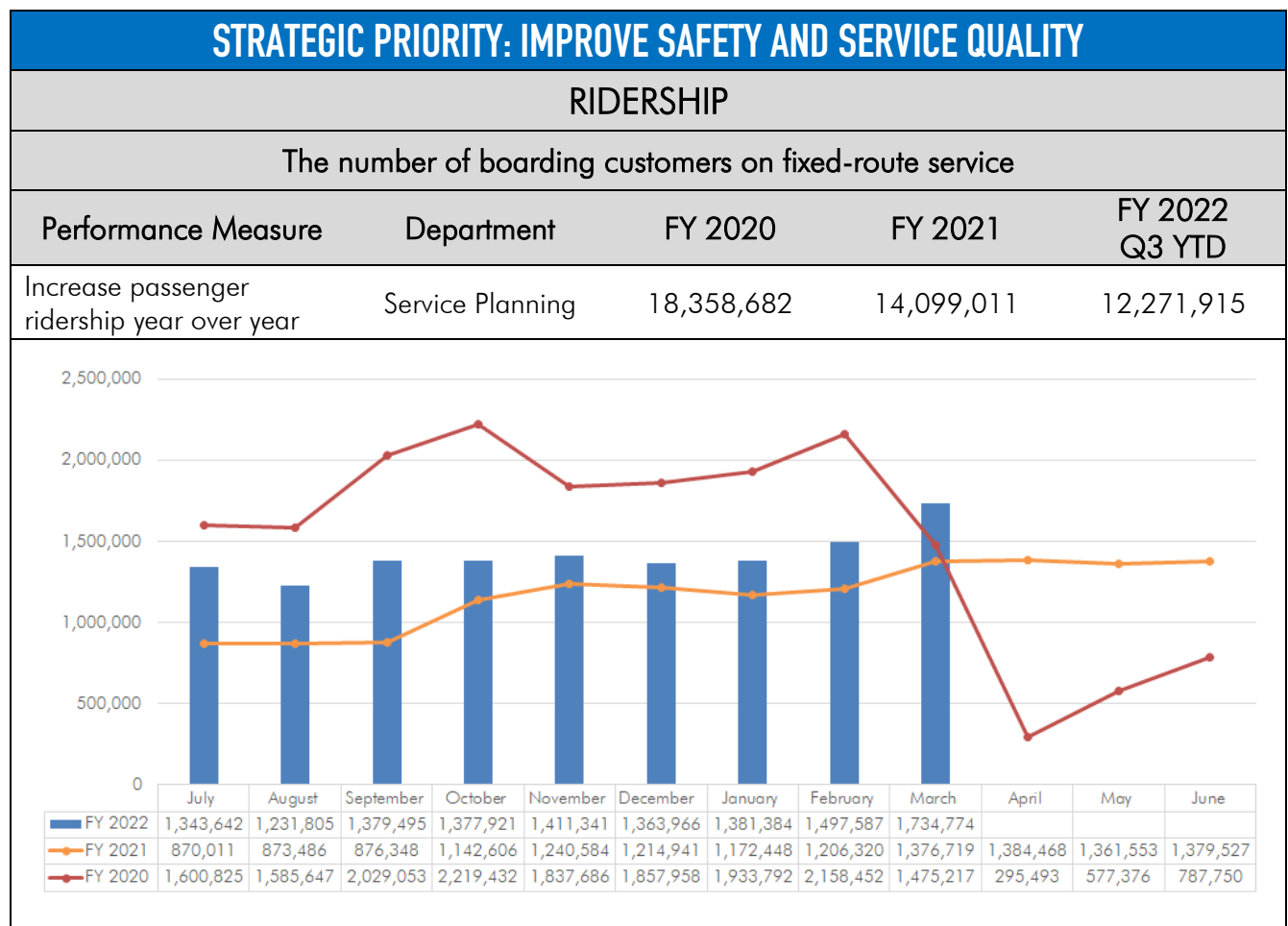
The Finance and Budget department is responsible for administering and reporting LBT's financial resources and is committed to providing the highest level of financial services. The department is responsible for the agency's budget, developing financial plans and strategies, managing grants and the capital program, monitoring pension and retirement investments, farebox revenue, employee payroll, agency procurements and warehousing. It also oversees agency-wide performance metrics such as Key Performance Indicators (KPIs), risk assessment and internal control functions and working with other agencies and the industry to strengthen LBT's operational efficiency.



Organizational Key Performance Indicators

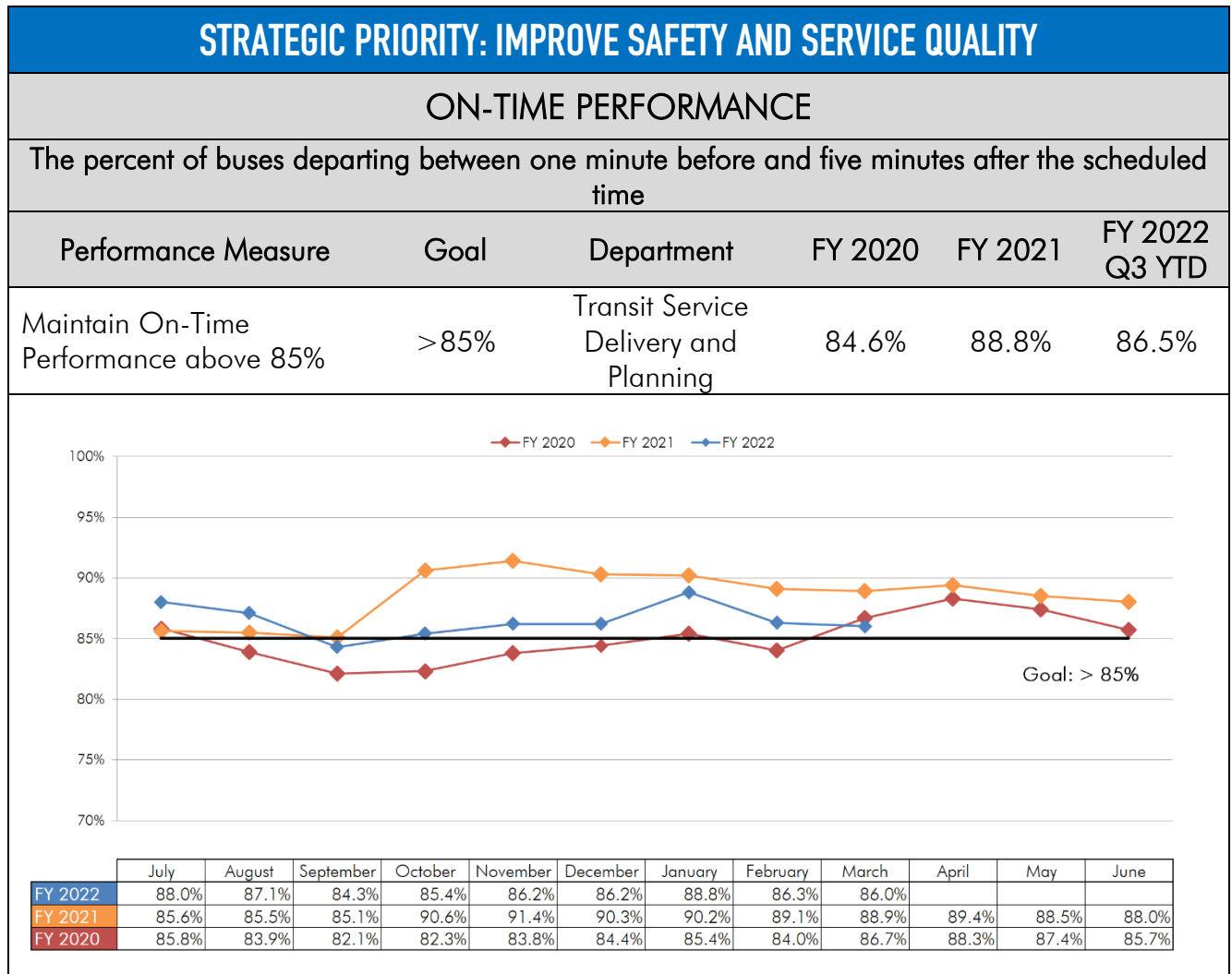
KEY PERFORMANCE INDICATORS

LBT's Key Performance Indicators bring together cross-departmental analysts to track, measure and analyze the agency's performance. The KPIs support the strategic priorities, and each has a specific goal set annually, with progress measured against that goal. Quarterly, the team communicates the results, evaluates trends and identifies potential improvement actions. Following are examples of the agency's KPIs. The performance in many areas has been impacted by the COVID-19 pandemic.



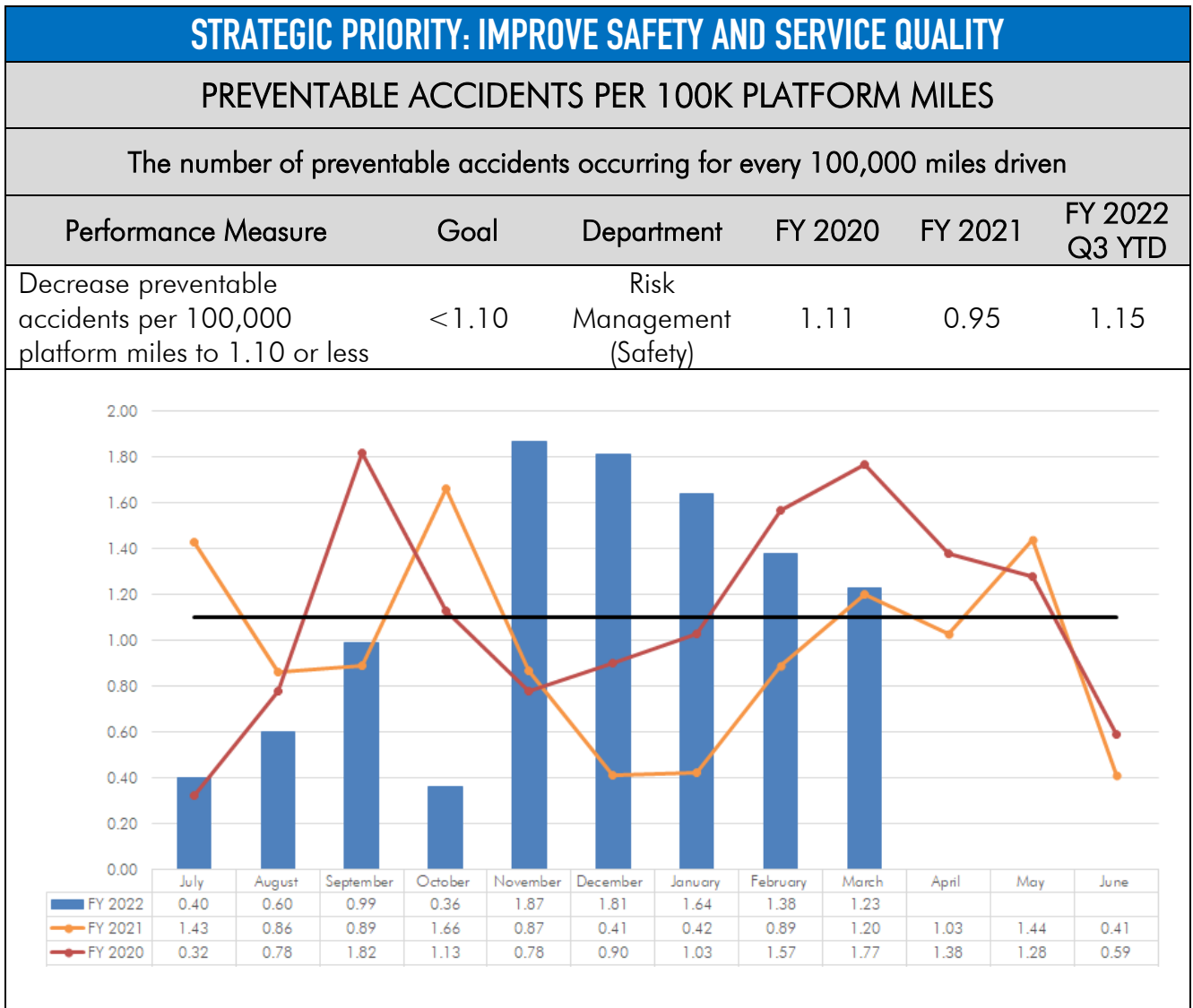


Organizational Key Performance Indicators (cont'd)



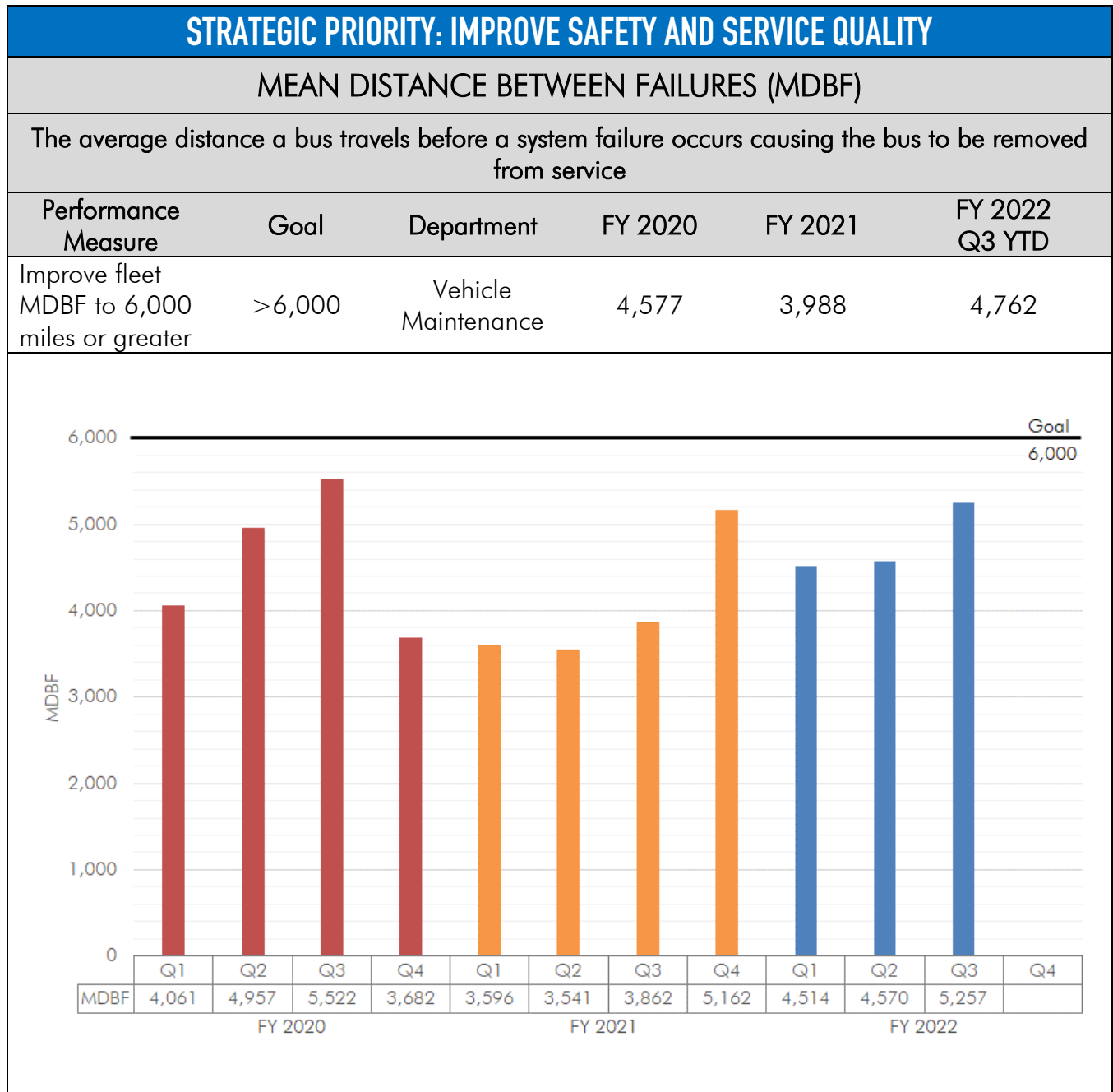


Organizational Key Performance Indicators (cont'd)



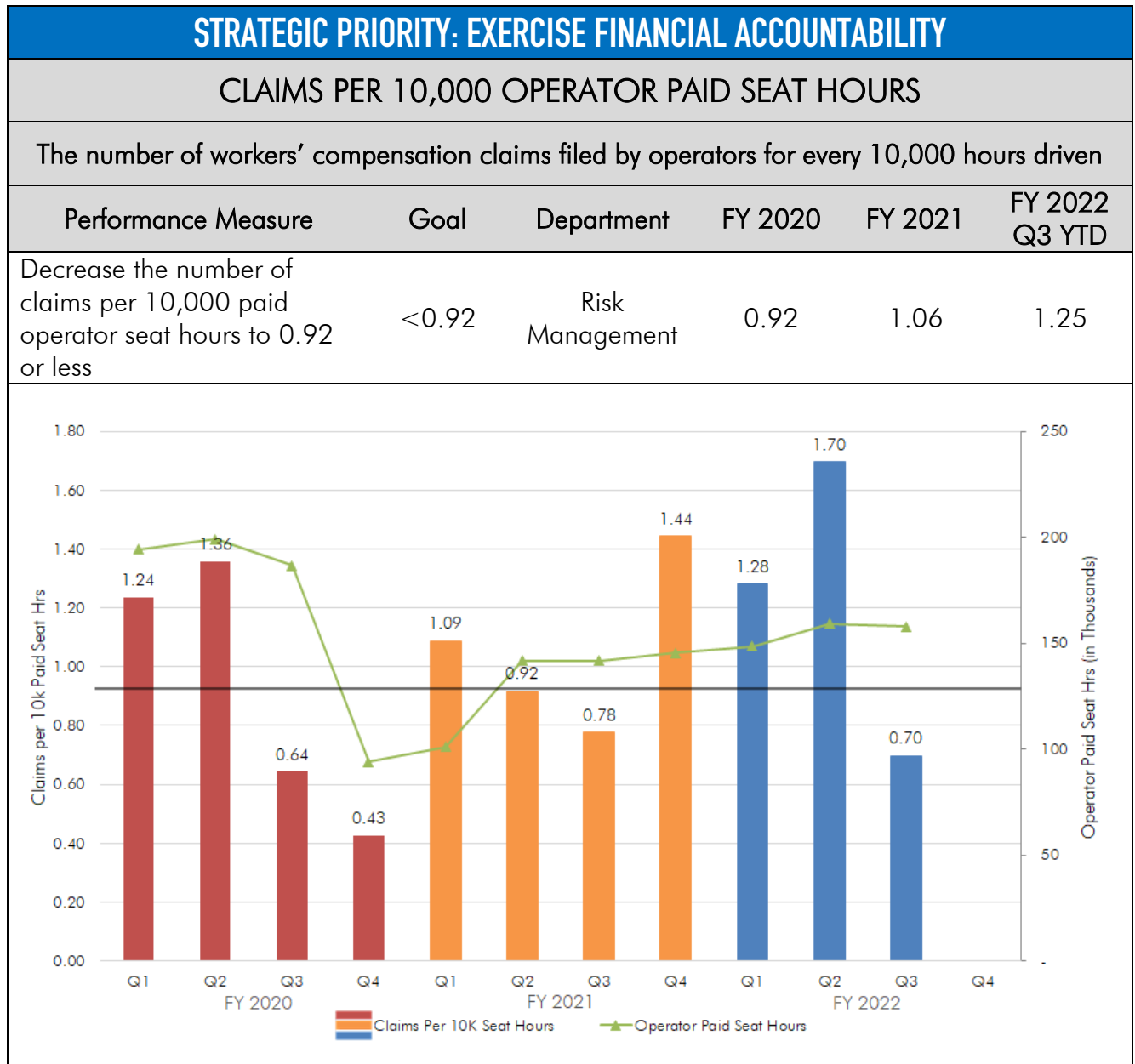


Organizational Key Performance Indicators (cont'd)



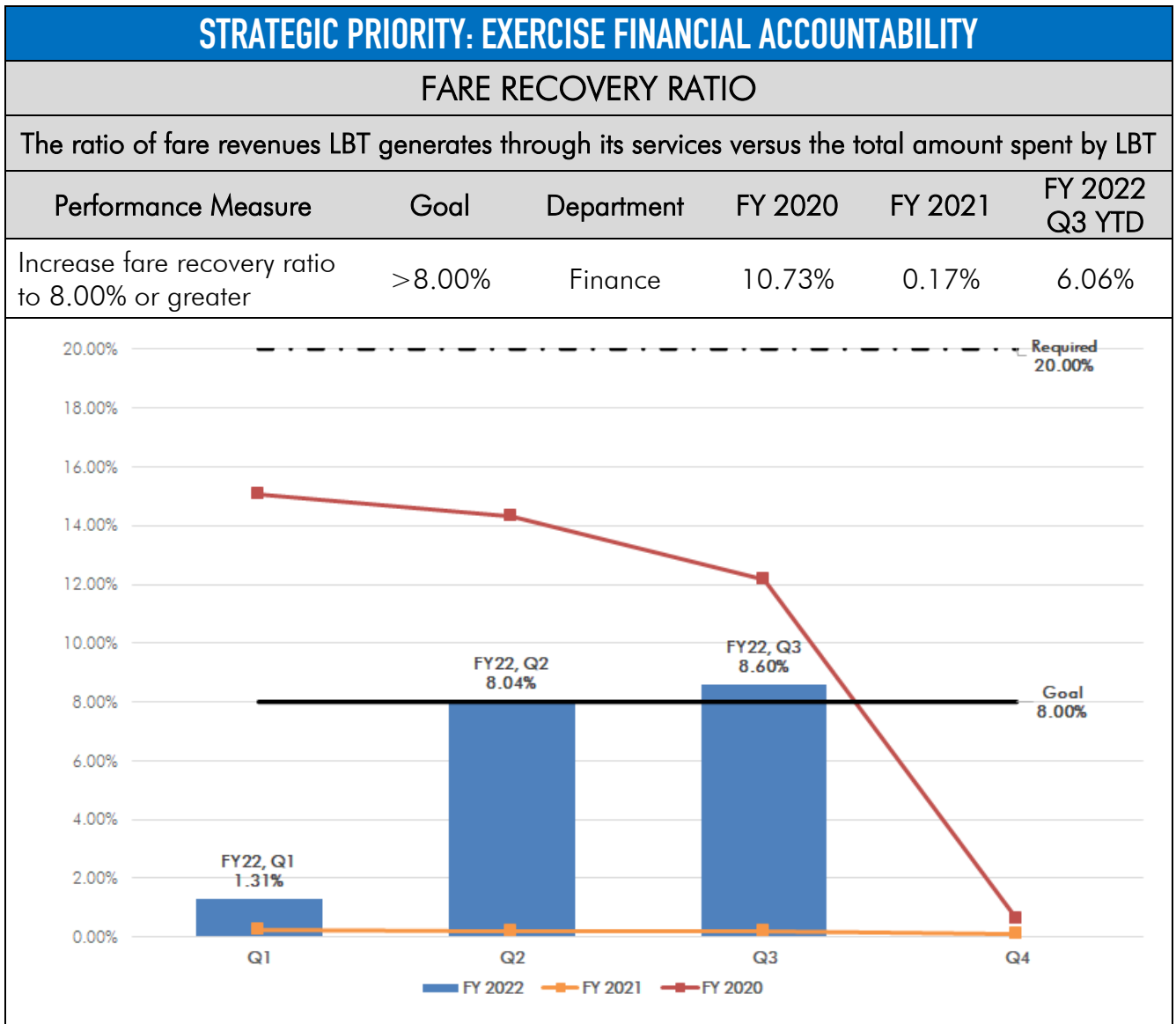


Organizational Key Performance Indicators (cont'd)



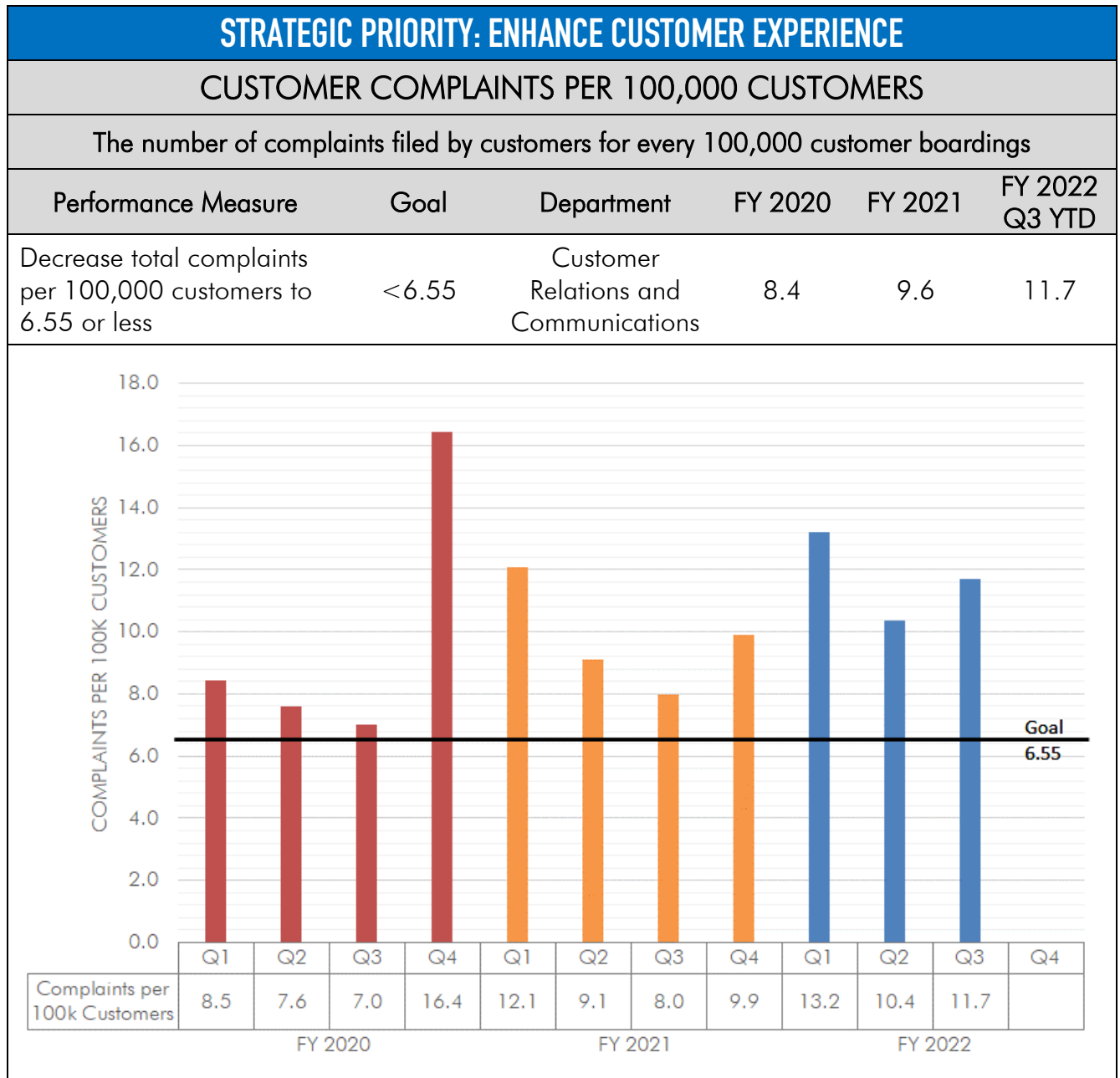


Organizational Key Performance Indicators (cont'd)





Organizational Key Performance Indicators (cont'd)





LONG BEACH
TRANSIT

Budget Overview





FINANCIAL POLICIES

LBT consists of a single enterprise fund in which the agency provides public transportation for a fee. This budget has been prepared under the accrual basis of accounting, where revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. The budget uses the same basis of accounting as LBT's financial statements.

It is LBT's policy to maintain fiscally sound operating and capital budgets. The agency accomplishes this by ensuring a balanced budget, which is defined as sustaining operating costs that do not exceed its incoming revenue. Agency operations are financed by fare revenue, and annual sales tax subsidies received from state and county programs, as well as miscellaneous revenue, such as income from advertising on agency buses, alternative fuel credits and investment returns. The amount of operating sales tax subsidies received each year is based on a regional formula comprised primarily of fares and revenue miles.

Government grants are received for operating assistance and capital asset acquisitions. The grants are formally recognized in the financial records as valid receivables when LBT complies with appropriate grant requirements. Operating assistance grants are included in subsidy revenues in the year in which the grant is applicable, and the related reimbursable expenditure is incurred. It is LBT's policy to record capital grants as net assets when the related expenditures are incurred.

Each year, Congress passes legislation which, when signed by the President, appropriates funds for the Department of Transportation and related agencies. After that legislation is enacted, FTA publishes a Notice in the Federal Register that provides an overview of the apportionments and allocations based on these funds for the various FTA programs, as well as statements of policy and guidance on public transit administration.

FTA's public transportation assistance program authorization is provided by federal transit law and Chapter 53 of Title 49, U.S. Code. The most recent authorization, the Bipartisan Infrastructure Law, was signed by President Biden on November 15, 2021. The legislation reauthorizes surface transportation programs for Fiscal Year 2022 through FY 2026. The agency is eligible to receive funds based on formula allocation and discretionary grants for transit projects.



Financial Policies (cont'd)

INVESTMENT POLICY

LBT's investment policy, which complies with state and federal laws, provides general investment and money management guidelines. To ensure prudent money management, emphasis is placed in priority order on safety of principal, liquidity and return on investment.

Moreover, the investment portfolio requires sufficient liquidity to enable LBT to meet daily operating obligations.

PROCUREMENT POLICY

LBT's procurement policy is established to ensure full and open competition that is accessible to all qualified vendors and suppliers. Through its solicitation policies and procedures, the agency ensures public funds are used responsibly and efficiently to meet LBT's operational needs.

LBT's staff has the authority to procure and award goods and services up to \$200,000. Procurements exceeding that threshold are authorized by LBT's Board of Directors.

RESERVE POLICY

LBT maintains a three-month operating reserve, which equates to approximately 25% of the agency's annual operating budget. The operating reserve allows the agency to provide continuity of operations in the event of any significant challenges such economic downturns, pandemics, acts of God or any other catastrophic event.

LONG-TERM FINANCIAL PLANNING

LBT's long-term financial planning aligns the agency's financial capacity with its strategic priorities and ensures its ability to provide essential public transportation services. Long-term strategies have been developed to reduce costs, optimize efficiency and increase revenue to achieve long-term sustainability.

Financial forecasts project revenues and expenditures, using assumptions about economic conditions and future spending, including such factors as:

- Service levels
- Operating revenue
- Wages and collective bargaining agreements



Financial Policies (cont'd)

- Benefit costs and trends
- Fuel types and price trends
- Capital investment expenses
- Vendor contracts
- Risk management and mitigation
- Economic growth rates, including sales tax and Consumer Price Index

LONG-TERM DEBT

In February 2020, the LBT Board of Directors authorized the agency to enter into a purchase agreement with the Port of Long Beach for the acquisition of a commercial office building located in the City of Long Beach. The building will be used as LBT's corporate offices.

LBT financed half of the purchase price, equal to \$10.5 million, by executing a promissory note with an annual interest rate of 5% and a maturity date of 10 years after the closing date. LBT may prepay the outstanding principal amount without penalty or premium of any kind.

Throughout the duration of the promissory note, LBT has diligently made additional principal payments to reduce interest expenses from the operating budget. At close of FY 2022, the note will have a remaining balance of \$3,212,787. In July 2022, LBT expects to pay off the remaining balance of the note and will not incur any interest expense in FY 2023.



Operating Budget Development

OPERATING BUDGET DEVELOPMENT PROCESS

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

The operating budget development process, initiated by LBT's Finance and Budget department, commences with an operating plan and objective setting meeting in February, involving the Executive Leadership Team and managers.

Various meetings are held to develop budget objectives and assumptions that relate to service delivery levels, cost drivers, as well as expenditure limitations for the next fiscal year. Interdepartmental meetings are held during the month of April to ensure that departments develop a comprehensive budget plan that adheres to the overall budget objectives. The Executive Directors/Vice Presidents then present budget proposals that are reviewed by the CEO and the Executive Director/VP, Finance and Budget.

After the budget has been reviewed and completed by staff, a draft is presented to the Board of Directors' Executive Committee for review and feedback.

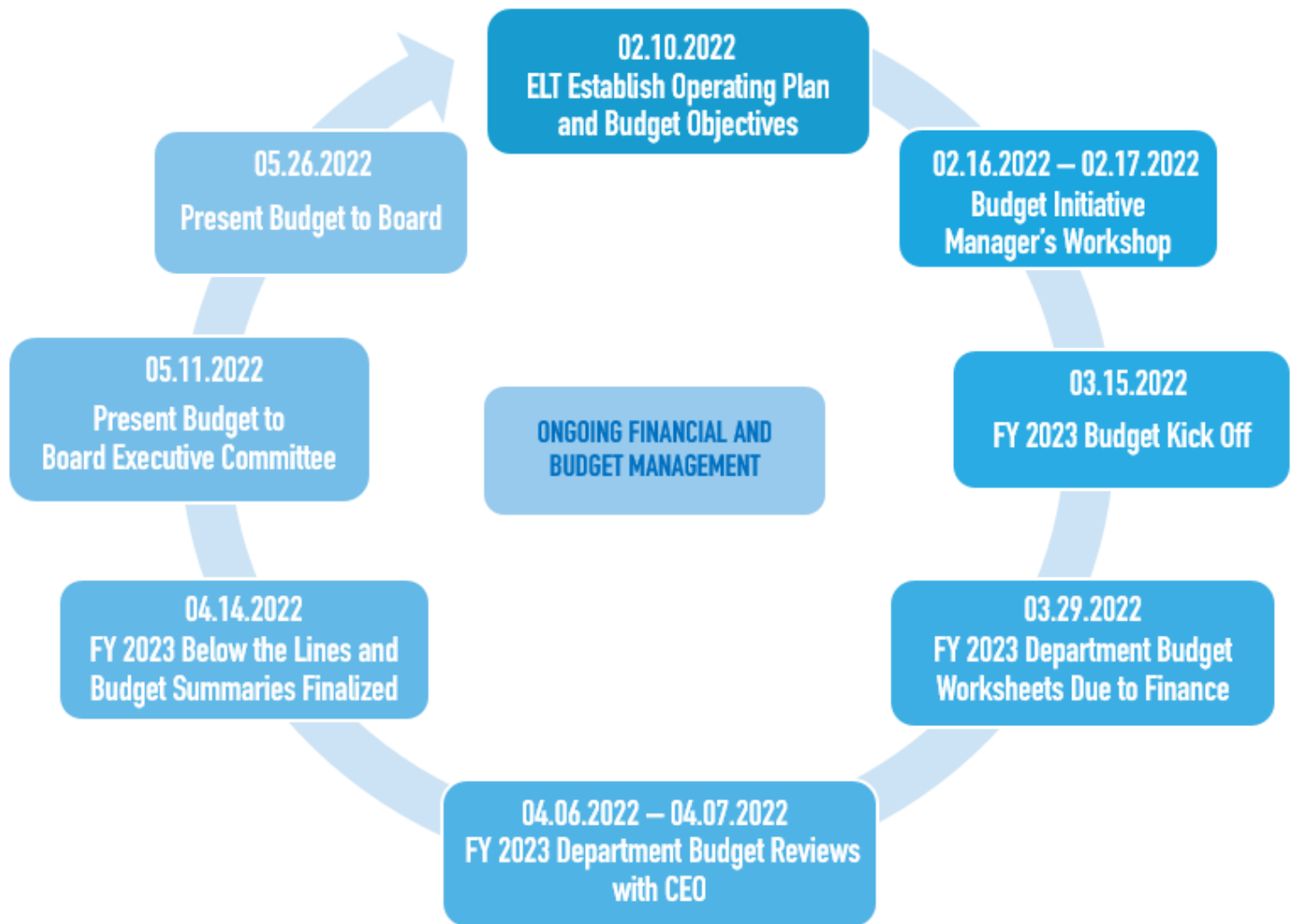
During the May Board of Directors meeting, the CEO presents the budget to the full Board of Directors for approval and adoption consideration.

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

The Executive Director/VP, Finance and Budget presents a monthly financial report to the Board of Directors. During the fiscal year, if financial conditions change and a mid-year budget amendment is deemed necessary, the CEO will present recommended budget revisions to the Board of Directors.



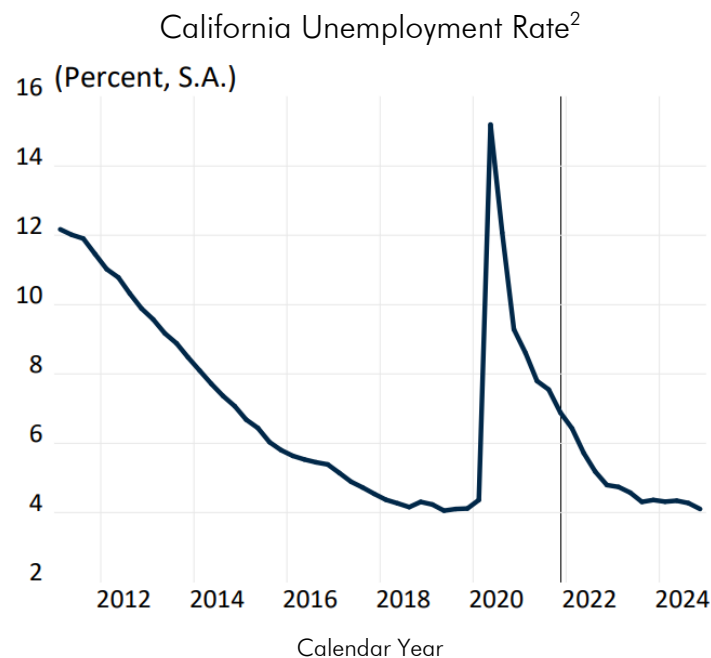
Operating Budget Development (cont'd)





GENERAL ECONOMIC CONDITIONS

While there is still much uncertainty in light of the ongoing COVID-19 pandemic, the California economy is showing signs of recovery. California's unemployment rate as of February 2022 is 5.4%, down from a high of 16% in April 2020¹. The University of California, Los Angeles (UCLA) Anderson Forecast projects that unemployment will continue to recover gradually until reaching pre-pandemic levels in 2023.



Unemployment rates in Los Angeles County and in the City of Long Beach are higher than that of the state. As of February 2022, the Los Angeles County unemployment rate was 6.4%. This difference is largely due to the region's dependence on the accommodation and food service sectors, as well as personal care and other services, which are among the slowest to recover. The tightening of the labor market and the ongoing conditions of the pandemic hinder LBT's ability to expand its workforce. Personnel constraints will continue to be a challenge for LBT in the near-term.

¹Source: U.S. Bureau of Labor Statistics

²Source: UCLA Anderson Forecast

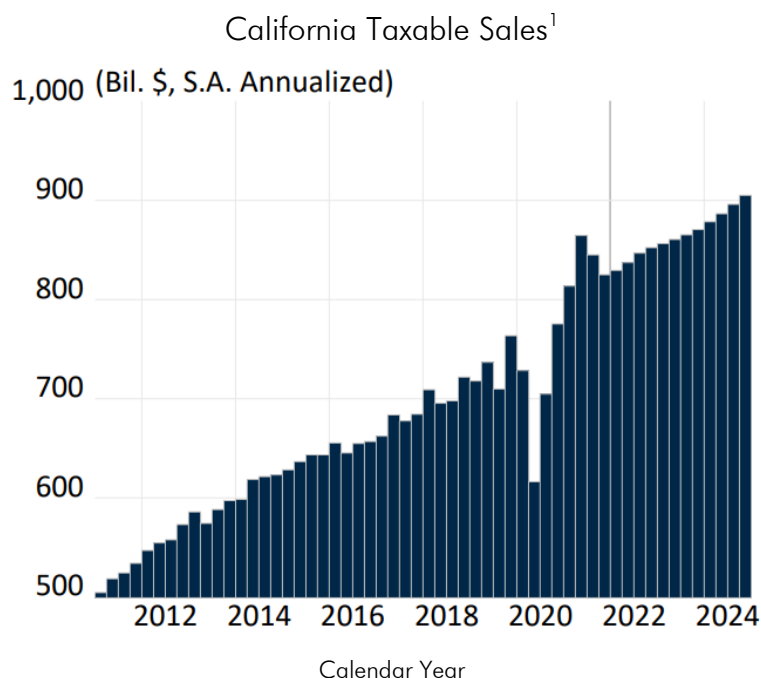


General Economic Conditions (cont'd)

LBT receives subsidies from Los Angeles County based on a formula allocation of sales tax revenues collected. As of February 2022, consumer spending in the county has recovered to January 2020 levels, from before the pandemic. While spending in some areas, such as grocery and retail shopping, has recovered or exceeded pre-pandemic levels, some sectors are still down. These sectors include entertainment and recreation, as well as transportation and travel. As the economy continues to reopen, a strong recovery is forecasted at the state level, with taxable sales exceeding the pre-pandemic trend. If the county stays on track with the Anderson Forecast's projected recovery for the state, spending will continue to exceed pre-pandemic levels over the next two years.

Additionally, there has been significantly high inflation. In March 2022, prices in Los Angeles County are up 1.5% over the previous month and up 8.5% from a year ago. High inflation contributes, in part, to the increase in taxable sales since prices are higher. However, high inflation also has a significant negative impact on LBT's expenses, and the effects can be seen in the FY 2023 budget.

The forecasted trend in taxable sales in the state is shown below.



¹Source: UCLA Anderson Forecast



BUDGET ENVIRONMENT

PURCHASE OF FIVE ZERO-EMISSION ELECTRIC COMMUTER BUSES

In another major step to become a sustainable transit agency, in March 2022, LBT's Board of Directors authorized the President and CEO to enter into a contract to purchase five zero-emission 45-foot electric commuter buses and expects its first delivery of buses in early FY 2024. The purchase of these additional commuter buses will allow LBT to increase service on the UCLA/Westwood Commuter Express routes, as well as provide seasonal Museum Express services. These buses would further provide LBT's customers with transportation to jobs and educational opportunities by utilizing public transportation, while reducing LBT's environment impacts by reducing congestion of urban freeways through directly removing cars off the freeway.

The addition of these ZEBs will reduce LBT's reliance on gasoline fuel and promote ridership on the agency's commuter express and seasonal services.

CORPORATE OFFICES

In August 2020, LBT closed escrow on the purchase of the building and partnered with a professional property management company to manage building operations and explore tenant lease opportunities.

LBT prioritized four projects that were deemed the most practical and necessary to complete while the building is unoccupied. These projects are:

- Building automation system
- Architectural and engineering space planning
- Replacement and restoration of the building's roof
- Elevator modernization project

The building automation system of the corporate office seeks to standardize both hardware and software and more importantly, provide greater system control, minimize energy consumption, as well as improve and optimize the performance of the existing HVAC equipment.

LBT engaged an architectural and engineering firm to conduct the space and floor planning so that LBT can transition into the new corporate offices and provide space for tenants to lease.



The restoration of the corporate office's roof encompasses removing the existing membrane of the roof, installing a new membrane, applying a fabric-reinforced coating system for maintenance, and installing a PBBC buffer/waterproofing blanket.

The elevator modernization project will improve and enhance the current elevators within the corporate office. This includes installing a new electrical and fire life safety system, upgrading elevator control components, installing remote monitoring and communication systems, adding handrails, buttons, signage and indicator lights that are compliant with the Americans with Disabilities Act, as well as upgrading elevator amenities.

These capital projects have been accounted for in the three-year capital plan.

GOPASS/FARELESS SYSTEM INITIATIVE (FSI)

In October 2021, LBT's Board of Directors approved the agency's participation in the Los Angeles Metro's regional GoPass pilot initiative, also referred to as the Fareless System Initiative (FSI). Under the pilot, eligible K-12 and Community College students attending participating school districts will have access to unlimited rides on all transit agencies that have also signed on to the program. Students can ride with the use of a free TAP card that is distributed only through the schools and must be registered online.

School districts and transit agencies participating in the pilot program will share in its cost. K-12 school districts will contribute \$3 per enrolled student per academic year, while Community College school districts will contribute \$7 per enrolled student per academic year. However, a \$2 fee for TAP card issuance will be deducted for each card distributed to students.

Contributions collected, minus card fees, will be allocated amongst participating transit agencies across the county based on rides taken on each agency. These contributions are expected to be minimal, and the remaining loss of passenger revenue will be subsidized through LBT's operating budget by ways of operating expenses to provide service and loss of fare revenue.

The pilot period is established for October 2021 to June 2023. LBT plans to offset the fare revenue loss during the pilot period with subsidized funding from the American Rescue Plan Act of 2021 allocation.



EMPLOYEE RECRUITMENT AND RETENTION

Two of the biggest challenges that LBT continues to face year after year are recruiting highly competent, qualified candidates and retaining high-performing employees.

Recruitment is one of the agency's top organizational challenges. LBT is focused on identifying bus operator candidates who display strong customer-centric skills and maintenance technicians whose skill sets are aligned with the agency's zero-emission bus fleet transition plan.

Equally as challenging as recruitment is the retention of top performing employees. Currently, LBT has various types of employee benefits, such as medical insurance, employee assistance program (EAP) and retirement plans.

COVID-19 IMPACT ON LBT

As the COVID-19 pandemic eases, LBT continues to adapt to the ever-changing environment and the following measures through FY 2022:

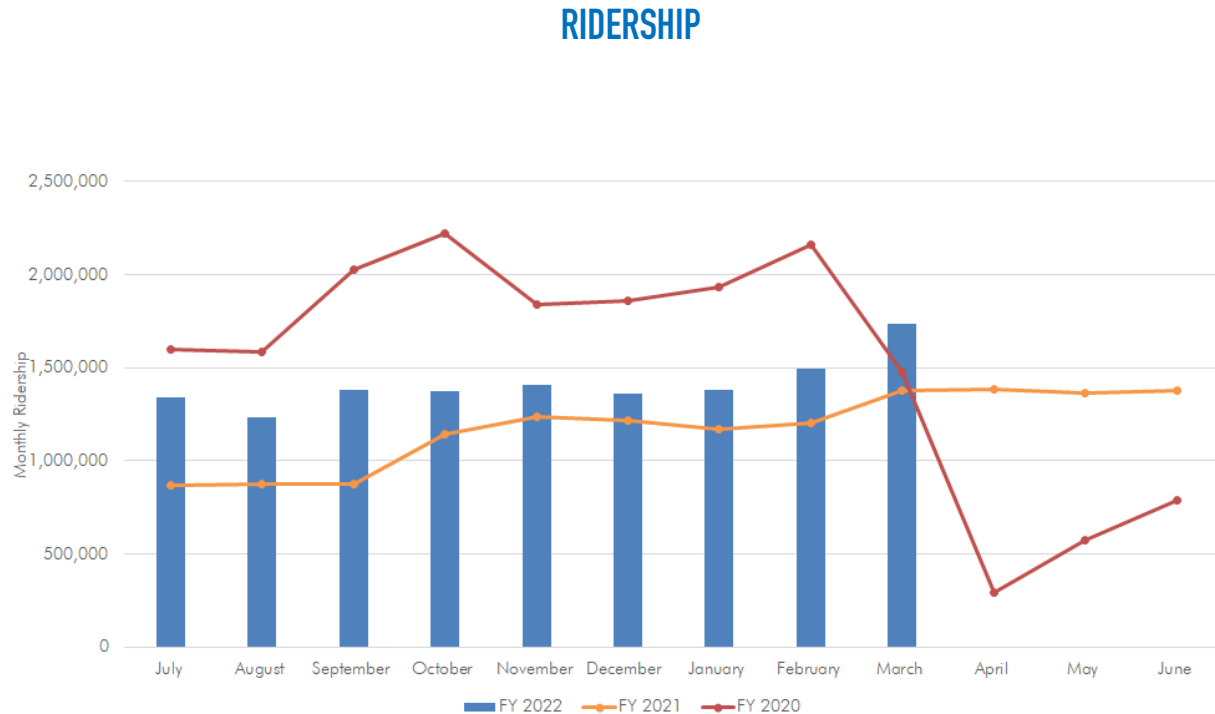
- **Modified Service Delivery**
LBT has been phasing back normal service levels since the Fall of 2021 in efforts to align with the needs of its community while also adhering to leading expert guidance for the COVID-19 pandemic.
- **Face Mask Requirement**
Following the guidance of the Federal Transit Administration (FTA), LBT continues to require all staff to wear a face mask while on LBT premises or operating an LBT vehicle and requires all customers to wear a face mask while using LBT's services.

As of the February 2022 service change, LBT has implemented service back up to 82% of pre-pandemic service levels. Ridership has been steadily increasing throughout FY 2022, surpassing the ridership levels year to date for the previous two fiscal years.



Budget Environment (cont'd)

Illustrated below is a graph capturing the ridership by month from July 2019 through the end of March 2022.



The FY 2023 budget reflects service restoration up to 85% of pre-pandemic levels in order to support anticipated ridership growth over the coming fiscal year.



Navigating Towards the Next Normal

As LBT plans for FY 2023, the agency is “navigating towards the next normal.” Every aspect of the agency’s business was affected by the pandemic. This budget charts a course that navigates LBT out of the pandemic and into the future. While there are no established road maps to follow in these unprecedented times, the agency’s mission will always serve as its guide—“Dedicated to connecting communities and moving people...making everyday life better.”

LBT will maintain a strategic mindset and long-term outlook as it navigates ahead and continues to make everyday life better.

BUDGET FOUNDATIONS

The FY 2023 budget is built upon the following foundational pillars:

- **No Fare Increase**
Due to the economic impact of COVID-19 and LBT’s continuous efforts to rebuild service, LBT could not consider any fare increase as a source of revenue for this fiscal year’s budget.
- **Incremental Service Restoration**
As the nation emerges from the pandemic, LBT will begin to incrementally increase service towards 85% of pre-pandemic service levels.
- **Implementation of GoPass Program**
LBT is continuing its participation in the Los Angeles County-wide GoPass pilot program, which provides eligible K-12 and Community College students in participating districts to ride on participating transit agencies in the region.
- **Utilization of Federal COVID-19 Relief Funds**
LBT is building this year’s budget on a one-time funding source derived from the federal COVID-19 relief funds, specifically the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) and the American Rescue Plan Act (ARPA).



Budget Objectives (cont'd)

BUDGET OBJECTIVES

Through a series of workshops with managers and the budget team, the ELT determined the agency's focus for the coming year and the key factors driving the FY 2023 budget. Those areas identified form the budget objectives for the year and set the direction for departments as they plan their fiscal year budgets.

Aligned with the budget foundations and LBT's five strategic priorities, LBT developed the following objectives in planning the FY 2023 budget:

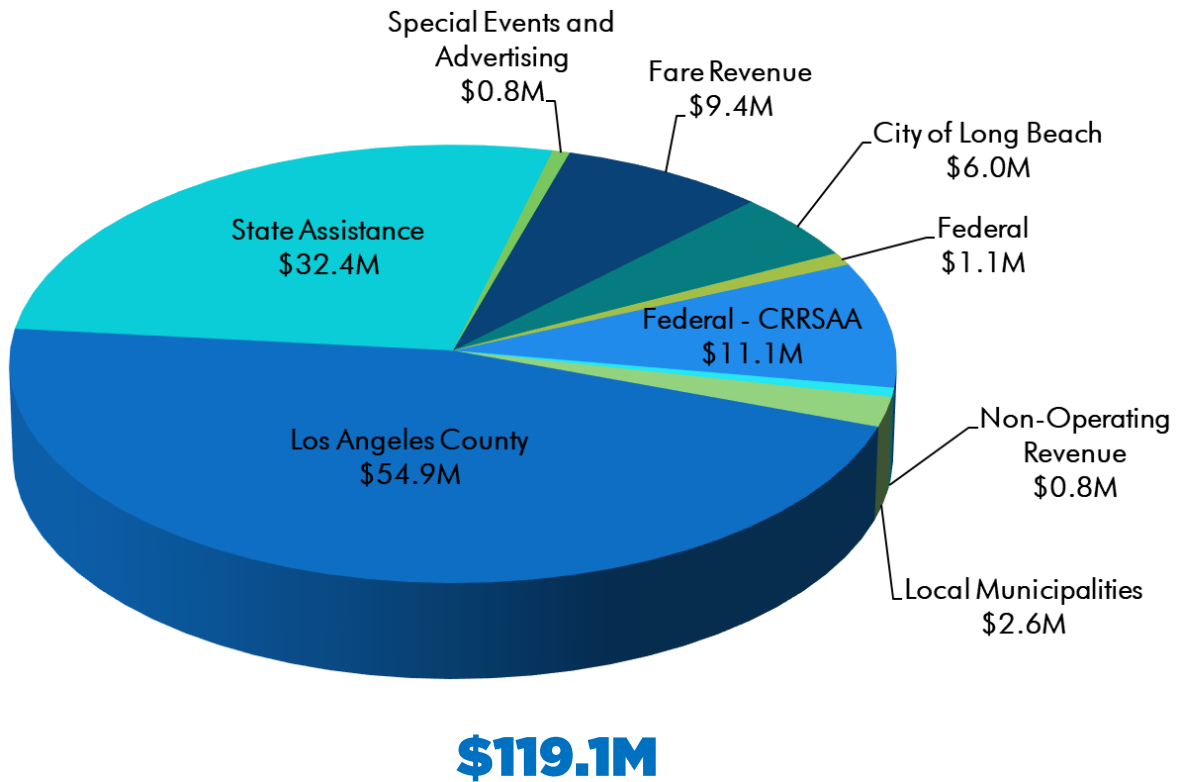
Strategic Priorities		Budget Objectives
	Safety and Service Quality	<ul style="list-style-type: none">• Improve Safety and Security• Rebuild Service to 85% of Pre-Pandemic Levels• Increase Fleet Reliability
	Financial Accountability	<ul style="list-style-type: none">• Generate Revenue• Leverage Data and Optimize Resources
	Employee Engagement	<ul style="list-style-type: none">• Invest in and Retain Current Employees While Attracting Top Talent
	Customer Experience	<ul style="list-style-type: none">• Act on Our Customer's Expectations to Create Overall Exceptional Experiences
	Community and Industry Focus	<ul style="list-style-type: none">• Strengthen Connections Between LBT, Community, and the Transportation Industry to Build and Capitalize on Brand Awareness



Operating Revenue Highlights

OPERATING REVENUE

Captured below in the pie chart and table are LBT's projected revenue sources for FY 2023.



Revenue Source	Amount	% of Total
Los Angeles County	\$54,846,230	46.1%
State Assistance	\$32,435,839	27.2%
Federal - CRRSAA	\$11,119,222	9.3%
Fare Revenue	\$9,350,095	7.9%
City of Long Beach	\$6,047,888	5.1%
Local Municipalities	\$2,565,836	2.2%
Federal	\$1,107,772	0.9%
Special Events and Advertising	\$835,550	0.7%
Non-Operating Revenue	\$774,791	0.6%
Total:	\$119,083,223	100.0%



Operating Revenue Highlights (cont'd)

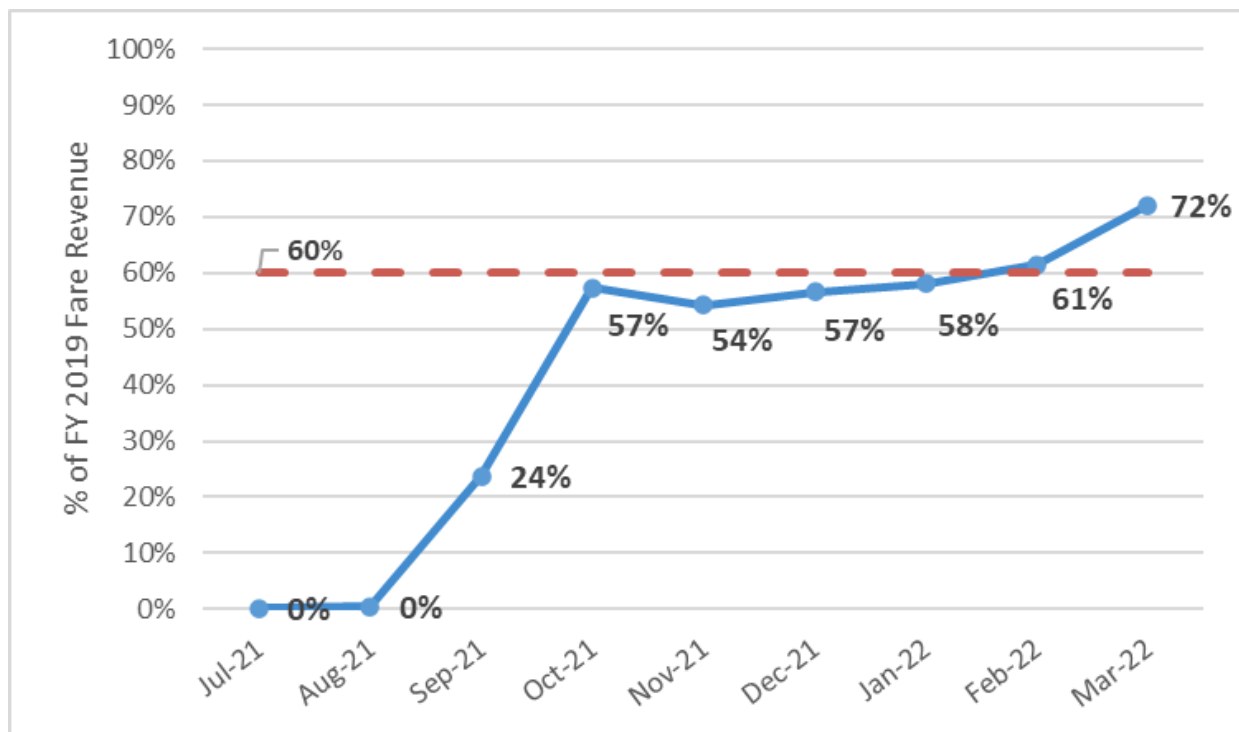
FARE REVENUE

In FY 2022, due to lingering impacts associated with the COVID-19 pandemic, the agency continued to experience a significant decrease in fare revenue. In September 2021, the agency resumed normal fare collection and enforcement.

To alleviate the adverse economic impact on LBT's customers, LBT offered a discount pass program on all regularly priced period passes for the first six months from the date LBT resumed normal service deliver and fare collection. This program was subsequently extended through the remainder of FY 2022.

Below is a graph showing the fares collected in FY 2022 as a percentage of FY 2019 fare revenue.

Fare Revenue

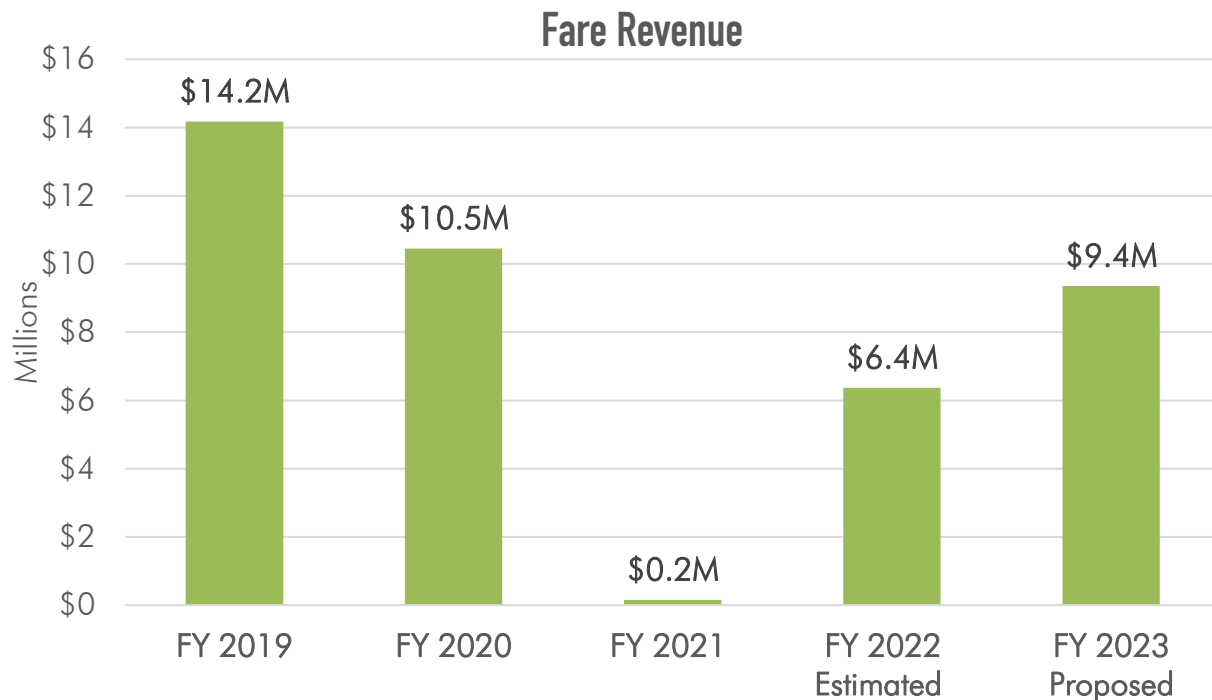


With the Board of Directors' approval of LBT's participation in GoPass/FSI, the agency anticipates a loss in student fare revenue and expects to offset this loss with the American Rescue Plan Act allocation.



Operating Revenue Highlights (cont'd)

The bar graph below illustrates a five-year trend in LBT's fare revenue.



As can be seen, fare revenue declined in FY 2019 and FY 2020 and was heavily impacted by the COVID-19 pandemic in FY 2021. The agency is projecting a 66% recovery compared to FY 2019 in FY 2023.

SUBSIDY REVENUE

Over 70% of LBT's daily operations are funded by state and county tax revenues. These revenues are received by LA Metro, the regional transportation planning entity and distributed through a Formula Allocation Procedure (FAP). The FAP is based on a formula of 50% operator vehicle service miles and 50% operator fare units (passenger revenues divided by base cash fare). The funds are estimated and allocated for the upcoming fiscal year. Variances between the adopted estimates and actual revenues are reconciled in future distributions.

Starting in FY 2021, LBT received federal funding from the following sources in response to the COVID-19 pandemic:

Coronavirus Aid, Relief, and Economic Security (CARES) Act

On March 27, 2020, the CARES Act was signed into law. The CARES Act provided relief funding to prevent, prepare for, and respond to the COVID-19 pandemic. LBT was allocated \$29.2 million in CARES Act funds, which were utilized in FY 2021 primarily for payroll expenses.

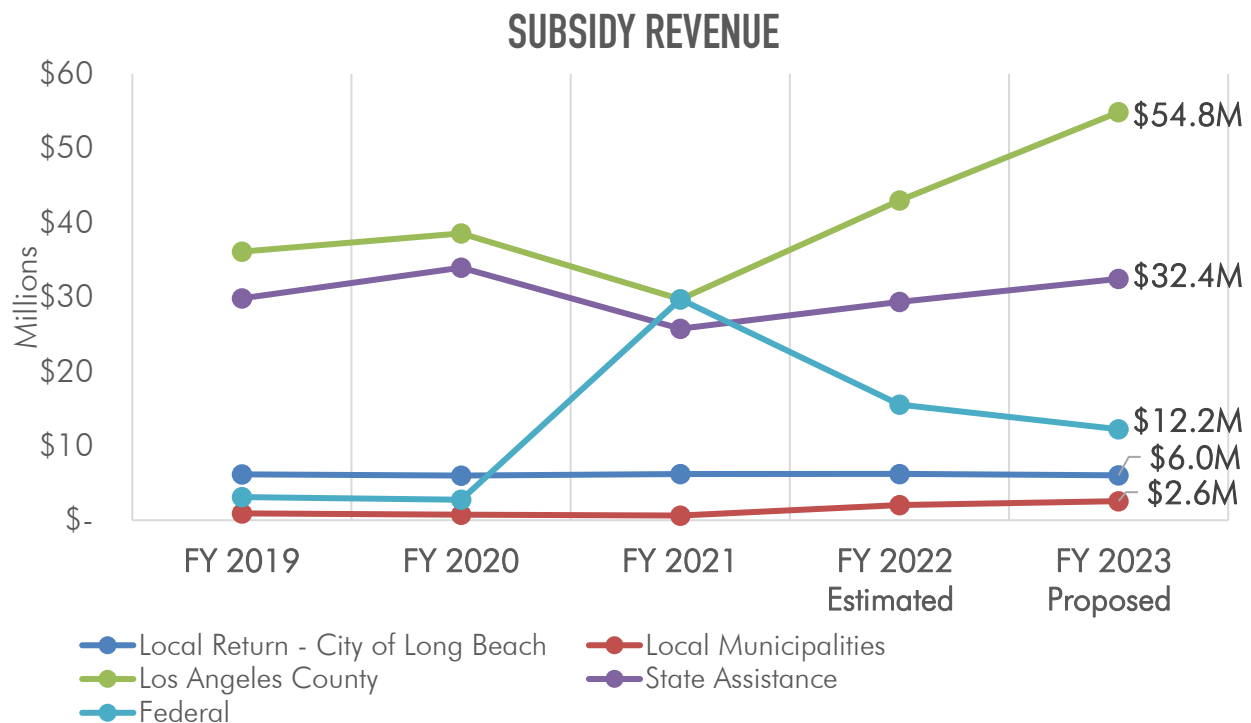


Operating Revenue Highlights (cont'd)

Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA)

On December 27, 2020, CRRSAA was signed into law, which includes \$900 billion in supplemental appropriations for COVID-19 relief, \$14 billion of which will be allocated to support the transit industry during the COVID-19 public health emergency. LBT was allocated \$26.7 million of CRRSAA funds. LBT plans to utilize \$15.6 million of CRRSAA funds in FY 2022, and the FY 2023 budget includes the remaining \$11.1 million to support operating expenses.

The line graph below illustrates a five-year trend in LBT's subsidy revenue.



INVESTMENTS

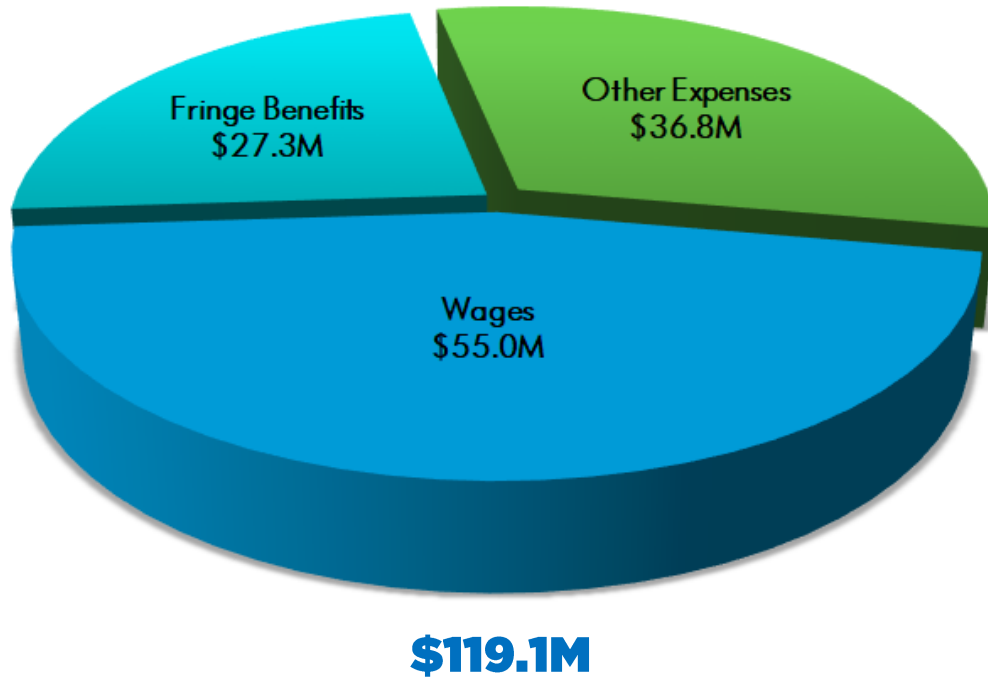
In the upcoming fiscal year, LBT expects rates of return to remain minimal in reflection of market conditions. This will negatively impact the agency's corporate investment account returns as a component of operating revenue.



Operating Expense Highlights

OPERATING EXPENSES

The following pie chart depicts the budgeted amounts for wages, fringe benefits and other expenses, which includes fuel, lubricants, utilities, parts and materials.



SERVICE RESTORATION

In FY 2022, LBT continued its health and safety measures for employees and customers, while increasing services to address customer demands. Throughout the year, the agency has gradually increased its service levels and plans for continued restoration of service level through FY 2023, to ultimately reach 85% of pre-COVID service levels as the economy strives to recover from the impacts of the pandemic and high inflation.

RETIREMENT BENEFITS

Retirement benefit expenses continue to be a significant cost driver for LBT and are managed to ensure long-term program sustainability.

LBT sponsors three retirement plans: a defined benefit pension plan for contract employees; a defined benefit pension plan for salaried employees hired before April 1, 2011; and a defined contribution plan for salaried employees hired on or after April 1, 2011.



Operating Expense Highlights (cont'd)

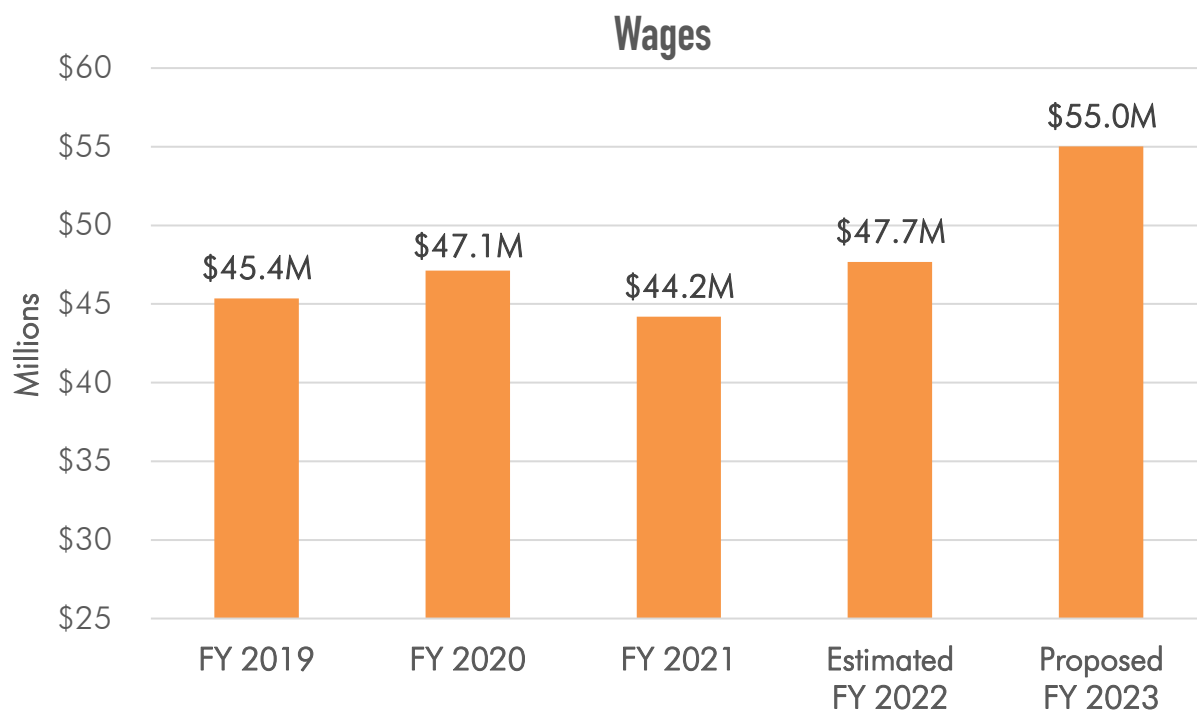
The agency adjusted the defined benefit pension plans' expected rates of return in the previous fiscal years to be more in line with projected market performance.

A significant factor affecting the contribution rates of the upcoming year for defined benefit plans is the investment rate of return during and at close of the previous fiscal year-end. FY 2022 has experienced market volatility and LBT continues to anticipate further uncertainty. The FY 2023 budget incorporates such factors in its retirement plan contribution rates.

WAGES

LBT continues to focus on recruitment efforts to support service levels and staffing requirements. In a low unemployment market, LBT strives to remain competitive in the region.

The bar graph below depicts the rise in employee wages over the past five fiscal years. Wages are the largest expense incurred by LBT.



Due to the COVID-19 modified service, employee wages were lower in FY 2021.

HEALTH CARE

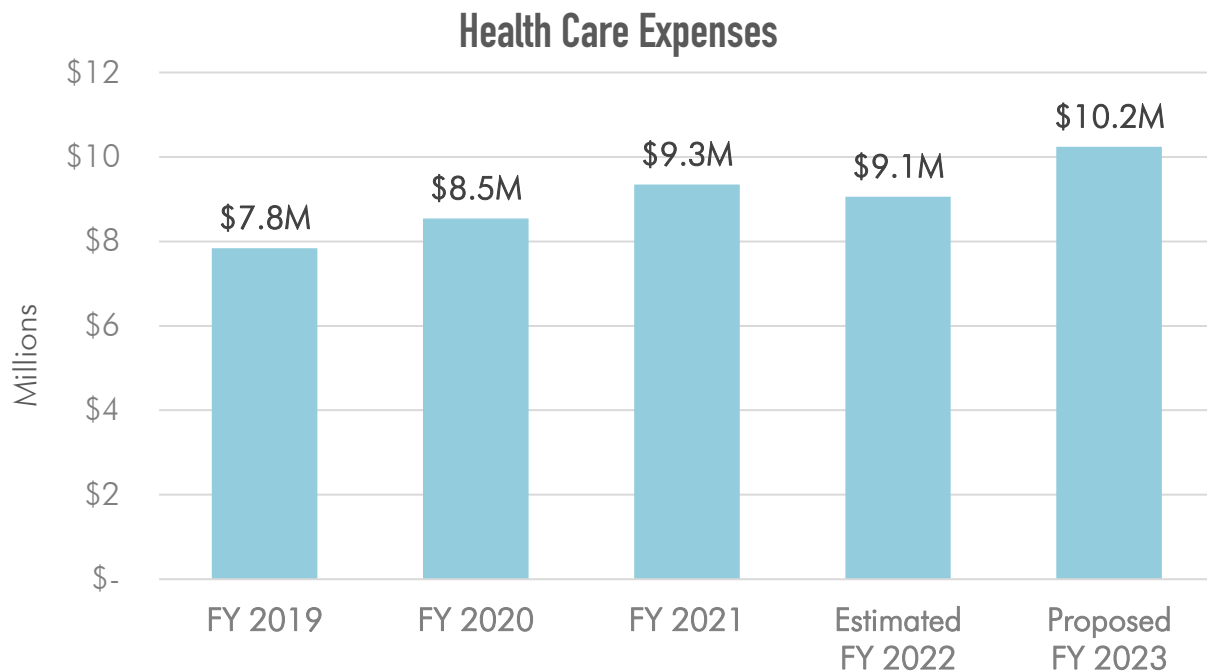
Health care costs continue to be a focal point as historical year-over-year increases remains in the double digits. In FY 2023, LBT's health care costs are projected to increase an average of



Operating Expense Highlights (cont'd)

10%. LBT partners with its insurance carrier to implement programs that assist in managing expenses in order to mitigate future increases.

The bar graph below illustrates the trend in employee health care costs over the past five fiscal years. Since FY 2019, LBT's health care costs have increased by 31%.



WORKERS' COMPENSATION

The FY 2023 workers' compensation costs are projected to decrease. The actuarial reserves have decreased due to declining losses, which were a result of the closures of COVID-19 related claims.

PERSONAL LIABILITY AND PROPERTY DAMAGE (PLPD)

LBT experienced few claims in FY 2022, compared to pre-pandemic years, and had settled substantial cases, consequently, the actuarial reserves had decreased. However, as LBT continues to restore service levels in FY 2023, the agency anticipates that claims may increase due to higher exposure with more transit vehicles delivering service. The general insurance market conditions continue to be a challenge in FY 2023. Specifically for public transit, there are few insurance carriers writing excess liability coverage in California and insureds continue to see significant premium increases.



Operating Expense Highlights (cont'd)

CORE BUSINESS CATEGORIES

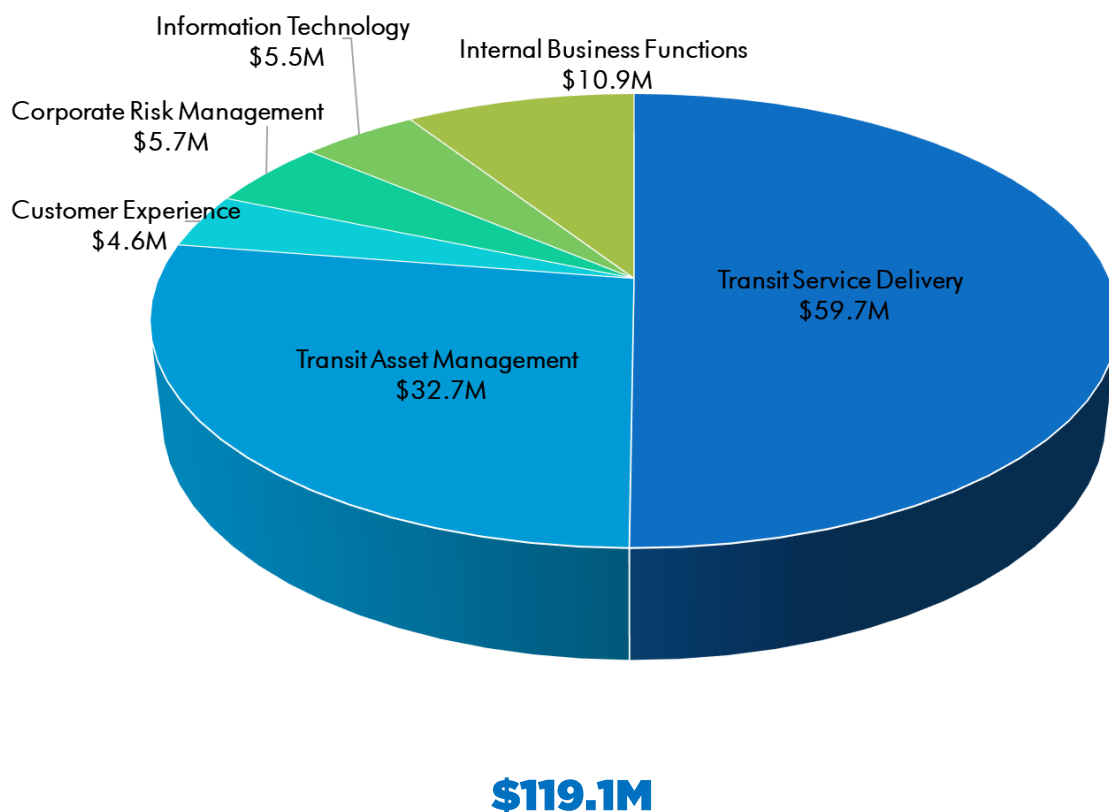
The core business categories are the essential functions that drive LBT's value creation.

The agency focuses on these core categories to coordinate and collectively perform the work that allows LBT to execute on its strategic priorities and achieve its organizational objectives each fiscal year.

LBT must seamlessly coordinate its core business categories to capture the most value in the market it serves. The positive interdependencies of the categories are paramount for the agency to remain sustainable, effective and competitive.

In order for the agency to run optimally and provide excellent services to its customers, all business functions must be flawlessly executed for LBT to remain a top-rated transit agency.

The following chart depicts budgeted expenditures relative to each core business category.





Operating Expense Highlights (cont'd)

The core business categories are as follows:

Transit Asset Management

LBT's major focus is to keep its assets in a state of good repair or "like-new" condition, to ensure the agency has revenue vehicle availability for service delivery. All of the functions related to Transit Asset Management are included in this category.

Transit Service Delivery

The next major focus is to conduct the activities related to ensuring LBT has trained employees and the capability to plan and schedule services, which enables the agency to deliver transit services. The functions related to Transit Service Delivery are captured in this category.

Customer Experience

This category is about the Customer Experience and encompasses the agency's Transit Customer Amenities and Customer Relations and Communications departments. LBT's customers' experience begins at the agency's bus stops or before, when one calls or accesses the agency's website to gain information about LBT's services.

Corporate Risk Management

LBT's next business category is about managing the agency's risk. This captures the agency's Risk Management department, including insurance, management of workers' compensation and personal liability and property damage (PLPD) claims, as well as risk mitigation.

Information Technology

This category includes the network of critical information and data management systems that enable LBT to effectively perform its day-to-day functions.

Internal Business Functions

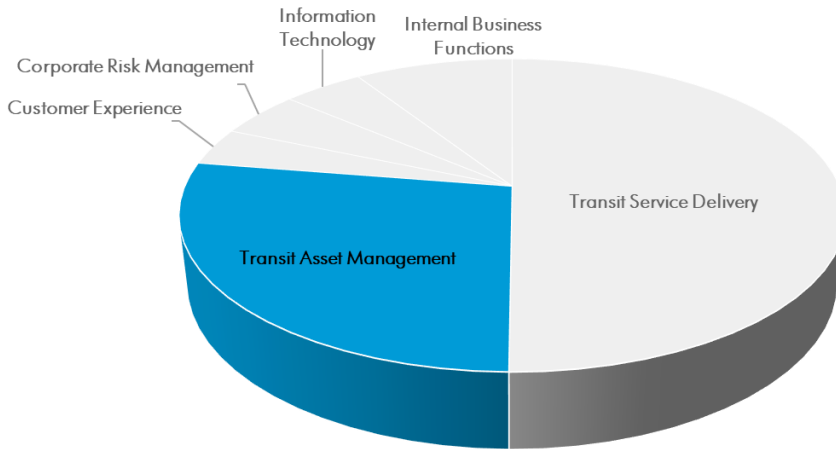
The Internal Business Function category incorporates the personnel, plans and mechanisms to ensure that LBT can effectively lead and focus on its mission and strategic priorities.



Operating Expense Highlights (cont'd)

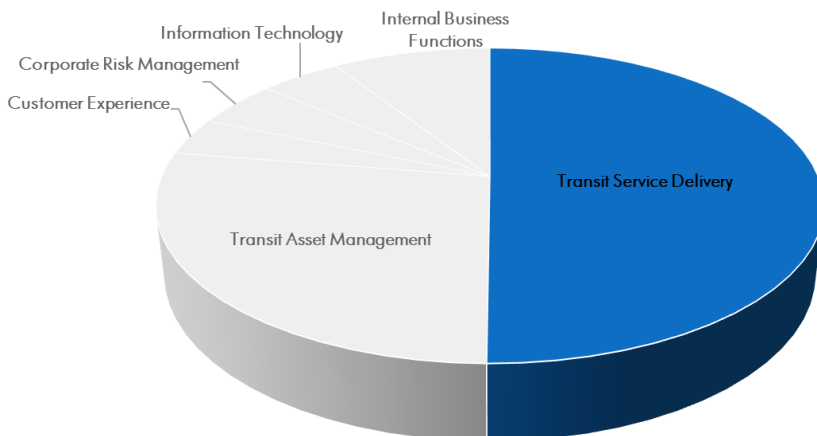
The following pie charts depict budgeted expenditures relative to each core business category.

TRANSIT ASSET MANAGEMENT



Transit Asset Management (\$)	
Vehicle Maintenance	17,543,866
Infrastructure and Utilities	6,881,053
Fuel and Lubricants	6,092,350
Warehouse	1,134,805
Procurement	756,902
Training	214,817
Total	32,623,793

TRANSIT SERVICE DELIVERY

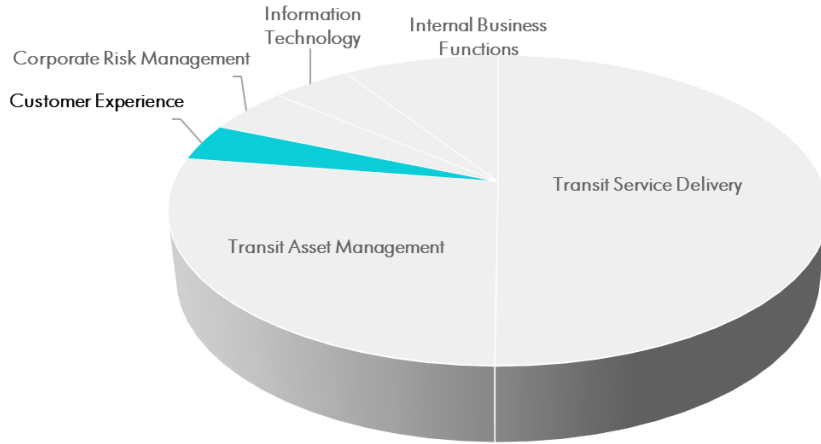


Transit Service Delivery (\$)	
Daily Operations	50,734,085
Security	3,714,970
Dial-A-Lift	1,486,457
Planning	1,347,706
Training	1,217,298
Aqua Services	1,195,299
Total	59,695,815



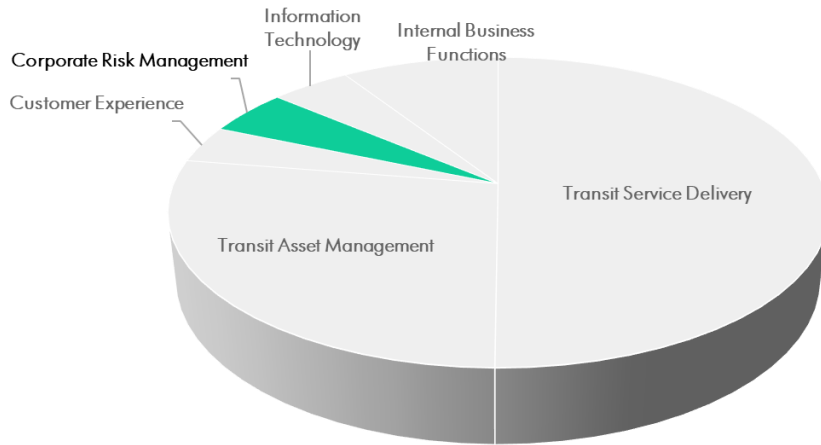
Operating Expense Highlights (cont'd)

CUSTOMER EXPERIENCE



Customer Experience (\$)	
Customer Relations and Communications	3,222,893
Transit Customer Amenities	1,399,070
Total	4,621,963

CORPORATE RISK MANAGEMENT

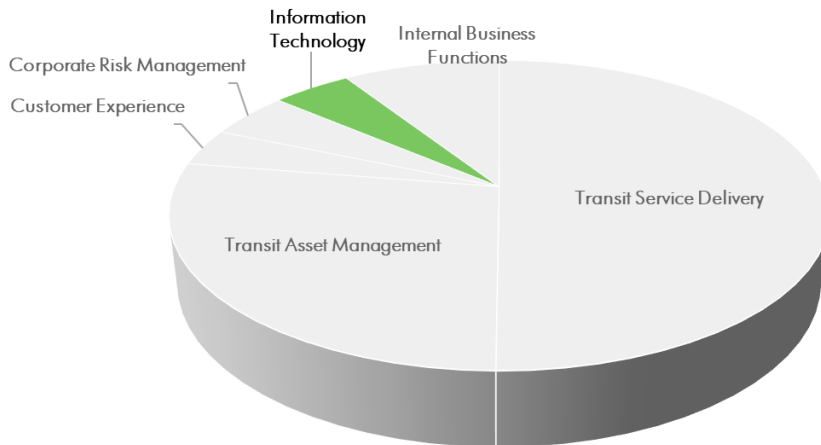


Corporate Risk Management (\$)	
Risk Management	5,703,163
Total	5,703,163



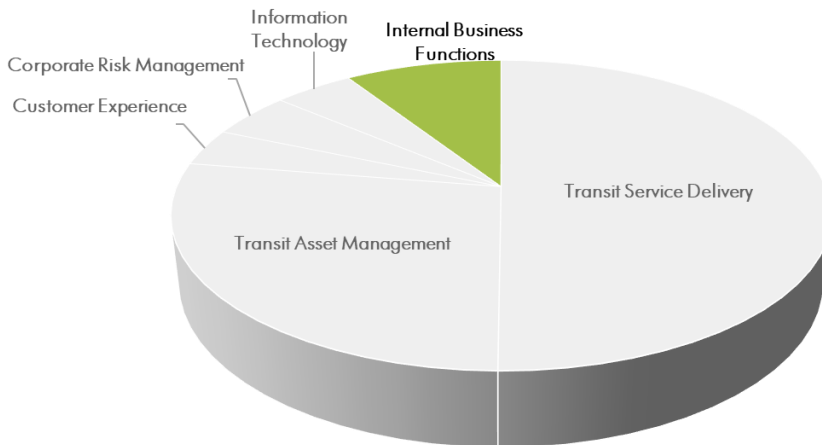
Operating Expense Highlights (cont'd)

INFORMATION TECHNOLOGY



Information Technology (\$)	
Information Technology	5,528,683
Total	5,528,683

INTERNAL BUSINESS FUNCTIONS



Internal Business Functions (\$)	
Organizational Development and Administration	3,512,551
Finance and Budget	2,909,231
Office of the CEO	1,839,843
Government Relations	1,153,786
Office of the Deputy CEO	1,123,566
Performance Management	370,829
Total	10,909,806



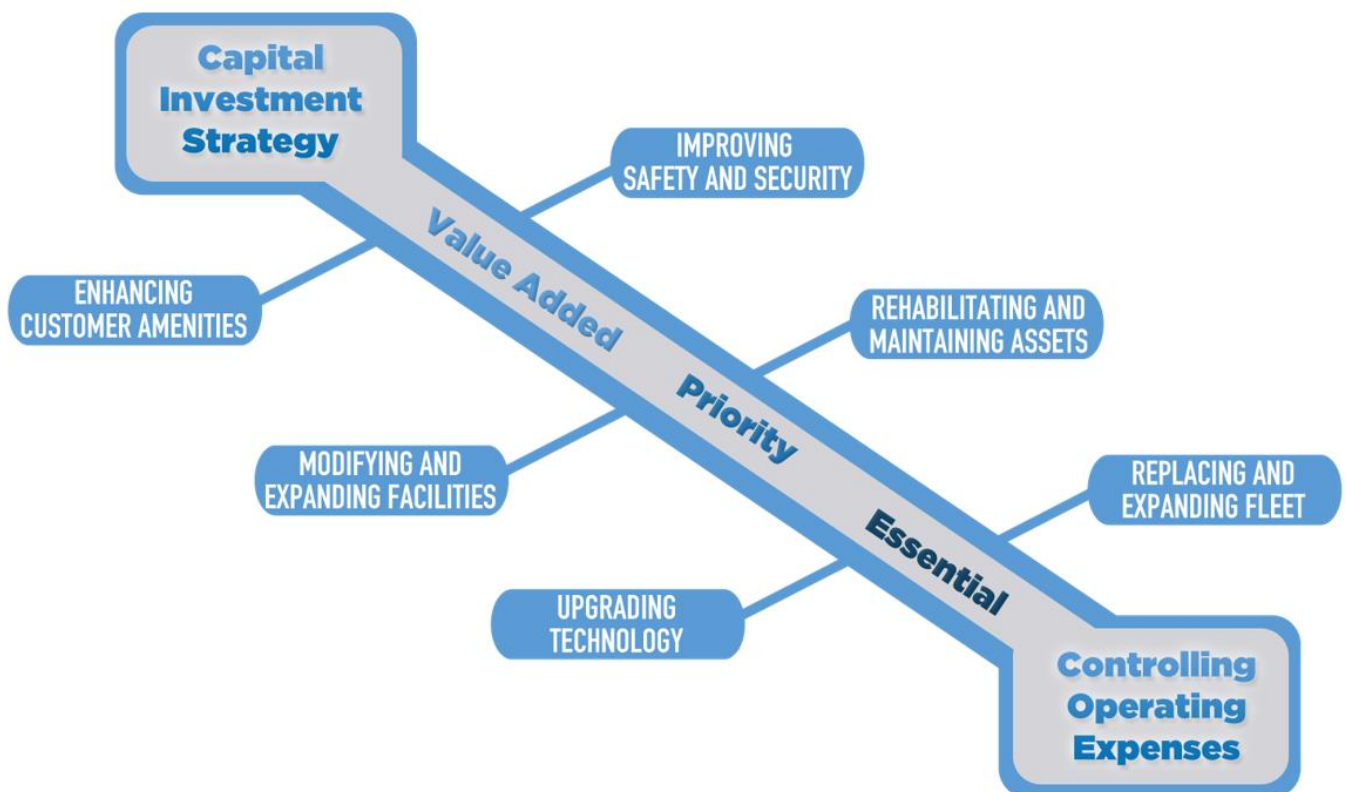
Capital Budget Overview

CAPITAL STRATEGIC PRIORITIES

The FY 2023 capital projects have been developed in alignment with LBT’s capital strategic focus. The capital projects were proposed by department managers and evaluated by an internal Key Performance Indicators (KPI) team. The KPI team is a cross-departmental matrix team that evaluated the proposed capital projects based on the capital project priority ranking system (Essential, Priority and Value Added). Within these categories, essential projects were funded first, followed by priority projects. Value-added projects are funded last—if they cannot be funded in the capital budget, the projects are reevaluated the following fiscal year.

The ELT reviewed the KPI team’s recommendations to ensure that the FY 2023 capital budget best reflects LBT’s Strategic Priorities and capital strategic focus.

CAPITAL STRATEGIC FOCUS AND RANKING





Capital Budget Overview (cont'd)

CAPITAL FUND BALANCE

To meet the agency's long-term capital needs, LBT applies sound government financial practices that require the accumulation and maintenance of funds. The funds are also set aside to help provide for current outstanding commitments or critical needs that may arise in the future. These practices align with LBT's strategic priority to 'Exercise Financial Accountability.'

LBT's fund balances are derived from various federal, state and local sources and contain balances that LBT currently holds in programmed and unprogrammed project accounts. The funds are held for a variety of capital projects including future project assignments.

Funding Source	FY2022 Through Q3	Estimated Addition	Estimated Expenditures	Estimated FY2023
Federal	\$ 305,324	\$ 49,000	\$ (250,000)	\$ 104,324
State	\$ 2,276,027	\$ 5,000	\$ (1,500,000)	\$ 781,027
County	\$ 358,484	\$ 25,000	\$ (200,000)	\$ 183,484
Total Fund Balance	\$ 2,939,834			\$ 1,068,834

The agency finances the majority of its capital assets through annual grants awarded by the FTA. These federal grants are allocated by region under Section 5307 of the Bipartisan Infrastructure Law. The agency is eligible to receive funds based on a formula allocation and discretionary money for specific projects such as bus procurements.

The Bipartisan Infrastructure Law, 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.

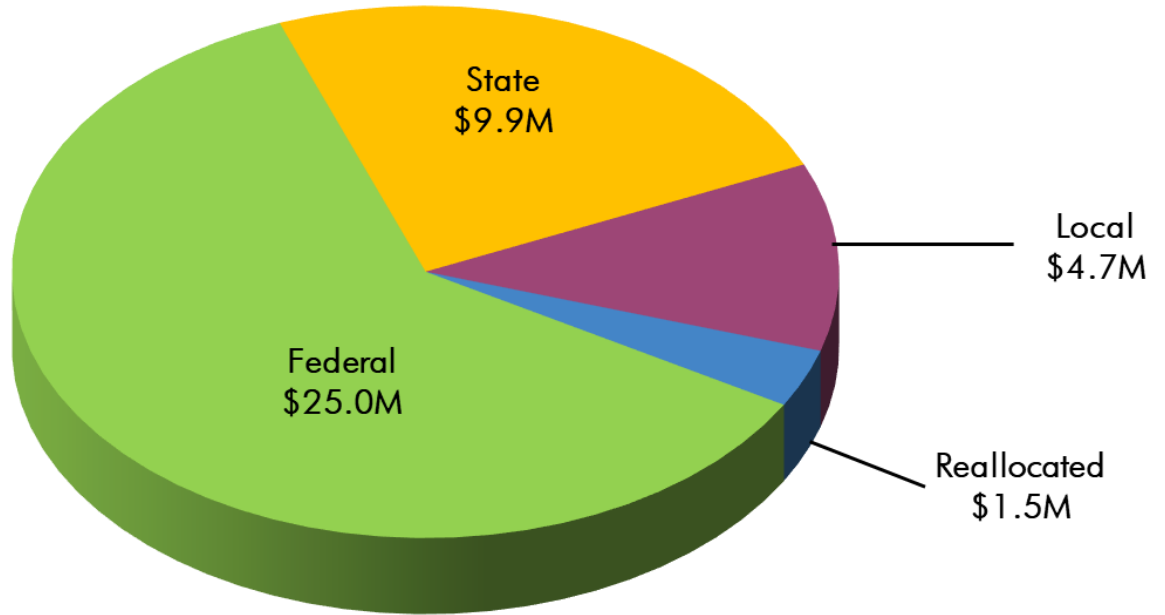
The Bipartisan Infrastructure Law authorizes up to \$108 billion to support federal public transportation programs, including \$91 billion in guaranteed funding. The new surface transportation bill will help repair and upgrade aging transit infrastructure and modernize bus and rail fleets. America's transit systems have a combined repair backlog of more than \$105 billion. The legislation provides \$23.1 billion over five years for grants to fund the repair and maintenance of transit systems. Funding in the Bipartisan Infrastructure Law will also support replacement of thousands of transit vehicles, including buses and ferries, with low- and no-emission vehicles by providing \$5.6 billion in Low- or No- Emission Bus Grants to transition to low- or zero-emission buses and purchase fueling and maintenance infrastructure.



Capital Budget Overview (cont'd)

CAPITAL FUNDING SOURCES

FY 2023 CAPITAL PROGRAM FUNDING SOURCES \$41.1M





Capital Program

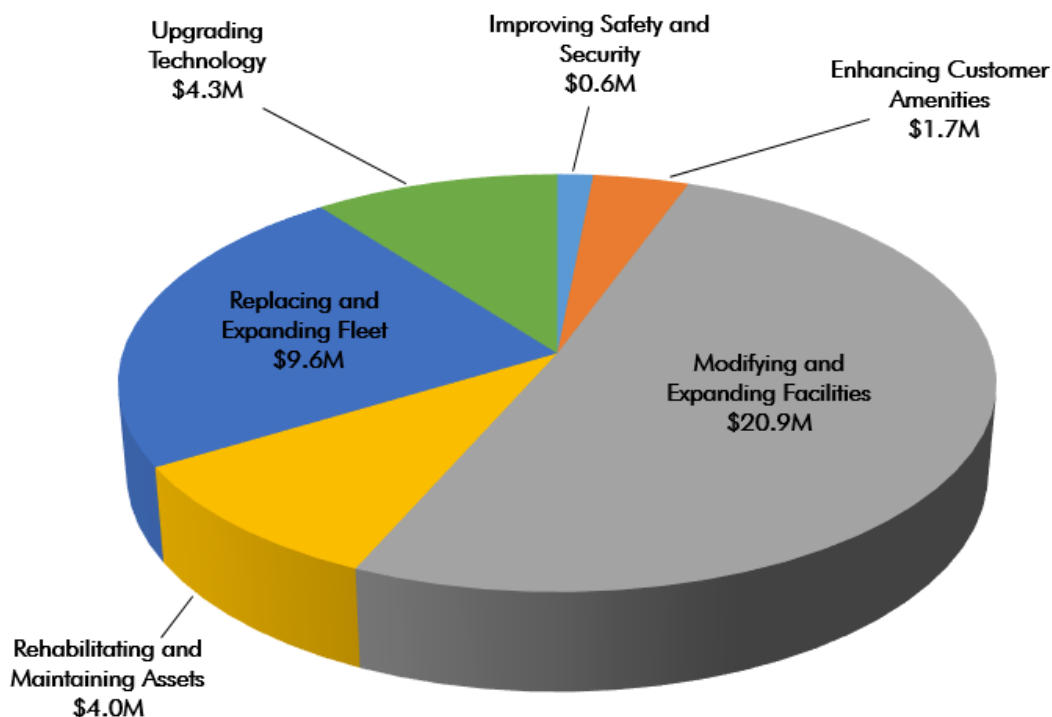
CAPITAL PROGRAM

The FY 2023 capital projects have been evaluated in relation to one another in terms of need, scope and cost to ensure the most efficient resource allocation. This analysis allows LBT to further its long-term planning goals by evaluating options and then prioritizing organizational decisions.

The proposed capital budget for FY 2023 is approximately \$41.1 million, which includes the following types of projects:

- Safety and Security Upgrades
- Bus Replacement
- Facilities Modernization
- Bus Stop Improvements
- Information Technology Upgrades
- Bus Components to Maintain Assets in a “Like-New Condition”

FY 2023 CAPITAL PROJECTS ALLOCATION \$41.1M





FY 2022 Distinguished Budget Presentation Award



GOVERNMENT FINANCE OFFICERS ASSOCIATION

Distinguished Budget Presentation Award

PRESENTED TO

**Long Beach Public Transportation Company
California**

For the Fiscal Year Beginning

July 01, 2021

Christopher P. Morill

Executive Director

The Government Finance Officers Association (GFOA) of the United States and Canada presented a Distinguished Budget Presentation Award to LBT for its Annual Budget for the fiscal year beginning July 1, 2021. In order to receive this award, a governmental unit must publish a budget document that meets program criteria as a policy document, as a financial plan, as an operations guide and as a communications device.

This award is valid for a period of one year only. LBT believes its FY 2023 budget contained within this document continues to conform to program requirements and is submitting it to the GFOA to determine its eligibility for another award.



LONG BEACH
TRANSIT

Operating Revenue





FY 2023

Sources of Operating Revenue

REVENUE DESCRIPTION	ACTUAL FY 2021	ESTIMATED FY 2022	PROPOSED FY 2023
Fare Revenue:			
Regular Cash Fares	\$ 4,170	\$ 3,857,088	\$ 5,176,300
Regular Pass Sales	15,338	328,465	572,075
Regular Day and 5-Day Pass	3,762	332,747	417,341
Interagency Transfers	7	2,027	9,100
Special/Senior Cash Fares	787	716,855	1,040,635
Special/Senior Pass Fares	26,293	168,055	330,565
Senior Day and 5-Day Pass	-	129,252	167,546
Student Pass Fares	71,714	399,006	318,500
Student GoPass (FSI)	-	271,099	945,222
Dial-A-Lift Fares	23,888	35,020	44,781
Water Taxi Fares	8,421	127,132	328,030
Total Fare Revenue	\$ 154,380	\$ 6,366,746	\$ 9,350,095
Special Events	\$ 750	\$ 43,000	\$ 29,000
Advertising	649,678	783,062	806,550
Special Events and Advertising Revenue	\$ 650,428	\$ 826,062	\$ 835,550
Non-Operating Revenue:			
Investment Revenue	\$ 287,251	\$ (519,522)	\$ 130,000 (1)
Identification Cards	10	45	60
Alternative Fuel Tax Credits	1,146,796	979,838	601,242
Miscellaneous	36,211	21,175	43,489
Total Non-Operating Revenue	\$ 1,470,268	\$ 481,536	\$ 774,791
Subsidy Revenue:			
Prop A Local Return			
- City of Long Beach	\$ 6,190,887	\$ 6,233,215	\$ 6,047,888
Local Municipalities	635,943	2,021,280	2,565,836
Los Angeles County	29,708,164	42,972,590	54,846,230
State Assistance	25,747,982	29,367,500	32,435,839
Federal	29,703,837	15,551,938	12,226,994
Total Subsidy Revenue	\$ 91,986,813	\$ 96,146,523	\$ 108,122,787
Total Revenues	\$ 94,261,889	\$ 103,820,867	\$ 119,083,223

NOTE: The allocation of operating subsidies is based on the most recent annual funding marks supplied by Los Angeles County Metropolitan Transportation Authority (Metro). These funding marks are actual and anticipated. However, the Metro Board of Directors has not yet adopted final funding marks. LBT's Board of Directors will be advised should the funding marks be materially changed during the fiscal year.

(1) Anticipated investment losses in FY 2022



FY 2023 Operating Revenue by Mode

ACTUAL FY 2021

Source	Total	Fixed Route	Dial-A-Lift	Water Taxi	Special Events
Fares	\$ 154,380	\$ 122,071	\$ 23,888	\$ 8,421	
Special Events	750				\$ 750
Advertising	649,678	649,678			
Non-Operating	1,470,268	1,470,268			
City of Long Beach-Prop A Local Return	6,190,887	6,190,887			
Local Municipalities	635,943	607,507	28,436		
Los Angeles County					
Bus System Improvement Program (BSIP)	846,662	846,662			
Foothill Mitigation	696,650	696,650			
Measure M	6,243,110	6,243,110			
Measure R	7,903,883	7,903,883			
Prop A Discretionary	10,148,508	9,846,059	302,449		
Prop C-Security Program	1,519,157	1,519,157			
Service Expansion Program	2,345,612	2,345,612			
Express Toll Revenue	4,582	4,582			
State Assistance					
TDA	19,378,492	18,501,411	578,839	298,242	
STA	3,414,381	3,414,381			
SB1	2,519,062	2,519,062			
LCTOP	436,047	436,047			
Federal					
Preventative Maintenance	500,000	500,000			
CARES Act	29,203,837	29,203,837			
Total Revenues	\$ 94,261,889	\$ 93,020,864	\$ 933,612	\$ 306,663	\$ 750
Vehicle Service Hours (VSH)		499,037			
Cost per VSH		\$ 186.40			

ESTIMATED FY 2022

Source	Total	Fixed Route	Dial-A-Lift	Water Taxi	Special Events
Fares	\$ 6,366,746	\$ 6,204,594	\$ 35,020	\$ 127,132	
Special Events	43,000			-	\$ 43,000
Advertising	783,062	783,062			
Non-Operating	481,536	477,161		4,375	
City of Long Beach-Prop A Local Return	6,233,215	6,233,215			
Local Municipalities	2,021,280	1,953,004	68,276		
Los Angeles County					
Bus System Improvement Program (BSIP)	863,596	863,596			
Foothill Mitigation	834,681	834,681			
Measure M	10,266,624	10,266,624			
Measure R	10,301,721	10,301,721			
Prop A Discretionary	16,238,417	15,900,939	337,478		
Prop C-Security Program	2,000,727	2,000,727			
Service Expansion Program	2,392,524	2,392,524			
Express Toll Revenue	74,300	74,300			
State Assistance					
TDA	24,991,181	23,704,083	719,158	567,940	
STA	2,183,928	2,183,928			
SB1	1,630,675	1,630,675			
LCTOP	561,716	561,716			
Federal - CRRSAA	15,551,938	15,551,938			
Total Revenues	\$ 103,820,867	\$ 101,918,488	\$ 1,159,932	\$ 699,447	\$ 43,000
Vehicle Service Hours (VSH)		590,415			
Cost per VSH		\$ 172.62			



FY 2023 Operating Revenue by Mode (cont'd)

PROPOSED FY 2023

Source	Total	Fixed Route	Dial-A-Lift	Water Taxi	Special Events
Fares	\$ 9,350,095	\$ 8,977,284	\$ 44,781	\$ 328,030	
Special Events	29,000			-	\$ 29,000
Advertising	806,550	806,550			
Non-Operating	774,791	749,300		25,491	
City of Long Beach-Prop A Local Return	6,047,888	6,047,888			
Local Municipalities	2,565,836	2,469,307	96,529		
Los Angeles County					
Bus System Improvement Program (BSIP)	892,094	892,094			
Foothill Mitigation	1,094,897	1,094,897			
Measure M	17,837,861	17,837,861			
Measure R	12,935,117	12,935,117			
Prop A Discretionary	16,493,649	16,070,105	423,544		
Prop C-Security Program	3,057,135	3,057,135			
Service Expansion Program	2,471,477	2,471,477			
Express Toll Revenue	64,000	64,000			
State Assistance					
TDA	23,048,923	21,285,542	921,603	841,778	
STA	4,713,460	4,713,460			
SB1	4,436,981	4,436,981			
LCTOP	236,475	236,475			
Federal					
Preventative Maintenance	1,107,772	1,107,772			
CRRSAA	11,119,222	11,119,222			
Total Revenues	\$ 119,083,223	\$ 116,372,467	\$ 1,486,457	\$ 1,195,299	\$ 29,000
Vehicle Service Hours (VSH)		633,140			
Cost per VSH		\$ 183.80			



FY 2023 Descriptions of Operating Revenue

Advertising

LBT receives revenues generated from advertising on the exterior of LBT buses.

Alternative Fuel Credits

This revenue includes fuel credits received for the use of alternative fuel in buses, particularly CNG.

City of Long Beach – Prop A Local Return

The City of Long Beach allocates a portion of its Proposition A funds to LBT for operating or capital purposes. Proposition A, approved by voters in November 1980, was the first local sales tax of its kind to bolster Los Angeles County's ability to respond to gridlock and mobility challenges.

Twenty-five percent (25%) of Proposition A funds are dedicated to the Local Return Program. The Proposition A ordinance requires that Local Return Program funds be used exclusively to benefit public transit. Eligible uses include expenditures related to fixed-route and paratransit services, transportation demand management, transportation systems management and fare subsidy programs.

Fare Revenue

This revenue includes monies collected from the farebox and TAP, transfers, tokens, daily/five-day/monthly passes, 25-ride coupons, Dial-A-Lift/AquaBus/AquaLink (Water Taxi) rides, and transportation program partnerships with community partners.

Federal

Annually, LBT receives an apportionment of Section 5307 Urbanized Area Formula funds for its capital activities. The FTA allows such funds to be used for preventive maintenance.

- **Preventive Maintenance**

An operating expense funded with FTA funds, it is defined as all the activities, supplies, materials, labor, services and associated costs required to preserve or extend the functionality and serviceability of the asset in a cost-effective manner, up to and including satisfactory maintenance of the assets. The costs and revenue associated with such funds are reflected in the operating budget.



FY 2023 Descriptions of Operating Revenue (cont'd)

- Other Federal Sources

- **The Coronavirus Aid, Relief, and Economic Security (CARES) Act of 2020**

The CARES Act provides emergency assistance and health care response for individuals, families and businesses affected by the COVID-19 pandemic. CARES Act funds, which are disbursed through FTA apportionments to its Urbanized Area (Section 5307) eligible recipients, are eligible and prioritized at 100% federal funding for operating expenses to maintain transit services, as well as pay for administrative leave for transit personnel due to reduced operations during an emergency.

- **The Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA)**

CRRSAA funds are disbursed through FTA apportionments to its Urbanized Area (Section 5307) eligible recipients. These funds are allocated to support the transit industry during the COVID-19 pandemic. CRRSAA funds are eligible and prioritized at 100% federal funding for operating expenses, but may be used for capital expenses.

- **The American Rescue Plan Act of 2021 (ARPA)**

ARPA supports the nation's public transportation systems as they continue to respond to the COVID-19 pandemic. ARPA funds are eligible and prioritized at 100% federal funding for operating expenses, but may be used for capital expenses.

Low Carbon Transit Operations Program (LCTOP)

LCTOP is part of the State of California's Transit, Affordable Housing, and Sustainable Communities Program. LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities.

Local Municipalities

LBT receives funds from eight municipal jurisdictions served by LBT — Bellflower, Carson, Cerritos, Hawaiian Gardens, Lakewood, Paramount, Seal Beach and Signal Hill.

Los Angeles County

Los Angeles County allocates the revenues listed below to the Agency using the Formula Allocation Process (FAP). These revenues — Proposition A, Proposition C, Measure R and Measure M funds — are derived from half-cent local sales tax initiatives.



FY 2023 Descriptions of Operating Revenue (cont'd)

FAP Funds

- **Bus System Improvement Program (BSIP)**
Proposition C fund allocated to relieve overcrowding on transit-dependent service routes
- **Foothill Mitigation**
Proposition C fund allocated to minimize funding impacts of adding Foothill Transit as a municipal operator
- **Measure M**
Provides an additional half-cent sales tax for transportation and the indefinite extension of an existing half-cent sales tax also dedicated to transportation originally set to expire in 2039 for expansion or introduction of fixed-route bus service in congested corridors
- **Measure R**
Allocated to fund traffic relief and rail expansion according to an expenditure plan contained in the ordinance
- **Proposition A Discretionary**
Allocated to fund bus services provided by Los Angeles Metro and 16 other municipal bus organizations within Los Angeles County, which includes LBT
- **Proposition C Security**
Allocated for security projects such as the transit police program
- **Proposition C Municipal Operator Service Improvement Program (MOSIP)**
Allocated for service enhancements and used as a match for our federal capital grants, which include preventive maintenance funds
- **Service Expansion**
Proposition C fund allocated for expansion or introduction of fixed-route bus service in congested corridors

Non-FAP Funds

- **Express Toll Revenue**
Through a competitive discretionary grant process, LBT received monies to operate the LA Galaxy Express shuttle service between Dignity Health Sports Park in Carson and two major intermodal transportation hubs – the Harbor Gateway Transit Center and Metro A Line Del Amo Station. These grant funds were generated from net toll revenues generated from the ExpressLanes on the I-10 and I-110 freeways.



FY 2023 Descriptions of Operating Revenue (cont'd)

Non-Operating Revenue

This miscellaneous revenue is mainly comprised of investment income and alternative fuel credits.

Special Events

LBT collects revenue for providing reserved service to community groups and events for public-private partnerships.

State Assistance

The Mills-Alquist-Deddeh Act (SB 325) was enacted by the California Legislature to improve existing public transportation services and encourage regional transportation coordination. Known as the Transportation Development Act (TDA) of 1971, this law provides funding to be allocated to transit and non-transit related purposes that comply with regional transportation plans. The TDA funds are eligible to support a wide variety of transportation programs, including planning and program activities, pedestrian and bicycle facilities, community transit services, public transportation, as well as bus and rail projects.

TDA established two funding sources: the Local Transportation Fund (LTF) and the State Transit Assistance (STA) fund.

- **TDA**
LTF funds, commonly known as TDA, are derived from a quarter cent of general sales tax collected statewide. This funding may also be used for local streets and roads, construction and maintenance.
- **STA**
Appropriated by the legislature to the State Controller's Office (SCO) and allocated by formula, STA funds are derived from the statewide sales taxes on diesel fuel. The amount of money available for transit agencies varies from year to year based on the fluctuation of diesel sales and prices. STA funding may only be used for transportation planning and mass transportation purposes.
- **Senate Bill 1 (SB1)**
SB1, also known as the Road Repair and Accountability Act of 2017, funds are generated through a 12-cent excise tax added to each gallon of gasoline, 20-cent excise tax added to each gallon of diesel fuel, and an increased vehicle registration fee.

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LONG BEACH
TRANSIT

Operating Expenses





FY 2023 Operating Budget Summary - All Departments

	ACTUAL FY 2021	ESTIMATED FY 2022	PROPOSED FY 2023
Wages			
Transit Service Delivery and Planning	\$ 27,796,576	\$ 30,152,001	\$ 33,914,929
Maintenance and Infrastructure	9,300,327	10,407,590	11,372,021
Customer Relations and Communications	1,058,372	1,172,727	1,452,958
Risk Management	631,463	499,522	669,861
Information Technology	781,675	856,881	1,204,928
Internal Business Functions	4,617,136	4,585,711	6,401,606
	<u>\$ 44,185,549</u>	<u>\$ 47,674,432</u>	<u>\$ 55,016,303</u>
Fringe Benefits			
Transit Service Delivery and Planning	\$ 16,965,143	\$ 17,050,936	\$ 18,305,686
Maintenance and Infrastructure	4,335,895	4,394,211	5,049,487
Customer Relations and Communications	430,491	451,779	559,215
Risk Management	317,540	248,777	301,268
Information Technology	440,501	379,543	491,398
Internal Business Functions	1,948,113	1,728,388	2,555,899
	<u>\$ 24,437,683</u>	<u>\$ 24,253,634</u>	<u>\$ 27,262,953</u>
Other Expenses			
Transit Service Delivery and Planning	\$ 4,153,255	\$ 4,890,633	\$ 6,257,902
Maintenance and Infrastructure	8,486,806	9,958,231	10,537,286
Fuel & Lubricants	3,198,780	5,128,651	6,092,350
Customer Relations and Communications	649,310	1,074,052	1,210,720
Risk Management	3,852,452	4,458,347	4,732,034
Information Technology	3,019,448	3,686,302	3,832,357
Internal Business Functions	2,278,606	2,696,585	4,141,318
	<u>\$ 25,638,657</u>	<u>\$ 31,892,801</u>	<u>\$ 36,803,967</u>
Total Operating Budget	<u><u>\$ 94,261,889</u></u>	<u><u>\$ 103,820,867</u></u>	<u><u>\$ 119,083,223</u></u>



FY 2023 Descriptions of Operating Expenses

Advertising

Cost of services for an outside advertising agency to develop advertising and marketing programs to generate public awareness and grow ridership

Auto Allowance

Fixed monthly payments to specified employees using their personal automobiles for LBT business

Banking Services

Fees charged for routine banking services such as direct deposit, check processing, armored car pick-up and vault deposits

Banking Supplies

Materials and supplies used in processing coin and currency deposits, as well as check stock

Casualty and Liability

Payments made to external parties for claim settlements, legal fees, medical expenses and depositions, and includes the adjustment to reserves to reflect new, closed and outstanding claims as submitted and determined by the agency's third-party claims administrator

Debt Financing

Interest expenses associated with promissory note payments

Defined Contribution

Employer 401(a) match for deferred compensation contributions made by staff employees hired on or after April 1, 2011

Dental and Vision

Employer premium payments to insurance carriers for employees' dental and vision insurance

Dues and Subscriptions

Memberships and subscriptions for industry-based associations, professional organizations and periodicals

Employment Physicals

Medical costs associated with pre-employment physical examinations as a condition for LBT employment, as well as physical examinations for employees returning from a 30+ day leave of absence



FY 2023 Descriptions of Operating Expenses (cont'd)

Federal Insurance Contributions Act (FICA)

Employer contributions to the Social Security Fund pursuant to FICA

Fringe Benefits

Expenses incurred for employees' health insurance, workers' compensation, retirement plans and family and medical leave

Fuel

Cost of fuel and electricity used to operate buses and non-revenue service vehicles

Fuel Use Tax and Storage Fee

State and federal taxes assessed based on fuel usage

Health Benefits

Employer premium payments to insurance carriers for employees' health insurance, and also includes accumulated sick leave and health care reimbursements to eligible retirees

Life Insurance

Employer premium payments to insurance carriers for employees' life insurance

Lubricants

Costs of lubricants used for buses and non-revenue service vehicles

Materials and Supplies

All parts and materials for bus repair and fleet maintenance, facility infrastructure and bus stop maintenance, as well as general materials and supplies used for daily administrative operations and training programs

Other Fringe Benefits

Expenses incurred for employee assistance programs, attendance and safety awards, tuition reimbursement, etc.

Other Insurance

Premiums for miscellaneous insurance coverage such as excess workers' compensation, forgery, theft and computers

Other Miscellaneous Expenses

Minor miscellaneous expenses

Other Miscellaneous Services

Minor miscellaneous service expenses



FY 2023 Descriptions of Operating Expenses (cont'd)

Pension

Employer contributions to the employees' pension funds

Pre-Employment Processing

Expenses generated from the pre-employment screening process

Premium Auto and General Liability Insurance

Insurance premiums for excess liability coverage paid to the carrier

Premium Property Insurance

Insurance premiums for physical damage insurance paid to the carrier

Prescription Reimbursement

Reimbursement for the difference between employees' medical prescription co-payments dictated in the Amalgamated Transit Union (ATU) Local 1277 collective bargaining agreement and allowable amounts per the agency's health insurance policy

Professional Services

Fees paid to professionals for services rendered such as management consultants, auditors, claim administrators and attorneys

Property Lease

Payment for use of leased property

Property Taxes and Fees

Payment of taxes for property and fees levied by local or state governments

Purchased Transportation

Contracted services to operate the Dial-A-Lift and Water Taxi programs

Recovery-Property Claims

Money received in settlement of physical damage claims from outside parties

Recruitment Expenses

Advertising expenses associated with the recruitment of new employees

Schedules Production and Printing

Costs associated with transit guide printing, formatting, layout, art and graphics



FY 2023 Descriptions of Operating Expenses (cont'd)

Security Services

Costs associated with patrol and alarm services, security guards for facilities and the transit enforcement detail

Small Tools

Miscellaneous small-tool purchases not covered under the capital program, which are retained for use by all maintenance employees

Technical Services

Payment to outside vendors for maintenance of agency assets such as computers, farebox equipment, office equipment, facility and fleet repairs, as well as public restroom oversight

Ticket/Pass Printing

Printing costs for one-ride coupons, as well as daily, five-day and monthly passes

Tool Allowance

Fixed amount given to mechanics towards purchase of their tools

Travel and Meetings

Costs of conferences, seminars, meetings, lodging, travel and transportation to conduct LBT business

Unemployment

Employer payments to the State of California for employees' unemployment insurance benefits

Uniform Allowance

The uniform cleaning costs for mechanics and a fixed amount towards purchase of uniforms for operators, Transit Service Delivery supervisors and Customer Service clerks

Utilities

Cost of electricity, gas, water, sewer, internet and telephone

Wages

Payment for work performed which may include overtime, vacation and sick leave benefits

Workers' Compensation

Expenses incurred for disability payments, medical treatment, attorneys' fees, court depositions, travel, etc., and includes the adjustment of reserves to reflect new, closed and outstanding claims as submitted and determined by the agency's third-party claims administrator

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LONG BEACH
TRANSIT

Transit Service Delivery and Planning





FY 2023 Transit Service Delivery and Planning Budget Summary

	ACTUAL FY 2021	ESTIMATED FY 2022	PROPOSED FY 2023
Wages			
Daily Transit Service Delivery	\$ 26,726,349	\$ 28,959,814	\$ 32,345,581
Transit Service Planning	632,377	707,108	944,549
Dial-A-Lift Services	80,782	83,300	90,115
Aqua Services	-	-	-
Security	98,046	89,390	112,750
Administration	259,022	312,389	421,934
	<u>\$ 27,796,576</u>	<u>\$ 30,152,001</u>	<u>\$ 33,914,929</u>
Fringe Benefits			
Daily Transit Service Delivery	\$ 16,477,180	\$ 16,655,113	\$ 17,746,008
Transit Service Planning	245,214	206,572	283,279
Dial-A-Lift Services	54,761	35,049	44,319
Aqua Services	-	-	-
Security	28,017	13,367	24,843
Administration	159,971	140,835	207,237
	<u>\$ 16,965,143</u>	<u>\$ 17,050,936</u>	<u>\$ 18,305,686</u>
Other Expenses			
Daily Transit Service Delivery	\$ -	\$ -	\$ -
Transit Service Planning	59,000	57,576	119,878
Dial-A-Lift Services	798,069	1,041,583	1,352,023
Aqua Services	306,663	699,447	1,195,299
Security	2,979,798	3,079,047	3,577,377
Administration	9,725	12,980	13,325
	<u>\$ 4,153,255</u>	<u>\$ 4,890,633</u>	<u>\$ 6,257,902</u>
Total Transit Service Budget	<u><u>\$ 48,914,974</u></u>	<u><u>\$ 52,093,570</u></u>	<u><u>\$ 58,478,517</u></u>



FY 2023 Daily Transit Service Delivery

EXPENDITURE DESCRIPTION	ACTUAL FY 2021	ESTIMATED FY 2022	PROPOSED FY 2023
WAGES			
Superintendents			
Full-Time	\$ 236,510	\$ 135,465	\$ 226,503
Operators			
Full-Time	22,387,102	23,674,180	26,555,900
Student	49,108	345,645	376,400
Overtime	53,704	363,291	499,400
Vacation	2,042,110	2,295,800	2,285,500
Supervisors			
Full-Time	1,894,985	2,003,604	2,288,358
Additional Pay	62,830	141,829	113,520
TOTAL WAGES	\$ 26,726,349	\$ 28,959,814	\$ 32,345,581
FICA	\$ 1,821,864	\$ 2,077,988	\$ 2,281,730
PENSION	3,845,068	3,225,707	4,363,210
DEFINED CONTRIBUTION	82,269	85,925	135,683
HEALTH BENEFITS	5,799,637	5,480,831	6,078,851
DENTAL & VISION	334,421	333,387	350,821
LIFE INSURANCE	54,734	49,667	59,499
WORKERS' COMPENSATION	4,404,189	5,258,447	4,330,324
UNIFORM ALLOWANCE	130,198	139,861	141,090
AUTO ALLOWANCE	4,800	3,300	4,800
TOTAL FRINGE BENEFITS	\$ 16,477,180	\$ 16,655,113	\$ 17,746,008
TOTAL DIVISION EXPENSES	\$ 43,203,529	\$ 45,614,927	\$ 50,091,589



FY 2023 Transit Service Planning

EXPENDITURE DESCRIPTION	ACTUAL FY 2021	ESTIMATED FY 2022	PROPOSED FY 2023
WAGES			
Full-Time	\$ 509,194	\$ 586,408	\$ 681,917
Part-Time	121,871	108,195	211,632
Intern	1,312	12,505	51,000
TOTAL WAGES	\$ 632,377	\$ 707,108	\$ 944,549
FICA	\$ 46,889	\$ 53,393	\$ 72,442
PENSION	109,616	58,249	78,432
DEFINED CONTRIBUTION	11,481	17,668	29,216
HEALTH BENEFITS	66,343	66,933	89,052
DENTAL & VISION	3,078	3,236	4,187
LIFE INSURANCE	3,183	3,712	4,750
UNEMPLOYMENT	1,088	981	800
UNIFORM ALLOWANCE	1,136	-	2,000
AUTO ALLOWANCE	2,400	2,400	2,400
TOTAL FRINGE BENEFITS	\$ 245,214	\$ 206,572	\$ 283,279
PROFESSIONAL SERVICES	\$ 59,000	\$ 57,500	\$ 118,678
OTHER MISC. EXPENSES	-	76	1,200
TOTAL OTHER EXPENSES	\$ 59,000	\$ 57,576	\$ 119,878
TOTAL DIVISION EXPENSES	\$ 936,591	\$ 971,256	\$ 1,347,706



FY 2023 Dial-A-Lift Services

EXPENDITURE DESCRIPTION	ACTUAL FY 2021	ESTIMATED FY 2022	PROPOSED FY 2023
WAGES			
Full Time	\$ 80,782	\$ 83,300	\$ 90,115
TOTAL WAGES	\$ 80,782	\$ 83,300	\$ 90,115
FICA	\$ 6,210	\$ 6,016	\$ 6,894
PENSION	26,269	9,696	18,023
DEFINED CONTRIBUTION	-	-	-
HEALTH BENEFITS	20,453	17,480	17,477
DENTAL & VISION	1,270	1,294	1,307
LIFE INSURANCE	559	563	618
TOTAL FRINGE BENEFITS	\$ 54,761	\$ 35,049	\$ 44,319
PROFESSIONAL SERVICES	\$ -	\$ 150	\$ 3,750
PURCHASED TRANSPORTATION			
Dial-A-Lift	798,069	1,041,433	1,348,273
TOTAL OTHER EXPENSES	\$ 798,069	\$ 1,041,583	\$ 1,352,023
TOTAL DIVISION EXPENSES	\$ 933,612	\$ 1,159,932	\$ 1,486,457



FY 2023 Aqua Services

EXPENDITURE DESCRIPTION	ACTUAL FY 2021	ESTIMATED FY 2022	PROPOSED FY 2023
PROFESSIONAL SERVICES	\$ 1,332	\$ 1,310	\$ 1,310
TECHNICAL SERVICES	76,363	23,300	97,650
PURCHASED TRANSPORTATION			
WATER TAXIS			
AquaBus	56,342	99,364	263,023
AquaLink	144,819	537,473	781,153
Aqua Special Events	-	-	2,163
Aqua Services Advertising	27,807	38,000	50,000
TOTAL OTHER EXPENSES	\$ 306,663	\$ 699,447	\$ 1,195,299 (1)
TOTAL DIVISION EXPENSES	\$ 306,663	\$ 699,447	\$ 1,195,299

(1) Budgeted to resume normal service on Memorial Day 2022.



FY 2023 Security

EXPENDITURE DESCRIPTION	ACTUAL FY 2021	ESTIMATED FY 2022	PROPOSED FY 2023
WAGES			
Full Time	\$ 98,046	\$ 89,390	\$ 112,750
TOTAL WAGES	\$ 98,046	\$ 89,390	\$ 112,750
FICA	\$ 7,752	\$ 7,156	\$ 8,809
PENSION	-	-	-
DEFINED CONTRIBUTION	9,718	1,725	11,515
HEALTH BENEFITS	7,080	1,220	-
DENTAL & VISION	410	814	1,307
LIFE INSURANCE	657	552	812
AUTO ALLOWANCE	2,400	1,900	2,400
TOTAL FRINGE BENEFITS	\$ 28,017	\$ 13,367	\$ 24,843
SECURITY SERVICES	\$ 2,979,798	\$ 3,079,047	\$ 3,577,377
TOTAL OTHER EXPENSES	\$ 2,979,798	\$ 3,079,047	\$ 3,577,377
TOTAL DIVISION EXPENSES	\$ 3,105,861	\$ 3,181,804	\$ 3,714,970



FY 2023 Transit Service Delivery and Planning Administration

EXPENDITURE DESCRIPTION	ACTUAL FY 2021	ESTIMATED FY 2022	PROPOSED FY 2023
WAGES			
Full Time	\$ 259,022	\$ 312,389	\$ 406,934
Intern	-	-	15,000
TOTAL WAGES	\$ 259,022	\$ 312,389	\$ 421,934
FICA	\$ 17,378	\$ 21,937	\$ 29,082
PENSION	-	-	-
DEFINED CONTRIBUTION	23,020	22,739	41,293
HEALTH BENEFITS	20,178	32,715	59,917
DENTAL & VISION	1,251	1,908	3,143
LIFE INSURANCE	1,684	1,910	2,802
UNEMPLOYMENT	82,377	40,402	45,200
AUTO ALLOWANCE	6,000	6,000	6,000
OTHER FRINGES	8,083	13,224	19,800
TOTAL FRINGE BENEFITS	\$ 159,971	\$ 140,835	\$ 207,237
OTHER MISC. EXPENSES	\$ 9,725	\$ 12,980	\$ 13,325
TOTAL OTHER EXPENSES	\$ 9,725	\$ 12,980	\$ 13,325
TOTAL DIVISION EXPENSES	\$ 428,718	\$ 466,204	\$ 642,496

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LONG BEACH
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Maintenance and Infrastructure





FY 2023 Maintenance and Infrastructure Budget Summary

	ACTUAL FY 2021	ESTIMATED FY 2022	PROPOSED FY 2023
Wages			
Vehicle Maintenance	\$ 6,436,821	\$ 7,421,054	\$ 7,883,433
Infrastructure	1,053,228	1,160,988	1,365,466
Transit Customer Amenities	764,978	809,086	868,882
Warehouse	688,674	645,657	770,165
Administration	356,626	370,805	484,075
	<u>\$ 9,300,327</u>	<u>\$ 10,407,590</u>	<u>\$ 11,372,021</u>
Fringe Benefits			
Vehicle Maintenance	\$ 3,018,941	\$ 3,186,645	\$ 3,554,844
Infrastructure	474,826	481,648	588,466
Transit Customer Amenities	395,107	360,448	421,288
Warehouse	318,066	258,775	334,140
Administration	128,955	106,695	150,749
	<u>\$ 4,335,895</u>	<u>\$ 4,394,211</u>	<u>\$ 5,049,487</u>
Other Expenses			
Vehicle Maintenance	\$ 4,733,404	\$ 5,737,335	\$ 5,417,765
Infrastructure	3,630,828	3,987,996	4,927,121
Transit Customer Amenities	110,343	129,853	108,900
Warehouse	11,355	47,395	30,500
Administration	876	55,652	53,000
	<u>\$ 8,486,806</u>	<u>\$ 9,958,231</u>	<u>\$ 10,537,286</u>
Total Maintenance and Infrastructure Budget	<u><u>\$ 22,123,028</u></u>	<u><u>\$ 24,760,032</u></u>	<u><u>\$ 26,958,794</u></u>
Fuel & Lubricants Budget	<u><u>\$ 3,198,780</u></u>	<u><u>\$ 5,128,651</u></u>	<u><u>\$ 6,092,350</u></u>



FY 2023 Vehicle Maintenance

EXPENDITURE DESCRIPTION	ACTUAL FY 2021	ESTIMATED FY 2022	PROPOSED FY 2023
WAGES			
Fleet Managers			
Full-Time	\$ 144,264	\$ 204,933	\$ 231,000
Mechanics and Utilities			
Full-Time	4,289,277	4,948,524	5,544,162
Overtime	423,519	663,745	322,277
Vacation	334,089	311,615	315,646
Supervisors			
Full-Time	1,217,795	1,268,008	1,445,331
Additional Pay	27,877	24,229	25,017
TOTAL WAGES	\$ 6,436,821	\$ 7,421,054	\$ 7,883,433
FICA	\$ 448,002	\$ 543,924	\$ 603,450
PENSION	817,886	801,961	955,398
DEFINED CONTRIBUTION	68,093	70,580	116,213
HEALTH BENEFITS	1,228,839	1,248,629	1,312,874
DENTAL & VISION	74,533	72,936	73,092
LIFE INSURANCE	16,384	17,133	19,312
WORKERS' COMPENSATION	238,923	292,930	312,898
TOOL ALLOWANCE	123,981	133,752	156,807
AUTO ALLOWANCE	2,300	4,800	4,800
TOTAL FRINGE BENEFITS	\$ 3,018,941	\$ 3,186,645	\$ 3,554,844



FY 2023 Vehicle Maintenance (cont'd)

EXPENDITURE DESCRIPTION	ACTUAL FY 2021	ESTIMATED FY 2022	PROPOSED FY 2023
PROFESSIONAL SERVICES	\$ 5,047	\$ -	\$ -
TECHNICAL SERVICES			
Buses	656,448	654,375	678,410
Service Vehicles	165,085	137,215	133,500
MATERIALS & SUPPLIES	3,769,547	4,669,387	4,538,355
SMALL TOOLS	42,395	69,605	60,000
OTHER MISC. EXPENSES	94,882	206,753	7,500
TOTAL OTHER EXPENSES	\$ 4,733,404	\$ 5,737,335	\$ 5,417,765
TOTAL DIVISION EXPENSES	\$ 14,189,166	\$ 16,345,034	\$ 16,856,042



FY 2023 Infrastructure

EXPENDITURE DESCRIPTION	ACTUAL FY 2021	ESTIMATED FY 2022	PROPOSED FY 2023
WAGES			
Facilities			
Full-Time	\$ 504,709	\$ 207,536	\$ 211,078
Intern	-	-	17,850
Overtime	11,854	-	-
Supervisors and Technicians			
Full-Time	106,438	387,298	512,624
Additional Pay	3,770	9,606	10,000
Overtime	-	11,877	12,000
Custodians			
Full-Time	378,477	503,782	560,386
Overtime	21,794	6,491	11,330
Vacation	26,186	34,398	30,198
TOTAL WAGES	\$ 1,053,228	\$ 1,160,988	\$ 1,365,466
FICA	\$ 75,957	\$ 81,852	\$ 102,828
PENSION	121,061	78,602	113,752
DEFINED CONTRIBUTION	39,807	47,859	54,688
HEALTH BENEFITS	173,230	193,520	212,095
DENTAL & VISION	9,366	10,710	11,256
LIFE INSURANCE	4,783	5,269	6,111
WORKERS' COMPENSATION	50,622	61,436	85,336
AUTO ALLOWANCE	-	2,400	2,400
TOTAL FRINGE BENEFITS	\$ 474,826	\$ 481,648	\$ 588,466



FY 2023 Infrastructure (cont'd)

EXPENDITURE DESCRIPTION	ACTUAL FY 2021	ESTIMATED FY 2022	PROPOSED FY 2023
PROFESSIONAL SERVICES	\$ 201,361	\$ 264,757	\$ 335,925
TECHNICAL SERVICES			
Farebox Revenue Equipment	\$ 15,620	\$ 13,171	\$ 16,000
Facility	722,572	749,940	950,644
Hazardous Material Removal	150,585	114,382	127,900
CNG Services	194,820	241,170	259,453
SECURITY SERVICES	288,094	388,526	599,000
MATERIALS & SUPPLIES	333,567	282,520	346,725
UTILITIES	913,655	1,218,409	1,669,307
PREM. PROPERTY INSURANCE	31,937	42,912	47,204
PROPERTY TAXES AND FEES	152,329	179,632	277,375
DEBT FINANCING	366,068	196,833	-
PROPERTY LEASE	260,220	295,744	297,588
TOTAL OTHER EXPENSES	\$ 3,630,828	\$ 3,987,996	\$ 4,927,121
TOTAL DIVISION EXPENSES	\$ 5,158,882	\$ 5,630,632	\$ 6,881,053



FY 2023 Transit Customer Amenities

EXPENDITURE DESCRIPTION	ACTUAL FY 2021	ESTIMATED FY 2022	PROPOSED FY 2023
WAGES			
Full-Time	\$ 657,437	\$ 98,305	\$ 93,333
Intern	712	-	7,500
Overtime	35,077	-	-
Supervisors and Assistants			
Full-Time	64,579	648,560	715,125
Additional Pay	7,173	18,326	8,924
Overtime	-	43,895	44,000
TOTAL WAGES	\$ 764,978	\$ 809,086	\$ 868,882
FICA	\$ 56,558	\$ 58,900	\$ 67,320
PENSION	119,655	62,893	88,037
DEFINED CONTRIBUTION	28,946	30,792	43,231
HEALTH BENEFITS	152,435	164,752	196,163
DENTAL & VISION	8,228	9,232	10,372
LIFE INSURANCE	4,974	5,097	5,654
WORKERS' COMPENSATION	20,160	25,375	7,111
TOOL ALLOWANCE	1,751	1,007	1,000
AUTO ALLOWANCE	2,400	2,400	2,400
TOTAL FRINGE BENEFITS	\$ 395,107	\$ 360,448	\$ 421,288
TECHNICAL SERVICES	\$ 11,286	\$ 16,572	\$ 24,200
MATERIALS & SUPPLIES	96,293	113,141	82,200
OTHER MISC. EXPENSES	2,764	140	2,500
TOTAL OTHER EXPENSES	\$ 110,343	\$ 129,853	\$ 108,900
TOTAL DIVISION EXPENSES	\$ 1,270,428	\$ 1,299,387	\$ 1,399,070



FY 2023 Warehouse

EXPENDITURE DESCRIPTION	ACTUAL FY 2021	ESTIMATED FY 2022	PROPOSED FY 2023
WAGES			
Full-Time	\$ 681,397	\$ 111,417	\$ 116,892
Intern	-	-	7,500
Overtime	7,277	-	-
Parts Storekeepers			
Full-Time	-	525,240	636,773
Overtime	-	9,000	9,000
TOTAL WAGES	\$ 688,674	\$ 645,657	\$ 770,165
FICA	\$ 49,908	\$ 50,000	\$ 59,641
PENSION	83,851	42,257	66,971
DEFINED CONTRIBUTION	38,157	30,085	43,725
HEALTH BENEFITS	128,138	119,920	144,911
DENTAL & VISION	7,857	7,497	8,647
LIFE INSURANCE	4,697	4,716	5,345
UNIFORM ALLOWANCE	3,058	1,900	2,500
AUTO ALLOWANCE	2,400	2,400	2,400
TOTAL FRINGE BENEFITS	\$ 318,066	\$ 258,775	\$ 334,140
PROFESSIONAL SERVICES	\$ 11,347	\$ 19,000	\$ 5,000
MATERIALS & SUPPLIES	-	27,787	25,000
OTHER MISC. EXPENSES	8	608	500
TOTAL OTHER EXPENSES	\$ 11,355	\$ 47,395	\$ 30,500
TOTAL DIVISION EXPENSES	\$ 1,018,095	\$ 951,827	\$ 1,134,805



FY 2023 Maintenance Administration

EXPENDITURE DESCRIPTION	ACTUAL FY 2021	ESTIMATED FY 2022	PROPOSED FY 2023
WAGES			
Full-Time	\$ 354,863	\$ 369,441	\$ 467,861
Intern	-	-	15,000
Overtime	1,763	1,364	1,214
TOTAL WAGES	\$ 356,626	\$ 370,805	\$ 484,075
FICA	\$ 26,476	\$ 28,367	\$ 35,219
PENSION	15,650	8,516	11,435
DEFINED CONTRIBUTION	29,640	27,781	42,030
HEALTH BENEFITS	36,067	30,123	45,212
DENTAL & VISION	2,516	2,705	4,272
LIFE INSURANCE	2,322	2,339	3,181
UNEMPLOYMENT	11,284	864	1,000
AUTO ALLOWANCE	5,000	6,000	8,400
TOTAL FRINGE BENEFITS	\$ 128,955	\$ 106,695	\$ 150,749
PROFESSIONAL SERVICES	\$ -	\$ 53,152	\$ 50,000
OTHER MISC. EXPENSES	876	2,500	3,000
TOTAL OTHER EXPENSES	\$ 876	\$ 55,652	\$ 53,000
TOTAL DIVISION EXPENSES	\$ 486,457	\$ 533,152	\$ 687,824



FY 2023 Fuel and Lubricants

EXPENDITURE DESCRIPTION	ACTUAL FY 2021	ESTIMATED FY 2022	PROPOSED FY 2023
FUEL			
Diesel	\$ 24,150	\$ 15,959	\$ 18,893 (1)
Unleaded Gas	1,946,454	3,095,985	3,461,117 (2)
Compressed Natural Gas	897,963	1,615,127	1,899,500 (3)
Electricity	103,073	103,808	392,840 (4)
LUBRICANTS	204,947	261,891	280,000
FUEL USE TAX & STORAGE FEE	22,193	35,881	40,000
TOTAL OTHER EXPENSES	\$ 3,198,780	\$ 5,128,651	\$ 6,092,350
TOTAL DIVISION EXPENSES	\$ 3,198,780	\$ 5,128,651	\$ 6,092,350

- (1) Assumes \$2.46 per gallon for diesel
(2) Assumes \$4.75 per gallon for unleaded
(3) Assumes \$1.60 per diesel gallon equivalent for CNG
(4) Assumes \$0.25 per kWh for electric fuel

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LONG BEACH
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Customer Relations and Communications





FY 2023 Customer Relations and Communications

EXPENDITURE DESCRIPTION	ACTUAL FY 2021	ESTIMATED FY 2022	PROPOSED FY 2023
WAGES			
Full-Time	\$ 1,031,322	\$ 1,170,512	\$ 1,435,958
Part-Time	27,050	2,215	-
Intern	-	-	17,000
TOTAL WAGES	\$ 1,058,372	\$ 1,172,727	\$ 1,452,958
FICA	\$ 76,958	\$ 90,493	\$ 109,781
PENSION	57,244	36,424	39,838
DEFINED CONTRIBUTION	67,280	82,286	126,237
HEALTH BENEFITS	185,483	198,457	230,989
DENTAL & VISION	11,299	12,897	14,090
LIFE INSURANCE	7,246	7,893	9,965
UNEMPLOYMENT	4,553	728	-
WORKERS' COMPENSATION	4,881	10,150	5,215
UNIFORM ALLOWANCE	4,647	2,251	7,500
AUTO ALLOWANCE	10,900	10,200	15,600
TOTAL FRINGE BENEFITS	\$ 430,491	\$ 451,779	\$ 559,215
ADVERTISING			
Promotions and Sponsorships	\$ 13,230	\$ 100,000	\$ 130,000
Media	560,573	700,000	713,000
PROFESSIONAL SERVICES	9,600	100,000	136,000
OTHER MISC. SERVICES	202	-	-
SCHEDULES PROD. & PRINTING	56,901	161,109	220,000
OTHER MISC. EXPENSES	8,804	12,943	11,720
TOTAL OTHER EXPENSES	\$ 649,310	\$ 1,074,052	\$ 1,210,720
TOTAL DIVISION EXPENSES	\$ 2,138,173	\$ 2,698,558	\$ 3,222,893

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LONG BEACH
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Risk Management





FY 2023 Risk Management

EXPENDITURE DESCRIPTION	ACTUAL FY 2021	ESTIMATED FY 2022	PROPOSED FY 2023
WAGES			
Full-Time	\$ 631,463	\$ 499,522	\$ 661,361
Intern	-	-	8,500
TOTAL WAGES	\$ 631,463	\$ 499,522	\$ 669,861
FICA	\$ 47,079	\$ 38,489	\$ 51,612
PENSION	76,013	30,047	16,515
DEFINED CONTRIBUTION	35,494	31,185	58,359
HEALTH BENEFITS	128,660	115,734	131,018
DENTAL & VISION	5,242	4,485	4,664
LIFE INSURANCE	4,373	3,717	4,800
WORKERS' COMPENSATION	1,675	2,000	4,500
AUTO ALLOWANCE	4,800	3,600	4,800
OTHER FRINGES	14,204	19,520	25,000
TOTAL FRINGE BENEFITS	\$ 317,540	\$ 248,777	\$ 301,268
PROFESSIONAL SERVICES			
Workers' Comp Admin. Svcs.	\$ 373,186	\$ 464,601	\$ 446,545
Temporary Help	-	10,965	-
EMPLOYMENT PHYSICALS	89,408	-	-
PREM. PROPERTY INSURANCE	61,665	126,972	140,000
RECOVERY - PROPERTY CLAIMS	(124,378)	(70,000)	(80,000)
PREM. AUTO & GEN. LIAB. INS.	1,242,779	1,264,813	1,455,000



FY 2023 Risk Management (cont'd)

EXPENDITURE DESCRIPTION	ACTUAL FY 2021	ESTIMATED FY 2022	PROPOSED FY 2023
CASUALTY & LIABILITY	\$ 1,555,694	\$ 2,016,306	\$ 2,145,339
OTHER INSURANCE	461,314	499,054	509,150
OTHER MISC. EXPENSES	192,784	145,636	116,000
TOTAL OTHER EXPENSES	\$ 3,852,452	\$ 4,458,347	\$ 4,732,034
TOTAL DIVISION EXPENSES	\$ 4,801,455	\$ 5,206,646	\$ 5,703,163



LONG BEACH
TRANSIT

Information Technology





FY 2023 Information Technology

EXPENDITURE DESCRIPTION	ACTUAL FY 2021	ESTIMATED FY 2022	PROPOSED FY 2023
WAGES			
Full-Time	\$ 781,675	\$ 856,881	\$ 1,189,928
Intern	-	-	15,000
TOTAL WAGES	\$ 781,675	\$ 856,881	\$ 1,204,928
FICA	\$ 57,997	\$ 65,251	\$ 91,137
PENSION	207,922	124,531	141,067
DEFINED CONTRIBUTION	11,502	23,422	49,539
HEALTH BENEFITS	140,178	142,002	181,619
DENTAL & VISION	6,746	7,367	9,011
LIFE INSURANCE	5,356	6,170	8,225
AUTO ALLOWANCE	10,800	10,800	10,800
TOTAL FRINGE BENEFITS	\$ 440,501	\$ 379,543	\$ 491,398
PROFESSIONAL SERVICES	\$ 482,519	\$ 613,451	\$ 356,778
TECHNICAL SERVICES			
Hardware Maintenance Contracts	180,986	257,193	302,984
Software Licenses	1,527,467	2,125,555	2,384,573
UTILITIES - Telephone	468,381	528,728	512,022
COMPUTER SUPPLIES	359,932	158,278	275,000
OTHER MISC. EXPENSES	163	3,097	1,000
TOTAL OTHER EXPENSES	\$ 3,019,448	\$ 3,686,302	\$ 3,832,357
TOTAL DIVISION EXPENSES	\$ 4,241,624	\$ 4,922,726	\$ 5,528,683

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LONG BEACH
TRANSIT

Internal Business Functions





FY 2023 Internal Business Functions Budget Summary

	ACTUAL FY 2021	ESTIMATED FY 2022	PROPOSED FY 2023
Wages			
Office of the CEO	\$ 464,003	\$ 465,502	\$ 488,348
Office of the DCEO	428,750	276,124	602,700
Finance and Budget	1,500,980	1,616,685	1,804,877
Government Relations	514,749	347,749	670,434
Organizational Development & Administration	624,280	620,725	1,214,380
Programs and Performance Management	-	-	124,600
Contracts and Procurement	304,570	422,591	553,456
Training and Development	779,804	836,335	942,811
	<u>\$ 4,617,136</u>	<u>\$ 4,585,711</u>	<u>\$ 6,401,606</u>
Fringe Benefits			
Office of the CEO	\$ 151,433	\$ 158,677	\$ 172,080
Office of the DCEO	91,904	61,854	162,866
Finance and Budget	586,044	540,646	624,114
Government Relations	214,795	147,734	258,352
Organizational Development & Administration	361,851	346,897	696,171
Programs and Performance Management	-	-	46,229
Contracts and Procurement	85,077	113,796	158,446
Training and Development	457,009	358,784	437,641
	<u>\$ 1,948,113</u>	<u>\$ 1,728,388</u>	<u>\$ 2,555,899</u>
Other Expenses			
Office of the CEO	\$ 748,691	\$ 776,329	\$ 1,179,415
Office of the DCEO	199,715	29,967	358,000
Finance and Budget	265,108	344,051	480,240
Government Relations	102,160	97,750	225,000
Organizational Development & Administration	883,501	1,332,010	1,602,000
Programs and Performance Management	-	56,700	200,000
Contracts and Procurement	74,198	26,000	45,000
Training and Development	5,233	33,778	51,663
	<u>\$ 2,278,606</u>	<u>\$ 2,696,585</u>	<u>\$ 4,141,318</u>
Total Internal Business Functions Budget	<u><u>\$ 8,843,855</u></u>	<u><u>\$ 9,010,684</u></u>	<u><u>\$ 13,098,823</u></u>



FY 2023 Office of the CEO

EXPENDITURE DESCRIPTION	ACTUAL FY 2021	ESTIMATED FY 2022	PROPOSED FY 2023
WAGES			
Full-Time	\$ 464,003	\$ 465,502	\$ 488,348
TOTAL WAGES	\$ 464,003	\$ 465,502	\$ 488,348
FICA	\$ 22,006	\$ 26,870	\$ 23,428
PENSION	-	-	-
DEFINED CONTRIBUTION	42,984	40,845	49,795
HEALTH BENEFITS	66,879	68,008	70,574
DENTAL & VISION	1,680	1,711	1,729
LIFE INSURANCE	1,763	1,880	1,954
AUTO ALLOWANCE	9,600	9,600	9,600
OTHER FRINGES	6,521	9,763	15,000
TOTAL FRINGE BENEFITS	\$ 151,433	\$ 158,677	\$ 172,080
PROFESSIONAL SERVICES			
Consulting Services	\$ 232,444	\$ 214,344	\$ 400,000
General Legal Services	209,440	200,044	210,000
OTHER MISC. SERVICES	529	5,000	7,000
MATERIALS & SUPPLIES	42,227	55,108	85,000
DUES & SUBSCRIPTIONS	149,897	177,763	192,415
TRAVEL & MEETINGS			
Travel & Conferences	13,844	19,377	105,000
Seminars & Training	81,277	78,196	150,000
NTI Training	-	3,000	5,000
OTHER MISC. EXPENSES	19,033	23,497	25,000
TOTAL OTHER EXPENSES	\$ 748,691	\$ 776,329	\$ 1,179,415
TOTAL DIVISION EXPENSES	\$ 1,364,127	\$ 1,400,508	\$ 1,839,843



FY 2023 Office of the Deputy CEO

EXPENDITURE DESCRIPTION	ACTUAL FY 2021	ESTIMATED FY 2022	PROPOSED FY 2023
WAGES			
Full-Time	\$ 408,770	\$ 276,124	\$ 595,200
Intern	19,980	-	7,500
TOTAL WAGES	\$ 428,750	\$ 276,124	\$ 602,700
FICA	\$ 28,081	\$ 21,973	\$ 43,126
PENSION	-	-	-
DEFINED CONTRIBUTION	32,617	20,825	60,600
HEALTH BENEFITS	24,050	14,302	41,173
DENTAL & VISION	1,382	1,302	3,223
LIFE INSURANCE	2,624	1,852	3,944
AUTO ALLOWANCE	3,150	1,600	10,800
TOTAL FRINGE BENEFITS	\$ 91,904	\$ 61,854	\$ 162,866
PROFESSIONAL SERVICES	\$ 196,900	\$ 26,000	\$ 300,000
OTHER MISC. SERVICES	-	-	15,000
TRAVEL & MEETINGS	2,766	3,967	40,000
OTHER MISC. EXPENSES	49	-	3,000
TOTAL OTHER EXPENSES	\$ 199,715	\$ 29,967	\$ 358,000
TOTAL DIVISION EXPENSES	\$ 720,369	\$ 367,945	\$ 1,123,566



FY 2023 Finance and Budget

EXPENDITURE DESCRIPTION	ACTUAL FY 2021	ESTIMATED FY 2022	PROPOSED FY 2023
WAGES			
Full-Time	\$ 1,452,226	\$ 1,528,570	\$ 1,727,377 (1)
Part-Time	37,385	88,115	40,000
Intern	11,369	-	37,500
TOTAL WAGES	\$ 1,500,980	\$ 1,616,685	\$ 1,804,877
FICA	\$ 109,244	\$ 123,676	\$ 141,133
PENSION	164,272	87,390	95,916
DEFINED CONTRIBUTION	79,294	87,851	136,010
HEALTH BENEFITS	173,051	185,709	210,914
DENTAL & VISION	9,771	10,365	10,982
LIFE INSURANCE	9,712	9,855	12,559
UNEMPLOYMENT	6,838	600	-
WORKERS' COMPENSATION	18,040	20,300	-
AUTO ALLOWANCE	15,600	13,900	15,600
UNIFORM ALLOWANCE	222	1,000	1,000
TOTAL FRINGE BENEFITS	\$ 586,044	\$ 540,646	\$ 624,114
PROFESSIONAL SERVICES	\$ 160,841	\$ 241,789	\$ 351,150
TECHNICAL SERVICES	12,085	28,062	29,990
OTHER MISC. SERVICES	8,279	14,000	15,000
BANKING SERVICES	31,873	48,000	56,600
BANKING SUPPLIES	15,209	6,000	10,000
OTHER MISC. EXPENSES	36,821	2,000	2,500
TICKET/PASS PRINTING	-	4,200	15,000
TOTAL OTHER EXPENSES	\$ 265,108	\$ 344,051	\$ 480,240
TOTAL DIVISION EXPENSES	\$ 2,352,132	\$ 2,501,382	\$ 2,909,231

(1) Performance Analyst position added in FY 2023



FY 2023 Government Relations

EXPENDITURE DESCRIPTION	ACTUAL FY 2021	ESTIMATED FY 2022	PROPOSED FY 2023
WAGES			
Full-Time	\$ 514,749	\$ 347,749	\$ 655,434
Intern	-	-	15,000
TOTAL WAGES	\$ 514,749	\$ 347,749	\$ 670,434
FICA	\$ 38,202	\$ 26,603	\$ 51,839
PENSION	40,601	22,979	28,997
DEFINED CONTRIBUTION	34,873	22,999	51,765
HEALTH BENEFITS	82,496	67,507	108,308
DENTAL & VISION	4,921	4,098	5,660
LIFE INSURANCE	3,524	2,648	4,583
UNEMPLOYMENT	5,378	-	-
AUTO ALLOWANCE	4,800	900	7,200
TOTAL FRINGE BENEFITS	\$ 214,795	\$ 147,734	\$ 258,352
PROFESSIONAL SERVICES	\$ 102,160	\$ 95,250	\$ 220,000
OTHER MISC. SERVICES	-	2,500	5,000
TOTAL OTHER EXPENSES	\$ 102,160	\$ 97,750	\$ 225,000
TOTAL DIVISION EXPENSES	\$ 831,704	\$ 593,233	\$ 1,153,786



FY 2023 Organizational Development and Administration

EXPENDITURE DESCRIPTION	ACTUAL FY 2021	ESTIMATED FY 2022	PROPOSED FY 2023
WAGES			
Full-Time	\$ 624,280	\$ 620,725	\$ 1,199,380 (1)
Intern	-	-	15,000
TOTAL WAGES	\$ 624,280	\$ 620,725	\$ 1,214,380
FICA	\$ 46,188	\$ 47,887	\$ 96,824
PENSION	103,055	62,722	63,711
DEFINED CONTRIBUTION	26,571	31,845	96,402
HEALTH BENEFITS	96,429	97,344	161,391
PRESCRIPTION REIMBURSEMENT	405	1,000	1,000
DENTAL & VISION	5,479	6,551	8,688
LIFE INSURANCE	4,400	4,929	8,555
UNEMPLOYMENT	66	-	-
AUTO ALLOWANCE	2,400	7,650	13,200
OTHER FRINGES	76,858	86,969	246,400
TOTAL FRINGE BENEFITS	\$ 361,851	\$ 346,897	\$ 696,171
PROFESSIONAL SERVICES	\$ 678,808	\$ 1,086,010	\$ 1,140,000
EMPLOYMENT PHYSICALS	92,809	94,000	100,000
PRE-EMPLOYMENT PROCESSING	11,769	25,000	85,000
RECRUITMENT EXPENSES	99,598	125,000	275,000
OTHER MISC. EXPENSES	517	2,000	2,000
TOTAL OTHER EXPENSES	\$ 883,501	\$ 1,332,010	\$ 1,602,000
TOTAL DIVISION EXPENSES	\$ 1,869,632	\$ 2,299,632	\$ 3,512,551

(1) Recruiter position added in FY 2023



FY 2023 Programs and Performance Management

EXPENDITURE DESCRIPTION	ACTUAL FY 2021	ESTIMATED FY 2022	PROPOSED FY 2023
WAGES			
Full-Time	\$ -	\$ -	\$ 124,600
TOTAL WAGES	\$ -	\$ -	\$ 124,600
FICA	\$ -	\$ -	\$ 9,991
PENSION	-	-	-
DEFINED CONTRIBUTION	-	-	13,060
HEALTH BENEFITS	-	-	15,551
DENTAL & VISION	-	-	730
LIFE INSURANCE	-	-	897
AUTO ALLOWANCE	-	-	6,000
TOTAL FRINGE BENEFITS	\$ -	\$ -	\$ 46,229
PROFESSIONAL SERVICES	\$ -	\$ 56,700	\$ 200,000
TOTAL OTHER EXPENSES	\$ -	\$ 56,700	\$ 200,000
TOTAL DIVISION EXPENSES	\$ -	\$ 56,700	\$ 370,829



FY 2023 Contracts and Procurement

EXPENDITURE DESCRIPTION	ACTUAL FY 2021	ESTIMATED FY 2022	PROPOSED FY 2023
WAGES			
Full-Time	\$ 296,235	\$ 422,591	\$ 545,956
Intern	8,335	-	7,500
TOTAL WAGES	\$ 304,570	\$ 422,591	\$ 553,456
FICA	\$ 22,767	\$ 32,714	\$ 42,676
PENSION	-	-	-
DEFINED CONTRIBUTION	25,594	38,739	55,036
HEALTH BENEFITS	27,697	33,811	48,628
DENTAL & VISION	2,706	3,219	3,832
LIFE INSURANCE	1,995	2,858	3,874
UNEMPLOYMENT	3,818	55	-
AUTO ALLOWANCE	500	2,400	4,400
TOTAL FRINGE BENEFITS	\$ 85,077	\$ 113,796	\$ 158,446
PROFESSIONAL SERVICES	\$ 74,079	\$ 25,000	\$ 44,000
OTHER MISC. SERVICES	119	1,000	1,000
TOTAL OTHER EXPENSES	\$ 74,198	\$ 26,000	\$ 45,000
TOTAL DIVISION EXPENSES	\$ 463,845	\$ 562,387	\$ 756,902



FY 2023 Training and Development

EXPENDITURE DESCRIPTION	ACTUAL FY 2021	ESTIMATED FY 2022	PROPOSED FY 2023
WAGES			
Full-Time	\$ 188,796	\$ 188,473	\$ 200,439
Supervisors			
Full-Time	590,926	647,719	742,220
Additional Pay	82	143	152
TOTAL WAGES	\$ 779,804	\$ 836,335	\$ 942,811
FICA	\$ 57,983	\$ 63,979	\$ 72,308
PENSION	241,005	144,268	174,523
DEFINED CONTRIBUTION	-	-	7,259
HEALTH BENEFITS	144,992	134,476	165,482
DENTAL & VISION	7,801	8,344	9,264
LIFE INSURANCE	5,228	5,317	6,405
AUTO ALLOWANCE	-	2,400	2,400
TOTAL FRINGE BENEFITS	\$ 457,009	\$ 358,784	\$ 437,641
PROFESSIONAL SERVICES	\$ 2,450	\$ 23,420	\$ 35,463
MATERIALS & SUPPLIES	2,540	8,858	14,700
OTHER MISC. EXPENSES	243	1,500	1,500
TOTAL OTHER EXPENSES	\$ 5,233	\$ 33,778	\$ 51,663
TOTAL DIVISION EXPENSES	\$ 1,242,046	\$ 1,228,897	\$ 1,432,115

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LONG BEACH
TRANSIT

Capital Program





FY 2023 Capital Budget Overview

CAPITAL PROGRAM

The purpose of the Capital Program is to provide a long-term planning and budgeting process that enables LBT to ensure capital funding needs are identified in advance of the necessary purchase or replacement of its assets. Capital funding supports the maintenance, improvement and enhancement of LBT's fleet, equipment and infrastructure. Capital projects are defined as expenditures or projects with an estimated useful life of one year or more and a total cost of at least \$10,000. For the purposes of reporting to the FTA and the National Transit Database (NTD), LBT will continue to track those items that have a value of at least \$5,000.

CAPITAL PROJECT IMPACTS ON OPERATING BUDGET

The long-term Capital Program helps to offset the increasing operating expense in the future and enables LBT to operate more efficiently. The impact on the operating budget is an area that is carefully considered when evaluating projects. The individual projects include an estimated future operating budget impact to identify the cost at this time in the project's life cycle. LBT carefully considers these future operating, maintenance and replacement costs when



deciding which projects to recommend for inclusion in the capital budget. Any new operating expenses associated with the approved new capital projects are included in the operating budget.

Significant Capital Projects and Operating Impacts for FY 2022 – FY 2024

Description	Capital	Annual Impact Fiscal Year(s)	Operating (in millions)
	Investment (in millions)		
Replacement of Rolling Stock Buses	\$42.90	2023-2035	(\$1.75)
Bus Rehabilitation	\$5.75	2023-2025	TBD
Bus Charging Infrastructure Expansion	\$3.09	2023-2025	(\$1.76)



FY 2023 Capital Budget Overview (cont'd)

STATE OF GOOD REPAIR/TRANSIT ASSET MANAGEMENT

The Bipartisan Infrastructure Law continues FTA's Transit Asset Management (TAM) program. The TAM program enables transit agencies to implement strategic approaches to monitoring, maintaining, and replacing transit assets. FTA's TAM rule (49 CFR Part 625) requires transit agencies to develop a compliant TAM Plan, set performance targets for capital assets, create data and narrative reports on performance measures, as well as coordinate with their planning partners. TAM is a business model that uses the condition of assets to guide the optimal prioritization of funding at transit properties in order to keep the nation's transit networks in a State of Good Repair (SGR).

SGR is the condition in which a capital asset is able to operate at a full level of performance. This means the asset:

- Is able to perform its designed function
- Does not pose a known unacceptable safety risk
- Life cycle investments have been met or recovered

Each transit provider must designate an Accountable Executive. Tier I providers must also develop their own TAM Plan. Tier II providers may participate in a Group Plan or develop its own. Group Plan participants must collaborate with the sponsor in the development of the plan.

LBT is considered a Tier I provider, by definition, as it has more than 101 vehicles across all fixed-routes modes.

In alignment with LBT's Vision Statement:

A leading provider of transportation options delivering innovative and high-performing services within a multi-modal network that transforms the social, environmental and economic well-being of the diverse communities we serve.

LBT is committed to keeping its assets in a state of good repair during their lifecycle, which allows LBT to fulfill its mission of: ***Dedicated to connecting communities and moving people...making everyday life better.*** Annually, LBT reviews the condition of its assets, evaluates performance targets and uses its decision support tools to make cost effective decisions in the development of its capital plan.



FY 2023 Capital Budget Overview (cont'd)

CAPITAL BUDGETING PROCESS

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

After receiving the projects, the Capital Budgeting Team conducts meetings with the project managers. This allows for a deeper understanding of the projects that will be evaluated for recommendation into the upcoming capital budget.



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

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

The ELT reviews the projects and recommendations of the KPI team to ensure that the capital budget best reflects LBT's Strategic Priorities and Capital Strategic Focus. For customers, it means the agency is prioritizing spending on projects that positively impact customers.





FY 2023 Capital Budget Overview (cont'd)

A three-year outlook will be considered when reviewing projects for inclusion in the annual capital budget. The capital budget will provide for the maintenance and timely replacement of capital, plant and equipment.

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



LBT acquired a new corporate office building in August 2020. As part of this acquisition, half of the major capital expenditure was paid in FY 2021. LBT financed the remaining half of the purchase price, equal to \$10.5 million by executing a promissory note. LBT's planned debt is limited to this note, specific to the property purchase agreement. LBT has no further plans to issue debt. All other capital projects will be funded on a pay-as-you-go basis.

As LBT implements its capital investment program, its priority is the efficient use of federal, state and local funding. LBT is committed to financial accountability and transparency in capital program management. LBT continues to review and refine its internal procedures to ensure attainment of these principles.



FY 2023 Capital Budget Overview (cont'd)

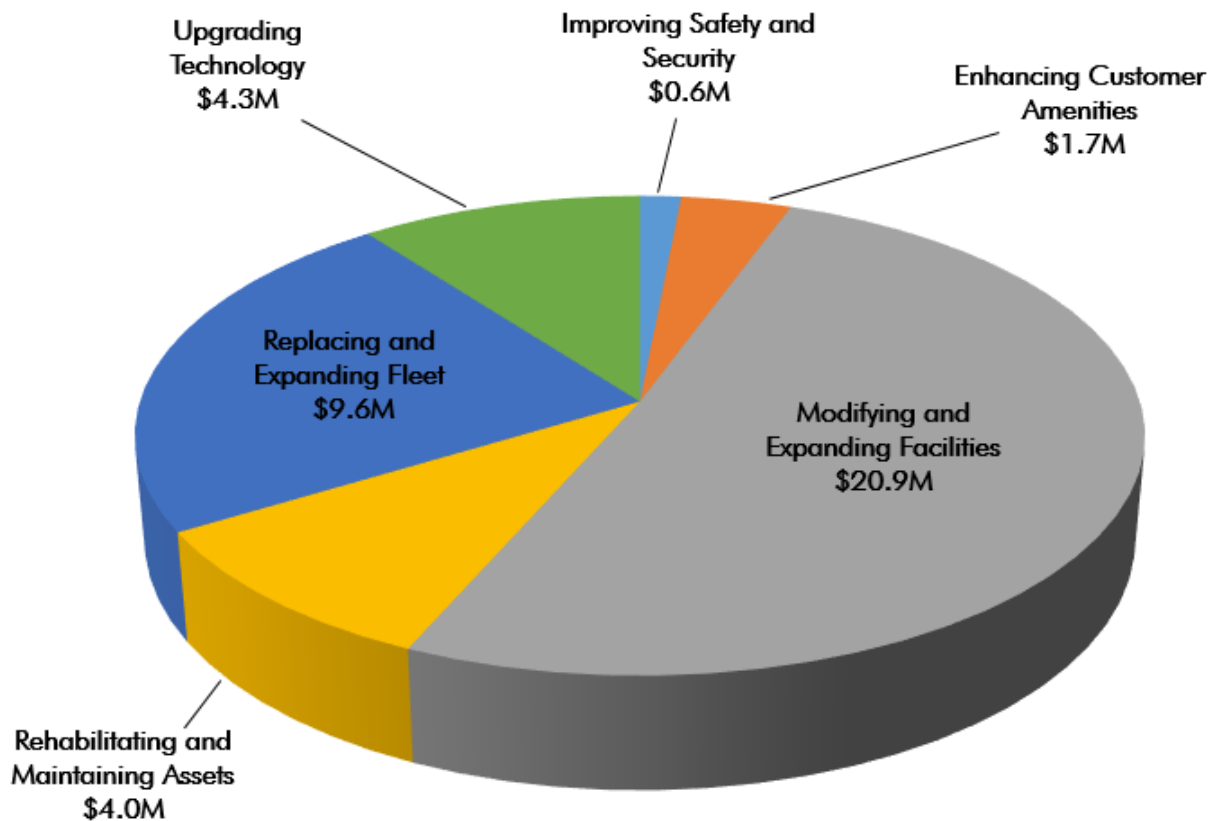
CAPITAL STRATEGIC FOCUS

All capital projects are developed in consideration of the following Capital Strategic Focus elements:

- Focus I:** Improving Safety and Security
- Focus II:** Enhancing Customer Amenities
- Focus III:** Rehabilitating and Maintaining Assets
- Focus IV:** Modifying and Expanding Facilities
- Focus V:** Replacing and Expanding Fleet
- Focus VI:** Upgrading Technology

These categories refine the selection of the most vitally important projects that promote reliable and high-quality service to LBT customers at the lowest cost possible. The cost savings achieved by the increased efficiencies are reinvested for future improvement and growth of LBT.

FY 2023 Proposed Budget by Capital Strategic Focus





FY 2023 Capital Budget Overview (cont'd)

CAPITAL STRATEGIC PRIORITIES

All proposed projects are prioritized and ranked based on the following categories:

I: ESSENTIAL – Projects that cannot reasonably be postponed in order to avoid harmful or otherwise undesirable consequences.

- Required for operation to provide core services to customers
- Corrects a condition dangerous to health or safety
- Alleviates an emergency service disruption or deficiency
- Prevents irreparable damage to a valuable customer facility
- Satisfies a legal obligation
- Advocates for/aligns with LBT's strategic priorities

II: PRIORITY – Projects that address clearly demonstrated needs or objectives.

- Rehabilitates or replaces an obsolete customer facility
- Reduces future operating and maintenance costs
- Increases efficiency of operation
- Maintains assets in a like-new condition

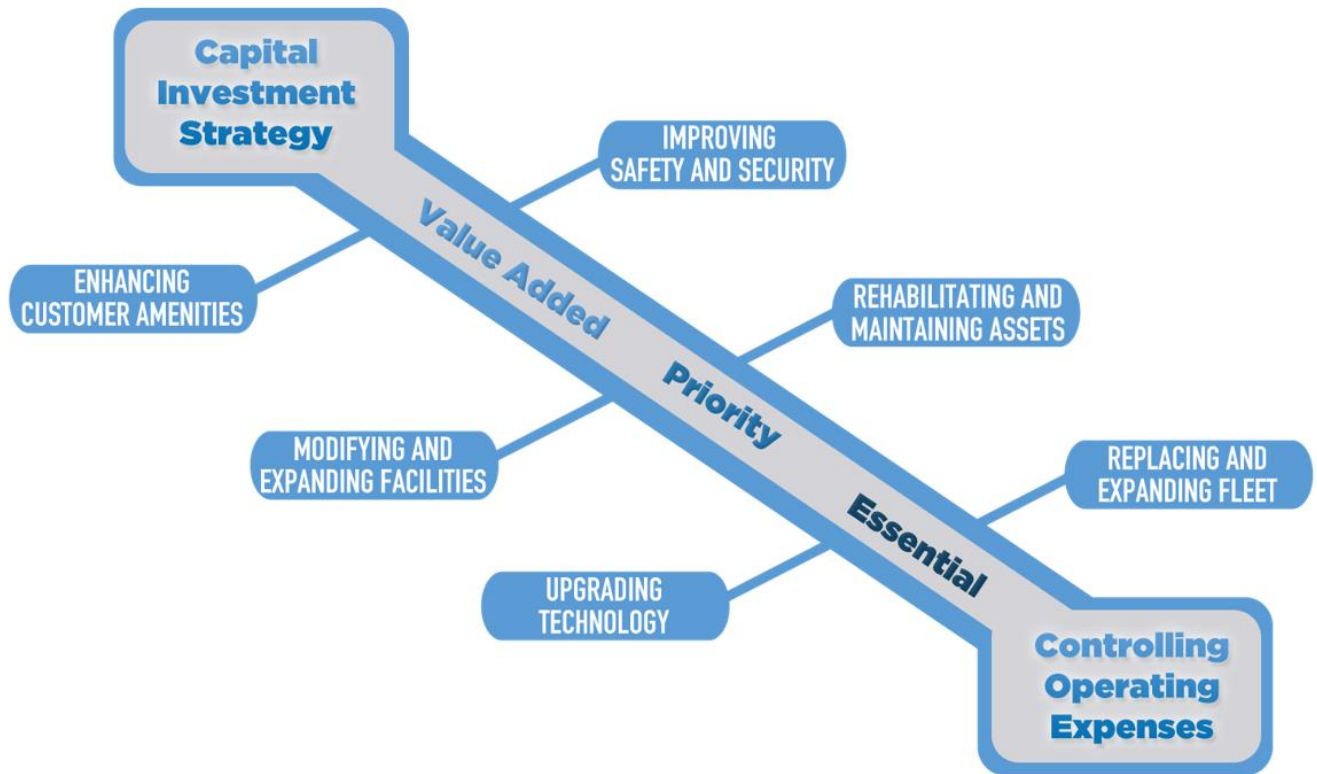
III: VALUE ADDED – Projects that are beneficial but may be delayed without detrimental effects to basic services.

- Provides a new or expanded level of service
- Promotes intergovernmental cooperation
- Reduces energy consumption
- Enhances cultural or natural resources



FY 2023 Capital Budget Overview (cont'd)

The graphic below depicts LBT's Capital Strategic Focus.





FY 2023 Capital Program Funding Sources

FY 2023–FY 2025 CAPITAL PROGRAM FUNDING SOURCES

FY 2023 – FY 2025 CAPITAL REVENUE BY FUNDING SOURCE					
Funding Source	Approved FY 2022	Estimated FY 2023	Estimated FY 2024	Estimated FY 2025	Estimated FY23 – FY25
FEDERAL	\$ 60,774,624	\$ 25,015,266	\$ 24,735,724	\$ 25,477,796	\$ 136,003,410 (1)
STATE	\$ 1,333,059	\$ 9,912,662	\$ 5,622,861	\$ 5,791,547	\$ 22,660,129 (2)
LOCAL	\$ 5,311,735	\$ 4,685,866	\$ 4,826,442	\$ 4,971,235	\$ 19,795,278 (3)
PRIOR YEAR REALLOCATIONS	\$ 4,462,722	\$ 1,449,149	\$ 2,955,936	\$ 2,955,936	\$ 11,823,743 (4)
TOTAL CAPITAL BUDGET	\$71,882,140	\$41,062,943	\$38,140,963	\$39,196,514	\$190,282,560

(1) Federal dollars for FY 2023 include annual 5307 programmed funding, discretionary 15% & 1% Bus Operator Subcommittee funding and Congressional Earmark Funding.

(2) State dollars include funding for a SB1 State of Good Repair funding and Transit Development Act Capital Funding.

(3) Local funding includes Prop C 40% Discretionary funds (MOSIP) and Measure R funding (Even years only).

(4) Capital grant funds designated for reallocation in FY 2023 are carryover funds from a variety of projects including facility, information technology and security projects.

COMPARISON TO FY 2022

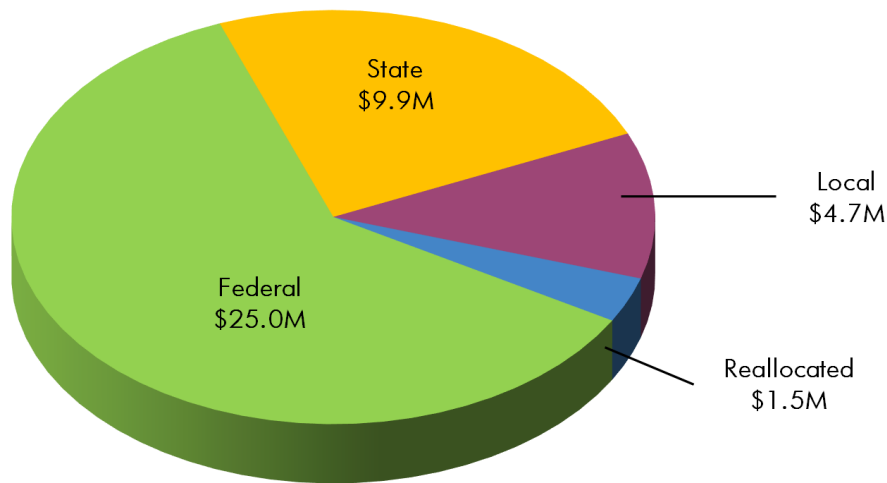
- The FY 2023 Capital Program funding sources consist of \$25.01 million in federal, \$9.91 million in state, \$4.69 million in local and \$1.45 million from the prior year reallocation.
- Federal funds decreased for FY 2023 as a result of the American Rescue Plan Act funds. These funds were recognized in the previous fiscal year and are not available this year.
- There was an increase in state funding for FY 2023 as a result of the agency recognizing \$8.65 million in Transit Development Act (TDA) for capital use in FY 2023.
- Measure R Clean Fuel Bus Capital Facilities and Rolling Stock Fund is allocated on even years only. This funding is not available for FY 2023. Therefore, the local funding source has a slight decrease for the FY 2023 budget.
- In FY 2023, the Prior Year Reallocations will continue to help LBT achieve its Capital Strategic Focus by reallocating funds from projects that are complete and had funds remaining to projects that are a high priority for the agency.



FY 2023 Capital Program Funding Sources (cont'd)

FY 2023 Capital Program Funding Sources

\$41,062,943



FEDERAL (FTA 5307/5339, FHWA FBP, ARPA)

\$ 25,015,266

Federal Section 5307 Formula Funds (Urbanized Formula) - These funds are allocated by the Federal Transit Administration (FTA) to Los Angeles County transit operators on a formula basis. Eighty-five (85) percent is distributed by Formula Allocation Process (FAP). The federal dollars include additional funding for specific capital projects - Bus Operator Subcommittee (BOS) competitive discretionary awards. LBT receives a majority of these funds for bus replacement, bus expansion and bus stop rehabilitation/improvements. LBT was also awarded a Congressional Earmark of \$1 million through Senator Alex Padilla in FY 2023.

STATE (SB1-SGR, LCTOP)

\$ 9,912,662

The Road Repair and Accountability Act of 2017, Senate Bill (SB) 1 includes a program that will provide additional revenues for transit infrastructure repair and service improvements. This investment in public transit is referred to as the State of Good Repair program. These funds are made available for eligible transit maintenance, rehabilitation and capital projects. The Mills-Alquist-Deddeh Act (SB 325) was enacted by the California Legislature to improve existing public transportation services and encourage regional transportation coordination. Known as the Transportation Development Act (TDA) of 1971, this law provides funding to be allocated to transit and non-transit related purposes that comply with regional transportation plans.

COUNTY (MOSIP, MEASURE-R CAPITAL)

\$ 4,685,866

Proposition C 40% Discretionary – These funds are comprised of several funding sources such as Municipal Operator Service Improvement Program (MOSIP) and Measure R. These funds may be used for transit rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements, or rolling stock (buses and rail cars) procurement, rehabilitation or replacement.

PRIOR YEAR REALLOCATION (REPURPOSED)

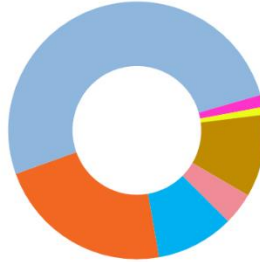
\$ 1,449,149

Capital grant funds designated for reallocation in FY 2023 are carryover funds from a variety of projects including facility, information technology, and security projects. Funds being reallocated come from Section 5307 Formula, MOSIP, Revenue Finance Income (RFI).



FY 2023 Capital Projects Allocation

FY 2023 Capital Projects Allocation



\$41,062,943

FACILITIES

Projects related to the modernization of LBT's Operations and Maintenance Facilities LBT1 and LBT2, and the purchase and improvements of the new LBT Corporate Office.

TOTAL \$ 20,959,928

INFORMATION TECHNOLOGY

Acquisition of information system hardware and software, as well as implementation of software upgrades.

TOTAL \$ 4,260,992

CUSTOMER AMENITIES

Replacement of bus stop amenities such as shelters, solar lighting, benches and real-time information signage.

TOTAL \$ 1,665,770

SAFETY & SECURITY EQUIPMENT

Projects related to the safety and security of LBT.

TOTAL \$ 620,164

REVENUE VEHICLE REPLACEMENT

Replacement of aging buses. The proposed funds will be used to replace gas-electric hybrid buses. Replacement buses purchased will be zero-emission buses.

TOTAL \$ 9,154,094

NON-REVENUE VEHICLES/DIAL-A-LIFT

Replacement of non-revenue vehicles and Dial-a-Lift vehicles.

TOTAL \$ 396,618

BUS REHABILITATION

Mid-life rehabilitation of buses.

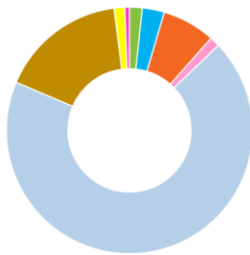
TOTAL \$ 4,005,377



FY 2023 Capital Projects Allocation (cont'd)

BUDGET COMPARISON

APPROVED FY 2022 BUDGET

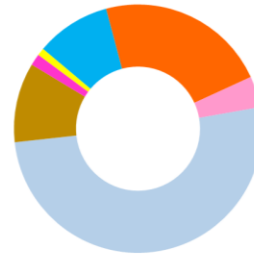


\$71,882,140

- BUS COMPONENTS, \$1.20M
- BUS REHABILITATION, \$2.09M
- BUS REPLACEMENT, \$6.01M
- CUSTOMER AMENITIES, \$0.95M
- FACILITIES, \$49.26M
- INFORMATION TECHNOLOGY, \$11.94M
- NON-REVENUE VEHICLES/DIAL-A-LIFT \$1.00M
- SECURITY/SAFETY EQUIPMENT, \$0.44M

FY 2023 Capital Budget

TOTAL FY 2023 PROPOSED BUDGET



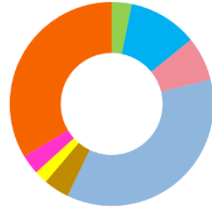
\$41,062,943

- BUS REHABILITATION, \$4.00M
- BUS REPLACEMENT, \$9.15M
- CUSTOMER AMENITIES, \$1.67M
- FACILITIES, \$20.96M
- INFORMATION TECHNOLOGY, \$4.26M
- NON-REVENUE VEHICLES/DIAL-A-LIFT \$0.40M
- SECURITY/SAFETY EQUIPMENT, \$0.62M



FY 2023 Capital Projects Allocation (cont'd)

FY 2024 Estimated Capital Projects Allocation



\$38,140,963

BUS COMPONENTS, \$1.21M

BUS REHABILITATION, \$4.18M

BUS REPLACEMENT, \$12.81M

CUSTOMER AMENITIES, \$2.67M

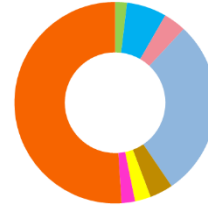
FACILITIES, \$13.73M

INFORMATION TECHNOLOGY, \$1.55M

NON-REVENUE VEHICLES/DIAL-A-LIFT \$0.80M

SECURITY/SAFETY EQUIPMENT, \$1.18M

FY 2025 Estimated Capital Projects Allocation



\$39,196,514

BUS COMPONENTS, \$0.75M

BUS REHABILITATION, \$2.51M

BUS REPLACEMENT, \$20.00M

CUSTOMER AMENITIES, \$1.42M

FACILITIES, \$11.20M

INFORMATION TECHNOLOGY, \$1.47M

NON-REVENUE VEHICLES/DIAL-A-LIFT \$1.00M

SECURITY/SAFETY EQUIPMENT, \$0.85M



FY 2023 Capital Projects Update

CAPITAL PROJECT UPDATE – Bus Replacement and Expansion

CAPITAL PROJECT UPDATE – Bus Replacement Program

Overview/Status:

LBT is progressively working to replace its older model, less energy efficient buses to meet the needs of its customers throughout its over 100 square mile service area. LBT currently has a fleet of 251 buses. The fleet (both revenue and contingency) is made up of 14 Diesel, 88 Hybrid Gas-Electric, 125 CNG and 24 Battery-electric buses. LBT is committed to a Zero-Emission Bus Fleet by replacing older model, less efficient buses with its Bus Replacement Program.

FY 2023 Planned Deliverables:

All 14 of the bus option purchase from BYD have been received. LBT is working through the commissioning of the buses and expects all 14 buses to be in revenue service in summer of 2022.

In March 2021, the LBT Board of Directors authorized LBT to issue a contract to New Flyer of America, Inc. to purchase (20) 30' - 35' Battery-Electric Buses (BEB) with 20 options. The pilot bus has been delivered and is going through commissioning to be placed in revenue service. The remaining buses are scheduled to be delivered in late 2022.

In March 2022, the LBT Board of Directors authorized LBT to enter into a contract with BYD of America for the purchase of five Over the Road Coaches. LBT is working with BYD to have the contract signed and schedule a kickoff meeting.



Estimated Expenditures

Fund Type	FY 2023	FY 2024	FY 2025	FY 2026
Federal 5307	\$ 19,058,376	\$ 16,031,802	\$ 16,531,366	\$ 14,808,947
Other Federal		\$ 2,750,000	\$ 3,654,853	\$ 3,202,427
State Bonds				
State TIRCP	\$ 6,451,000			
Other State		\$ 1,637,920		\$ 1,267,781
Local Funds	\$ 3,459,134	\$ 695,235		\$ 2,077,185
	\$ 28,968,510	\$ 21,114,957	\$ 20,186,219	\$ 21,356,340
Impact on Operating Budget	Potential impact on operating would save LBT an estimated \$1,750,000.			



FY 2023 Capital Projects Update (cont'd)

CAPITAL PROJECT UPDATE – Customer Amenities

CAPITAL PROJECT UPDATE – Customer Amenities

Overview/Status:

LBT's fixed-route service provides public transit to more than 23.2 million boarding customers annually (pre-pandemic) within southeastern Los Angeles and northwestern Orange counties. LBT's service area extends over a 100-square-mile radius, across 14 cities with approximately 2,000 bus stops, of which 70% are located in the City of Long Beach. Bus stops are the core infrastructure of urban mobility as they allow customers to board, transfer and connect between various transit systems across the Los Angeles and Orange County regions. For current and future customers, bus stops can relay important information about public transit systems and in some instances create preconceived attitudes about the system. Because bus stops are the first encounter that customers have, it is important to provide customer amenities that create safe and comfortable waiting environments.

FY 2023 Planned Deliverables:

LBT completed the second phase of the Santa Fe Avenue Corridor by updating 30 bus stop locations with new solar lights and benches.

A contract was issued to ND Construction that will improve bus stop locations at the Downtown Bus Island. The planned bus stop improvement project will ensure that LBT's customers have a safe and comfortable boarding/alighting with amenities such as shelters, benches, solar lights, and real-time digital information signage.

Multiple customer amenities project are scheduled for the near future including, the Cherry Avenue, Atlantic Avenue and Long Beach Blvd. corridors. These will be completed over the next few years.



Estimated Expenditures

Fund Type	FY 2023	FY 2024	FY 2025	FY 2026
Federal 5307	\$ 685,579	\$ 564,037	\$ 1,001,500	\$ 1,513,270
Other Federal				
State LCTOP		\$ 434,975		
Local Funds	\$ 119,195	\$ 141,009	\$ 250,375	\$ 152,500
	\$ 804,774	\$ 1,140,021	\$ 1,251,875	\$ 1,665,770
Impact on Operating Budget	Potential impact on operating budget will be realized after the bus stop improvements. By replacing the aging bus stop amenities, LBT will be able to avoid adding to the operating budget.			



FY 2023 Capital Projects Update (cont'd)

CAPITAL PROJECT UPDATE – Mid-Life Bus Rehabilitation

CAPITAL PROJECT UPDATE – Mid-life Bus Rehabilitation

Overview/Status:

LBT must maintain a bus for 12 years and/or for 500,000 miles pursuant to Federal Transit Administration funding recipient requirements. LBT currently has 72 Compressed Natural Gas (CNG) buses built by the manufacturer, Gillig Corporation. These buses are approaching their midlife over the next three years that will require rehabilitation, as well as engine replacement to meet their full useful life.

The midlife rehabilitation includes refurbishments of interior and exterior paint, exterior decals, interior and exterior lighting and fire suppression system upgrades to ensure LBT's buses are in a like-new condition. In addition to the refurbishment, these buses will need an engine overhaul/replacement as the engines are reaching the end of their useful life.

Additional bus series' will be incorporated in to the Mid-life Rehabilitation as they reach the mid-point of their useful service life.

FY 2023 Planned Deliverables:

22 of the 32 of the 1300 series buses have been completed by Complete Coach Works as of April 2022. The remaining buses to be completed in Spring/Summer 2022.

The pilot bus from the 1500 series buses was sent to Complete Coach Works in December 2021 and returned to LBT in April 2022. The bus is going through the inspection process before returning to revenue service and issuing a Notice to Proceed on the remaining seven buses in the 1500 series. The series 1500 buses are expected to be completed in Fall 2022.



Estimated Expenditures

Fund Type	FY 2023	FY 2024	FY 2025	FY 2026
Federal 5307				
Other Federal				
State MSRC	\$ 150,000			
Local Funds	\$ 3,298,202	\$ 2,090,736	\$ 2,387,025	\$ 2,000,000
	\$ 3,448,202	\$ 2,090,736	\$ 2,387,025	\$ 2,000,000
Impact on Operating Budget	Operating costs will decrease as the refurbished buses will have newer parts and engines which will lower their failure rates and unscheduled maintenance.			



FY 2023 Capital Projects Update (cont'd)

CAPITAL PROJECT UPDATE – LBT1 Facility Modernization

CAPITAL PROJECT UPDATE – LBT1 Facility Modernization

Overview/Status:

This project will be phased over the next several years and will support the modernization of LBT's operating and maintenance facility (LBT1) in support of the agency's transitioning facility needs as it grows its zero-emission bus fleet. Additionally, the project will support LBT's continued efforts to maintain its assets in a state of good repair.

FY 2023 Planned Deliverables:

A facility assessment was completed in March 2020.

LBT has hired an owners representative that will work with the staff to create a scope of work and preliminary estimates for an architectural and engineering firm to assist with the design of the LBT1 Modernization.



Estimated Expenditures

Fund Type	FY 2023	FY 2024	FY 2025	FY 2026
Federal 5307	\$ 1,625,000	\$ 2,500,000	\$ 25,000,000	\$ 25,000,000
Other Federal				
State SB1-SGR		\$ 1,024,000		\$ 1,150,000
Local Funds	\$ 500,000	\$ 1,086,694	\$ 800,000	
	\$ 2,125,000	\$ 4,610,694	\$ 25,800,000	\$ 26,150,000

Impact on Operating Budget

Potential impact on operating budget will be realized after the LBT1 Facility Modernization is completed.