

Long Beach Transit

Short Range Transit Plan



Long Beach Public Transportation Company
Fiscal Years 1994 through 1997

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Long Beach Transit

Short Range Transit Plan



Long Beach Public Transportation Company
Fiscal Years 1994 through 1997

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Short Range Transit Plan, FY 94-97 Executive Summary

Attached is Long Beach Transit's Short Range Transit Plan for fiscal years 1994 through 1997.

This document is required by various government agencies, and is a condition of receiving funding. Using financial projections supplied by the Los Angeles County Metropolitan Transportation Authority (MTA), the plan indicates Long Beach Transit's capital and operating plans for the next four years. Specifically, the plan shows what levels of service to the community can be supported over the next four years with a balanced budget.

The overall format of the document and most of the various tables and charts are required elements of the plan. The essence of the document is contained in chapters three, four and five, which include the financial and operating plans as well as service development opportunities. Among the highlights of the plan:

- Because of continued reductions in subsidy funds, there would be a six percent decrease in the number of vehicle service hours during FY 94, and a further 12 percent decrease in FY 95. Pages 37 through 39 of the document identify which routes have been identified as potential candidates for service reductions.
- A fare increase of 25% would be implemented at the end of FY 94. The plan does not assume any particular fare structure, but does assume that the overall average fare would increase by 25%.
- Pages 26 and 27 contain the financial forecast for the next four years. This forecast indicates projected subsidy levels, passengers fares and other related revenues which would result in a balanced operating budget.
- The plan also designates certain monies that would be used as local matching funds for capital and other special projects. These include the purchase of replacement buses, tire leasing, maintenance equipment and other projects. As this plan is written, Long Beach Transit has a variety of funding applications pending with the MTA. These applications are summarized on pages 32 and 33, and discussed in detail later in the plan. It is not known which of the funding applications will be approved. Depending on project approvals by MTA, the level of funding designated for capital purchases may have to be adjusted up or down. The capital reserves designated in this plan are prudent based on current circumstances.
- Chapter five outlines opportunities for service improvements. These include additional buses to relieve overcrowding on certain routes, additional service to Blue Line and Green Line stations, service improvements associated with the proposed electric trolley project, and a timed transfer center on Willow Street. Although current funding levels would prevent Long Beach Transit from implementing these improvements, it is possible additional funding could be made available from the MTA for these purposes. Project applications are currently pending.
- Chapters six and seven contain a variety of documents and charts required by various government agencies.

Summary

The plan contains projections of service levels and fares that are reasonable based on current circumstances. It is important to note there are many external influences that could change these projections. It is possible that state funding could be further reduced as a result of the ongoing budget difficulties in Sacramento. On the other hand, it is also possible the MTA could make additional economic recovery funding available as it has in 1993 that would help alleviate the need for service reductions and fare increases. As these financial developments unfold, staff will keep the Board apprised. And, at such time as specific service or fare changes are proposed, the Board will of course have the opportunity to review and approve them.

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Short Range Transit Plan
Fiscal Years 1994 through 1997

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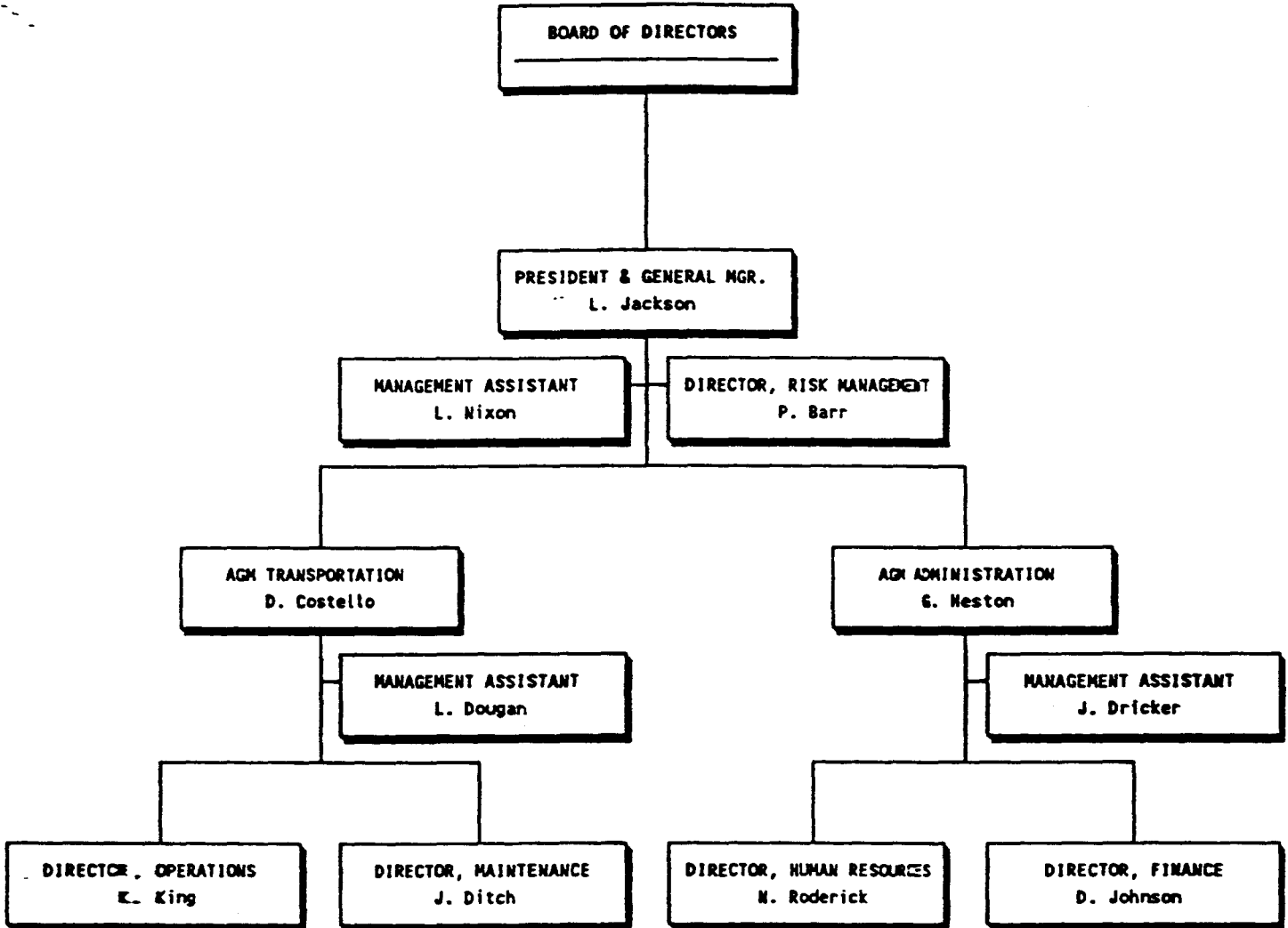
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Exhibit 1
Long Beach Transit Organizational Structure



heavy passenger loads. Long Beach Transit is accessible throughout the service area to passengers with wheelchairs .

Service changes are made three times a year, normally in February, June, and September. These adjustments are made to improve the efficiency and effectiveness of the system.

Long Beach Dial-A-Lift

Long Beach Transit currently supplements it's fixed route accessible service with curb-to-curb Dial-A-Lift service. Dial-A-Lift service is available to all qualified disabled persons.

Dial-A-Lift trips may be scheduled on a subscription, a 24-hour advance notice or a will-call basis. Service is provided in response to all trip requests made at least 24 hours in advance and to most trip requests made on shorter notice, as capacity allows. Dial-A-Lift tries to be responsive to all requests for service.

The fare for Dial-A-Lift is \$1.00 for each one-way trip. A ten-ride coupon book may be purchased for \$7.50. Service operates 365 days per year. Hours of operation are: Sunday through Thursday and Holidays, 7:00 A.M. to 10:00 P.M., and Friday and Saturday, 7:00 A.M. to 11:30 P.M. Dial-A-Lift currently operates in the cities of Long Beach, Lakewood and Signal Hill which comprise about 80% of the Long Beach Transit service area. Connecting service is available to other cities throughout the area.

Long Beach Transit contracts for the operation of it's Dial-A-Lift service. The contractor is paid based upon a given cost per vehicle hour in addition to fare revenue collected. Dial-A-Lift service has operated with very little change over the past several years. The number of vehicle service hours has remained relatively stable. Dial-A-Lift is supported by fare revenue, contributions from participating cities and state subsidies.

Charter and Special Event Service

Long Beach Transit provides charter and special event service to individuals and community groups based upon an hourly rate. At a minimum, these rates recover the cost incurred. The service is operated using two dedicated, locally financed, charter coaches. Long Beach Transit was granted a waiver from federal public transit restrictions on charter service. This was done, in part, because charter operations were acquired prior to the establishment of these restrictions. Long Beach Transit provides charters as a community service and the amount provided has remained at a fairly constant level.

LONG BEACH TRANSIT SYSTEM MAP



LEGEND

- Long Beach Transit Route
- End of Route
- Point of Interest
- Downtown Long Beach

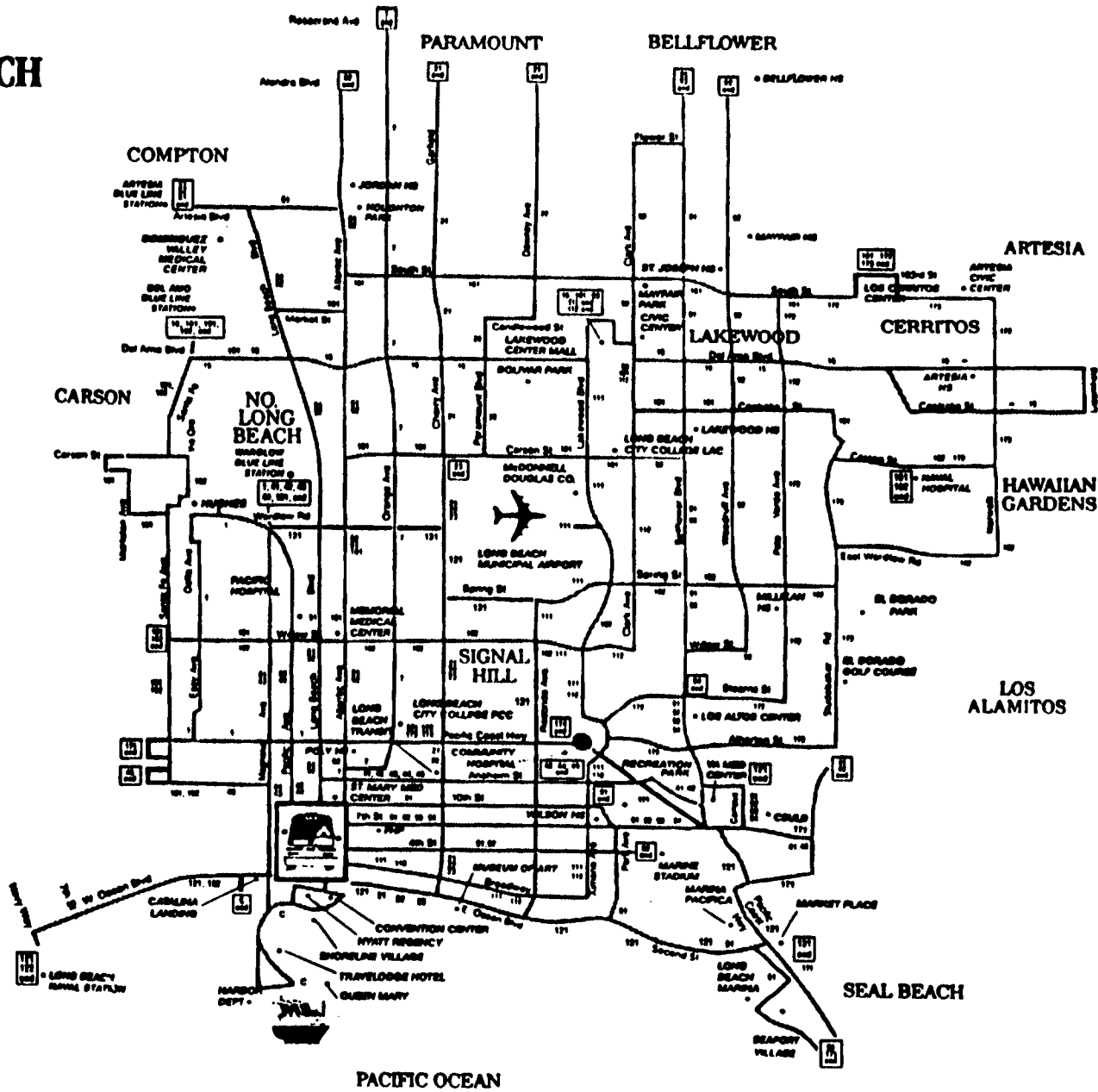


Exhibit 2
 System Map
 Long Beach Transit Fixed Route Service.

The Transit Mall is the southern terminus of the Blue Line Light Rail Line. In addition to most Long Beach Transit bus routes, other transit routes, operated by three neighboring public transit carriers, serve the Transit Mall. These carriers are: MTA (two routes), LADOT (one route), and Torrance Transit (one route).

Special features of the Transit Mall include exclusive bus lanes and traffic control equipment, special bus stop improvements, bus shelters equipped with graphic displays and electronic monitors displaying schedule information. There are 18 bus shelters and 25 information kiosks specially designed to compliment the Blue Line amenities and a central customer service center. The customer service center is located near the corner of First Street and The Promenade. This facility is used for pass sales and bus information purposes including MTA bus and rail information.

Currently there are about 2,000 bus stops throughout the Long Beach Transit service area. Long Beach Transit has a program to install and maintain neighborhood bus shelters and benches. This program is designed to encourage ridership by providing customer convenience and comfort.

OBJECTIVES AND PERFORMANCE

The mission of Long Beach Transit is to enhance and improve the quality of life for the people of our community. In support of its mission, Long Beach Transit has a strategic plan, annual goals and objectives, and a comprehensive performance monitoring program that includes evaluation of the service provided.

Departmental action plans and standards are reviewed at least quarterly. They are used to coordinate activities and as a yard stick to measure performance. Long Beach Transit's Strategic Plan identifies key corporate objectives. The Strategic Plan is annually reviewed and updated.

Long Beach Transit's capital and operating budgets are used as a management tool to monitor revenues and expenses, as well as, evaluate operating performance. These plans, budgets and mid-year revisions are approved by the Board of Directors.

Performance Report

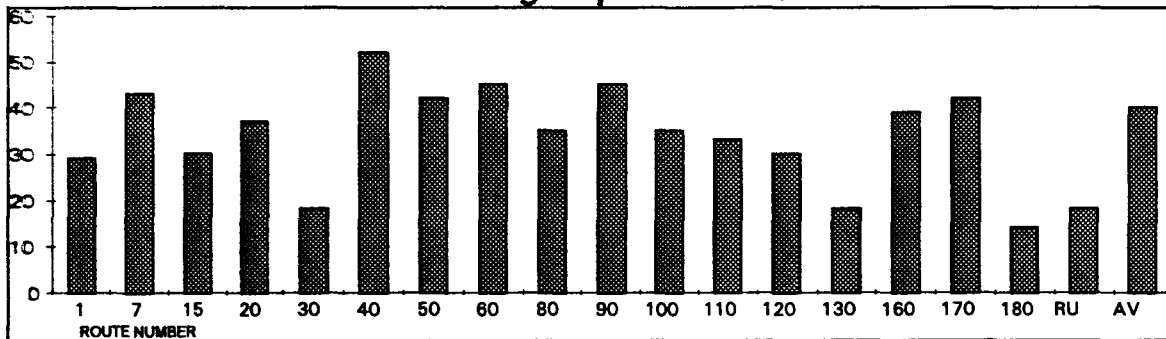
Key performance results are shown below. Despite the difficult economy, the Company continues to focus on implementing service quality improvements and on positioning the transit system for the future growth. Noteworthy is Long beach Transit's extraordinarily low cost growth. This occurred, in part, because of cost reduction measures that were implemented while increasing service to the customer.

**Exhibit 3
Comparison of Key Performance Indicators**

Fixed Route	1992	1991	% change
Operating Cost per Hour (VSH)	\$51.27	\$50.99	0.6%
Operating Cost per Passengers	\$1.40	\$1.28	9.5%
Miles between Roadcalls	5,562	4,859	14.5%
Total Accidents	549	587	-6.5%
Accidents per 100,000 Miles	7.7	9.1	-5.4%
Absenteeism Rate - Operations	2.6	2.7	-3.7%
Absenteeism Rate - Maintenance	1.4	2.2	-36%
Dial-A-Lift			
Cost per Passenger	\$15.79	\$14.81	6.6%
Passengers per Hours (VSH)	2.4	2.5	-4.0%

The Company continually closely monitors effectiveness, efficiency and quality performance by tracking key indicators of service quality, efficiency and productivity. Internal controls attempt to ensure cost does not exceed the benefit received. The Service Development Department collects detailed operational information. This information is used to plan, schedule and assess transit service.

**Exhibit 4
Fixed Route Passengers per Vehicle Service Hour**



Customer comments, complaints and commendations are routinely received, recorded, and investigated. A response is made to the customer, if requested or appropriate, depending on the subject of the communication. Customer comments are tracked by key subjects and used to illustrate trends or identify areas of concern. In addition, the Company monitors customer satisfaction with the quality of services provided. Each year, an independent research firm is engaged to randomly sample Long Beach Transit customers and measure perceptions of service quality and effectiveness. Recently, 95% of the Company's customers rated overall service quality as good or excellent. Exhibit 6 - Community Evaluation Survey, shows the percentage of favorable responses for major survey categories over the last three years.

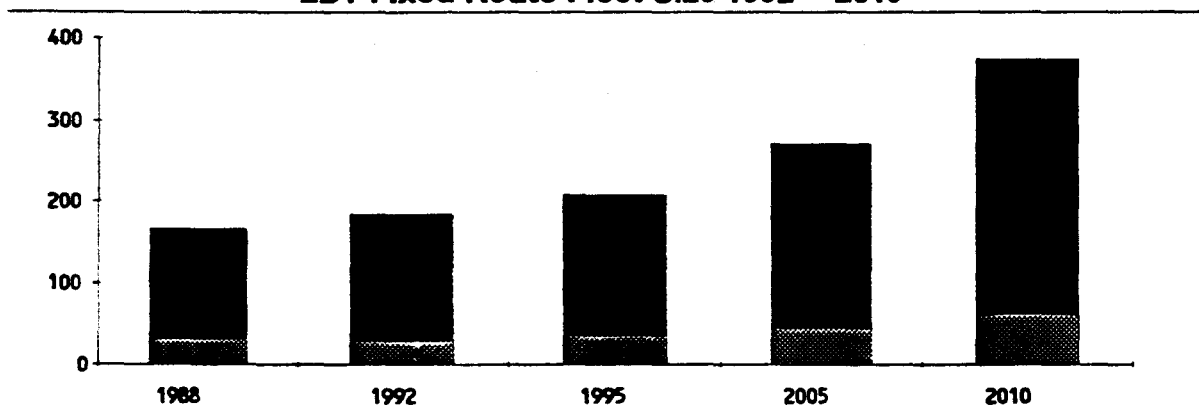
According to the forecast, the City population is expected to grow to over 491,000 by the year 2010, an increase of 24% over 1987. In the downtown redevelopment area, office space will increase by approximately 9.6 million square feet. An additional 4,750 hotel rooms and 2,600 multi-family dwelling units are anticipated. This will result in 5,200 new residents and 33,000 new employees downtown. Employment city-wide is expected to grow 47%, and employment in the downtown is anticipated to increase over 170%. Downtown employment is also increasing at a much greater rate than downtown population. This will result in an increased number of trips to downtown.

While the recession has dramatically slowed this growth in the short term, the long range forecast predicts growth in the City will put additional demands on the transportation system by generating a 35% increase in trips city-wide and 170% increase in the downtown area. The number of trips during peak travel time is expected to increase 37% city-wide and 91% in the downtown area.

If Long Beach Transit is to maintain its current share of trips, weekday transit ridership will need to increase by nearly 40% city-wide and 130% for trips to the downtown. In order to maintain traffic and parking congestion at acceptable levels in the City, transit will be required to play a greater role in the future. Long Beach Transit is striving to capture a minimum of 6% of the City's current automobile work trips. If this is accomplished, average weekday transit ridership will increase by 112% and annual ridership will climb 83%.

In order to accommodate even a small increase in demand and maintain present headways in more congested conditions, an increase in vehicles and expansion of facilities will be necessary. At present, both are near capacity. The study estimates a fleet expansion of more than double its current size in 20 years.

Exhibit 7
Long Beach Transportation Study
LBT Fixed Route Fleet Size 1992 – 2010



Note: upper portion of bar depicts peak vehicles, lower portion spare vehicles.

LIGHT RAIL SERVICE

Blue Line

Beginning in the summer of 1990, the Los Angeles/Long Beach light rail Route (Metro Blue Line) system opened. The train is the first line of a 150-mile light rail network planned for the county.

The introduction of modern rail transit in Los Angeles County has caused an increased awareness and acceptance of public transit. Buses play an important complimentary role by collecting passengers and taking them to the stations, as well as transporting them to their ultimate destinations. Part of the success of the Metro Blue Line depends heavily on the quality and convenience of the connecting bus service.

Long Beach Transit has implemented a program of route modifications with this role in mind. This program consisted of a series of route and schedule modifications designed to serve the rail stations with coordinated scheduling for convenient transfers. The service improvements made in conjunction with the light rail line will be subject to review and adjustments may be made in the coming years.

Long Beach Transit continues to monitor demand for rail feeder service through various means. Surveys are taken to determine the number and time of day passengers are utilizing service at the various stations. Ongoing surveys are planned to document increases in demand for expanded bus service to selected stations. If the rail system extends its hours of operation, it is conceivable that this will create a demand for later service on Long Beach Transit routes.

Green Line

The Metro Green Line is light rail route that will operate from the 605 Freeway at Imperial Highway in the City of Norwalk, west to the City of El Segundo. The rail line will run close to the northernmost part of the Long Beach Transit service area. The Metro Green Line is scheduled to open in 1995 and Long Beach Transit has developed a service plan to bring passengers to the Green Line stations. (Please see Chapter 5 - Green Line Service.)

LOCAL AND REGIONAL PLANNING

Local Transportation Policy

The City and County have developed various transportation plans and policies that attempt to deal with anticipated growth while preserving the quality of life for residents. Following are descriptions of those plans as they relate to public transportation.

Long Beach General Plan

The General Plan is the City of Long Beach's guide for the future. It is made up of several related elements including land use, public safety, housing and transportation. In 1990, the plan was updated.

The Land Use Element has as an objective "sufficient employment and residential densities along transit routes to encourage transit ridership." The Transportation Element further sets as an objective to double the present transit ridership within the next 20 years.

Long Beach 2000: The Strategic Plan

In 1986, the Strategic Plan was completed and established the goals for the update of the General Plan. Part of the plan focuses on Long Beach's capacity to maintain or improve the current ability to move people and goods to and from development centers while preserving and protecting residential neighborhoods. One of the Plan's goals is to: "improve transit facilities and services to increase the level of transit ridership."

Local Coastal Program

The Local Coastal program was adopted by the City of Long Beach in 1980. The program's first goal relating to transportation is to: "Increase reliance on public transit." The program concludes the long range solutions to coastal access problems are found in improving transit capability, while decreasing reliance on automobiles.

MTA 30 Year Plan

The MTA's 30 year plan is used as a financial programming tool. This plan sets forth the goals and direction of the MTA and tentatively programs the available financial resources toward these goals. The plan is periodically reviewed for consistency with MTA policy and financial capability.

SCAG Regional Mobility Plan

The Southern California Association of Governments (SCAG) is the regional planning agency for Southern California and represents six counties and more than 150 cities. SCAG has developed a set of plans aimed at reducing air pollution, minimizing traffic congestion, and managing growth in Southern California. The Regional Mobility Plan (RMP) is the transportation element of these interdependent plans.

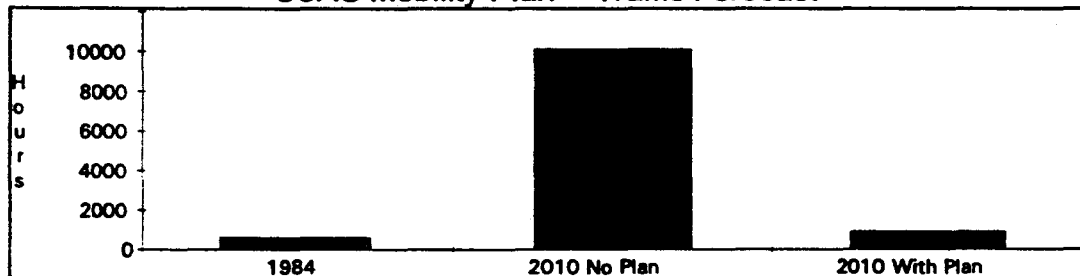
**Exhibit 8
SCAG - RMP Forecast**

	2010 1984 <u>Base</u>	2010 Without <u>Plan</u>	With <u>Plan</u>
Vehicle Miles Traveled (000's)	221,294	376,187	284,382
Vehicle Hours Traveled (000's)	6,343	19,575	7,850
Hours of Delay (000's)	629	10,132	899
Percent Delay	10%	52%	11%
Speed (MPH): All Facilities	35	19	36
Freeways	47	24	45
Miles of Congestion: PM Peak	856	4,567	612
Transit ridership: Home to work Trips	6.6%	5.1%	19%

The goal of the RMP is to recapture and retain the transportation mobility level of 1984 in spite of the tremendous growth predicted for the region. By the year 2010, population in the SCAG region is predicted to increase by 35% and the number of daily trips is predicted to increase by 42%. Many of the region's highways and streets have already reached saturation levels during peak commuting hours and will have to cope with the vehicles of new residents, as well as the increased freight traffic to serve consumer needs. Unrestrained, the region's already poor air quality will further deteriorate. The automobile is the major contributor to the air pollution problem and the Air Quality Management District, as well as state and federal governments are pressuring the region to reduce its use.

Success of the plan depends heavily on increased use of public transit. An important goal of the RMP is to achieve 19% transit mode split for home based work trips by 2010. The RMP predicts what conditions will be like if nothing is done to decrease the reliance on the automobile and what conditions could be like if the Plan is successful.

**Exhibit 9
SCAG Mobility Plan – Traffic Forecast**



The RMP states, "Transit must be significantly increased, and become a major component of regional mobility." "Some demand-management actions will increase the need to use transit; an expanded and improved transit network will spur the desire to use transit."

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Chapter 3 Financial Plan

Chapter Three describes the sources of capital and operating revenues, provides estimates of funding availability, and identifies capital and operating requirements. Long Beach Transit's level of service and capital needs are balanced against available subsidy and fare revenues.

Subsidy projections are developed by the MTA and provided to all transit operators in Los Angeles County. The most recent projections indicate a continuing discrepancy between actual sales tax revenues and those originally anticipated at both the state and county level.

REVENUE SOURCES

The level of subsidies is based on current MTA estimates. Other revenue sources have been conservatively estimated to avoid unanticipated revenue shortfalls. The following revenues described in this Chapter are programmed through FY 1997 and also shown on Appendix Table 5.

Fare Revenue: Money collected from the farebox, sale of transfers, pass and ticket sales. Fixed route fare revenue estimates are based on an FY 1992 actual and FY 1993 six-month actual. It assumes a trend projection for the remainder of 1993. FY 1994 - 1997 figures assume a status quo ridership and corresponding fare revenue before the effect of any proposed service or fare change is factored in. For FY 1995, a 25% fare increase is planned. It is assumed a 16% drop in overall ridership will follow the fare increase and subsequent service reductions. The fare increase produces a net 6.5% increase in total fixed route fare revenue. FY 1996 through FY 1997 fixed route fare revenue is projected to remain at the FY 1995 level. Dial-A-Lift fare revenue is assumed to remain relatively constant through FY 1997.

Charter and Special Events: Revenue from special services provided for community events. Charter and special events revenues have been projected to remain unchanged through FY 1997.

Auxiliary Revenue: Advertising revenue and other subsidiary sources. Auxiliary revenue is projected to remain at FY 1993 levels through FY 1997.

Non-Transportation Revenue: Miscellaneous revenues composed of rental income, investment interest and other non-transportation related sources. Non-

transportation revenue is projected to remain at FY 1993 levels through FY 1997.

Local Return - Long Beach: Under the Proposition A Local Return Program and by agreement with the City of Long Beach, Long Beach Transit receives approximately 70% of the Proposition A (1/2 cent local sales tax) revenue received by the City of Long Beach. These funds are used to off-set both capital and operating expenses.

As a condition to receiving Proposition A Discretionary Funds, a specified contribution of Local Return funds must be applied to fixed route operating expenses. During the past two years Long Beach Transit has exceeded this level as a way to minimize and postpone service cutbacks and fare increases.

Local Return - Other Cities: Proposition A Local Return funds are received from municipal jurisdictions served by Long Beach Transit. Subsidy amounts are based on the number of riders in each jurisdiction.

Proposition A Discretionary: Proposition A money are allocated by the MTA based on a formula. Funds not expended in the year they are allocated, may be carried over to the next fiscal year. These funds may be used to meet fixed route capital and operating expenses.

Service Expansion Program: Money received from LACTC's Service Expansion Program. These funds were approved in FY 1991 on a competitive project-by-project basis to demonstrate new and expanded fixed route service. Each project receives a two-year funding guarantee.

Projects funded under this program are eligible for priority funding under the MTA Call for Projects. Service Expansion Program funding is assumed to be continued through 1997.

Transportation Development Act: State of California Transit Development Act funding (1/4 of 6 cents retail sales tax) received by the Local Transportation Fund. These funds are allocated to transit operators by formula and are available for both capital and operating purposes.

Normally, TDA funds are set aside each year to provide the local match to federal capital grant projects. After each year's capital set aside, the balance is used for operating purposes.

State Transit Assistance (STA): State Transit Assistance Funds received through state-wide sales tax. These funds are allocated to transit operators by formula and by local designation are generally available only for operating purposes. The amount of STA funds programmed are based on MTA estimates.

Federal Transit Assistance: This source includes all money available through the Federal Transit Administration (FTA). Section 9 funds are allocated to Los Angeles County by formula and are available for both capital and operating purposes. For administrative purposes, all Section 9 operating funds are allocated at the County level to the Metropolitan Transportation Authority. In turn, municipal transit operators receive additional TDA funds in their place. Section 9 capital funds are available on a competitive basis through the MTA. Most major capital expenses are financed primarily with Section 9 funds.

LACTC Economic Recovery Program (ERP): Money available through the LACTC to assist bus operators with the FY 1992 and 1993 shortfall in sales-tax based revenues.

COST AND REVENUE ESTIMATE

This section describes the assumptions and estimates, used along with funding projections provided by the MTA, to estimate the cost and revenue of various service level and fare adjustment scenarios.

Assumptions

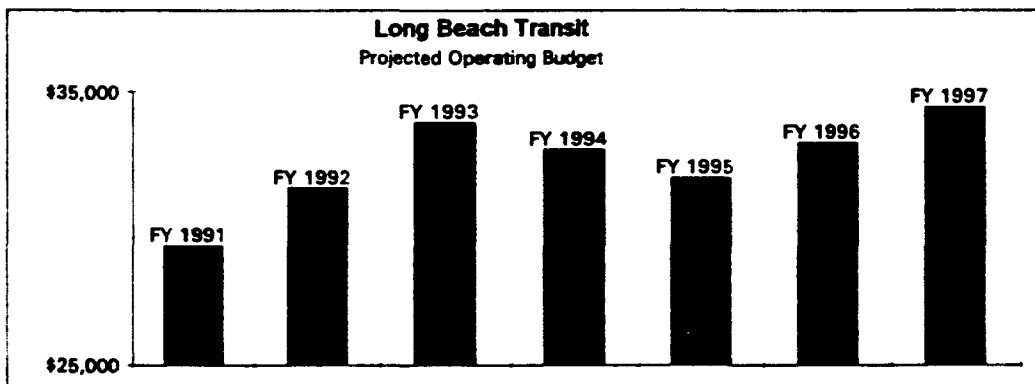
- o Recession related loss of fare revenue / ridership ends in FY 1994.
- o 70% Long Beach Local Return amount available to Long Beach Transit.
- o Continued MTA funding of Service Expansion Projects.
- o +4% Consumer Price Index (CPI).
- o Minimum capital replacement is programmed due to funding shortfall.
- o Regional subsidy and local return estimates based on MTA projections.

Budget Estimates

- o Every hour of service eliminated saves 75% of fully allocated cost
- o Every hour of service eliminated results in a 0.1% loss of fare revenue. (60% ridership deflection on to other LBT routes)
- o Fare increase implemented July 1, 1994 results in 25% increase in average fare.
- o Fare increase and ridership elasticity = +25% increase in average fare results in 10% ridership loss.
- o 34,000 VSH eliminated FY 1994 (12% implemented Jan. 1, 1994 = 6% for FY 1994)
- o 69,000 VSH eliminated FY 1995. (FY 1994 and 95 cutbacks = 68,000 or 18.0% of FY 1993)

	1991	1992	1993
<u>Revenue Sources (000)</u>	<u>Audited</u>	<u>Audited</u>	<u>Estimated</u>
Fare Revenue	8,279	9,159	8,561
Charter, Prop. A-Cities, Misc.	1,702	1,338	1,147
City of Long Beach Prop. A	1,593	2,159	3,584
MTA Economic Recovery	0	1,288	3,667
Prop. A Discretionary (Prog. Yr.)	6,793	6,560	4,318
Prop. A Discretionary (Prior Yr.)	0	2,155	1,170
MTA Service Expansion	185	1,234	1,253
TDA Operating	10,831	7,058	9,717
STA Operating	9	546	501
Total Operating Revenue	\$29,392	\$31,497	\$33,918
Total Operating Cost	\$29,392	\$31,497	\$33,918

	1994	1995	1996	1997
<u>Revenue Sources (000)</u>	<u>Projected</u>	<u>Projected</u>	<u>Projected</u>	<u>Projected</u>
Fare Revenue	\$8,356	\$8,905	\$8,905	\$8,905
Charter, Prop. A-Cities, Misc.	1,122	1,122	1,122	1,122
City of Long Beach Prop. A	2,506	2,874	3,013	3,249
MTA Economic Recovery	1,592	0	0	0
Prop. A Discretionary (Prog. Yr.)	6,444	6,997	7,488	7,961
Prop. A Discretionary (Prior Yr.)	2,419	0	0	0
MTA Service Expansion	1,253	1,253	1,253	1,253
TDA Operating	9,506	10,200	10,809	11,390
STA Operating	489	531	568	604
Total Operating Revenue	\$33,687	\$31,882	\$33,158	\$34,484
Total Operating Cost	\$33,687	\$31,882	\$33,158	\$34,484



SERVICE LEVEL ESTIMATE

Based on the above methodology, the following points summarize the effects of a continued revenue shortfall on Long Beach Transit's operating and capital budgets.

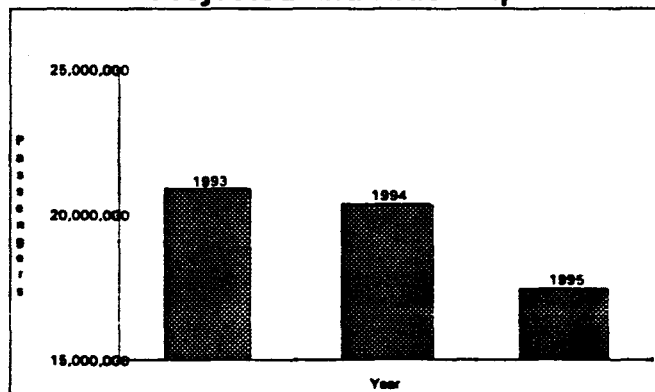
- o Local Funds Available for Capital

1994	\$3,976,000
1995	\$1,397,000
1996	\$1,520,000
1997	\$1,540,000
- o Local Funds Available after basic Capital Commitments: **\$0.**
- o 69,000 Hours or 18% of Service Cut
- o \$4,134,000 Cost Savings from Cutback
- o 25% Increase in Fares
- o 3,419,000 or 16% Ridership Loss
(From fare increase and service cutbacks)
- o Vehicle Service Hours (VSH)

	<u>FY 1994</u>	<u>FY 1995</u>
Vehicle Service Hours (VSH)	539,000	470,000
Hours (VSH) Eliminated	34,000	69,000

<u>Budget Cutback</u>	<u>FY 1994</u>	<u>FY 1995</u>
Fully Allocated Savings	\$2,116,000	\$4,204,000
Marginal Savings (75%)	\$1,587,000	\$3,153,000
Revenue Loss (from service cutback)	(\$205,000)	(\$401,000)
Total Saved from Service Cutback	\$1,382,000	\$2,752,000

Exhibit 11
Projected and Ridership



Additional Cost Increases or Revenue Reduction

There are many variables, projections, and best estimates included in the forecast presented in this chapter. In developing this forecast, several other scenarios were based on a differing set of variables, both conservative and optimistic. It was determined that the scenario presented in this chapter offered a conservative, yet realistic forecast. However, there is the potential for costs increases or revenue loses not considered in this analysis. The following areas have been identified as having this potential.

- o Further MTA program cutbacks.
- o Formula subsidy projections for FY 1994-97 incur further shortfalls.
- o Reduction in any state transit funding.
- o Recession related loss of ridership and fare revenue continues beyond FY 1993.
- o Additional operating cost increases associated with deferred maintenance.
- o Deferral of critical maintenance items cannot be maintained.
- o CPI greater than 4%
- o Fare revenue and subsidy loss associated with fare increase and service reductions greater than estimate.
- o Cost savings resulting from service reductions lower than estimate.
- o Budget deficits from other MTA programs or MTA policy directives result in additional negative impacts to municipal operator funding.

LACTC CALL FOR PROJECTS

Program Description

The MTA Call for Projects is an annual programming function for both capital and operating transportation funding. Projects submitted by eligible sponsors compete within each transportation mode and between transportation modes. Funds are programmed four years in advance. This is the second call for projects and the first year of the 4-year program.

Local Funding Availability

No program year subsidy or subsidies carried over from prior years have been precluded where allowed by funding program requirements. These requirements include funding limitations to capital and operating type projects, exclusion of fare revenue as a local match to federally funded capital projects, and local Maintenance of Effort requirements to most County transit funds. Long Beach Transit has no formal policies restricting the use of various subsidies.

	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>
Local Funds Held From				
Operating Budget	\$3,976,000	\$1,397,000	\$1,520,000	\$1,540,000
	(Including funds carried over from prior years)			
Facility Project	\$2,500,000	\$0	\$0	\$0
Replacement Buses	\$1,100,000	\$1,155,000	\$1,210,000	\$1,274,000
Tire Lease	\$100,000	\$104,000	\$108,000	\$113,000
Other Capital	\$276,000	\$138,000	\$202,000	\$153,000
Total	\$3,976,000	\$1,397,000	\$1,520,000	\$1,540,000

Project Submittal Summary

Supporting Current Operations:

- 1 FY 1991 Base Service Restructuring
- 2 Continuation of Transit Service Expansion Program Funding
- 3 Bus Replacement and Rehabilitation
- 4 Replace Maintenance Equipment
- 5 Bus Stop Maintenance and Improvements
- 6 Continuation of Transit Security and Graffiti Prevention/Repair

Service Development:

- 7 Reduction of Passenger Overcrowding
- 8 Green Line Feeder Bus Service
- 9 Blue Line Station Feeder Bus Improvements
- 10 Blue Line Terminal Station Rehabilitation and Improvements
- 11 Blue Line Park and Ride at Lakewood Center Mall
- 12 Southeast Service Restructuring
- 13 Rebuild LA Community Circulator
- 14 Bellflower Street and Willow Street Timed Transfer Center

MTA Evaluation Criteria

Project guidelines state applications for bus transit capital projects are evaluated by the MTA according to the following criteria (in order of importance):

1. **PRIOR COMMITMENTS** (up to 25 points): Describe previous Commission action(s) and/or external mandates in support of this specific project. Related Commission actions, e.g., the 30-Year Plan, may be considered in support of Prior Commitments.
2. **COST EFFECTIVENESS** (up to 20 points): Describe the relative benefit per dollar expended on the project, and/or the potential project cost avoidance. Consider operational requirements as well as capital. Please provide examples of similar project cost/benefits or savings.
3. **PROJECT NEED** (up to 15 points): Describe the extent to which the project is necessary in order to maintain existing service or improve mobility, given the project's relation to short or long-term travel demands in the project area.
4. **REGIONAL SIGNIFICANCE** (up to 10 points): Describe the degree to which the project is part of a larger program to address regional congestion. Also describe the extent to which the project is compatible with or enhances adjacent projects, provides access to regional trip generators, and the degree of community and multi-agency support for the project.
5. **INTERMODAL INTEGRATION** (up to 10 points): Describe the degree to which the project contributes to a balanced and integrated system of alternative transportation modes, while supporting efficient use of all existing services and facilities.
6. **LEVERAGING OF FUND SOURCES** (up to 10 points): Describe the extent to which the project maximizes the use of available federal, state, local and other funding sources. Have all existing fund sources been committed and, thus, are unavailable for the candidate project? Please explain.
7. **EQUITY and ECONOMIC DEVELOPMENT** (up to 5 points): Discuss the benefits to be realized by the project with respect to quality and access of services provided. Describe the potential for the project to support economic development in transit corridors.
8. **ENVIRONMENTAL ENHANCEMENT** (up to 5 points): Describe the degree to which the project benefits the environment, through support of air quality, energy conservation and other environmental goals.

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Chapter 4 Operating and Capital Plan

Chapter four describes the actions necessary to maintain basic service levels given the level of subsidies described in Chapter 3. Also included are descriptions of the capital and operating projects intended to support basic Long Beach Transit service and projects submitted to the MTA for funding.

INTRODUCTION

Long Beach Transit has maintained a conservative approach to public transit by standardizing its fleet and basing a majority of service on user demand. This approach has benefited the transit user and resulted in cost efficiencies. Interest in public transit service is on the rise. Environmental issues lead the list of concerns expressed by the general public when addressing public transportation issues.

Given the shortage in financial resources, Long Beach Transit has developed a series of service improvements designed to maximize the most cost effective service and provide the greatest level and quality of service to the greatest number of riders.

The projected decline in funding does not permit service at current levels through the four year period covered in this Short Range Transit Plan. Therefore, careful reallocation of service will be proposed with the goal of providing the greatest benefit to the community. Modification of service is based on a variety of factors. These factors include:

- o Availability of financial, and human resources.
- o Equipment availability and facility capacity.
- o Cost, performance and effectiveness criteria.
- o Quality of service standards.
- o Service area coverage standards.
- o Regulatory and funding requirements.

This information is evaluated for both short and long term impacts. Both project specific and system-wide impacts are considered.

In 1993, Long Beach Transit completed a Comprehensive Operational Analysis focusing on stop-by-stop boardings, running times, and transfers to other buses and the Blue Line. This study serves as one basis for adjustment proposals. The study provides a vast amount of operational data on existing service. It is used to identify, develop and justify service proposals and is particularly useful in analyzing service

reallocation options. Performance criteria is generally described in Chapter 1. Project specific factors and justifications are described with the discussion of each project.

REALLOCATING SERVICE

This section describes potential strategies and service proposals that have been developed to best meet the needs of Long Beach Transit's customers and community given dwindling resources. Strategies to maximize the public's investment include:

- o **Service reallocation** based on objectives and standards. Service analysis and reallocation are an ongoing effort. The goal is to get the biggest and best bang for the buck.
- o **Managing peak demand** may be accomplished through fare pricing strategies. Discretionary peak trips may be encouraged in the off-peak periods when additional capacity is available. This will lessen the need to increase peak service and fleet size. This strategy may be examined under a separate analysis of fare elasticities and pricing.
- o **Optimum capacity vehicles** can provide improved service, as well as, reduced operating expenses. Service planning activities and normal bus replacement cycles include the evaluation of transit vehicle capacity. Ridership demand and route frequency influence the vehicle size. The optimum capacity is one that can accommodate peak demand, yet does not consistently have excess capacity during peak hours.

Service Reduction

In order to program a balanced 4 year budget, Long Beach Transit has developed a list of service cutbacks. Specific cutbacks were evaluated based on the criteria discussed earlier in this chapter. In some cases, specific cutbacks are linked to reallocation of other services. The service reduction program has been put together in phases to account for these linkages. A third phase, not shown will be developed to reach the service level targets identified in chapter 3. The third phase will be developed after an assessment of the first two phases and fare increase has been completed. The following table lists the net reduction in service hours for Phases 1 and 2.

Phase 1 - Based on a 6% (35,000) cut to FY 1993 service hours. FY 1993 service hours are estimated at 573,000.

Runabout	Headway and span of service adjustments.	8,360
Route 1:	Increase headway and shorten span of service.	780
Route 1:	Increase peak hour weekday headways to 30 minutes and cut span of service.	2,900
Route 7:	Increase headway from 30 to 45 minutes on Saturdays and Sundays	1,404
Route 30:	Terminate service.	5,475
Route 40:	Terminate service east of PCH.	3,825
Route 62:	Terminate Route 62 from Artesia Boulevard to Alondra Bl.	2,800
Route 81:	Eliminate off-peak weekday service.	1,524
Route 90:	Increase weekday off-peak headways from 12 to 15 min. on 7th St. portion of route.	1,275
Route 122:	Shorten span of peak service and implement night service earlier	1,785
Route 161:	Increase headways to 45 minutes on Saturday and Sundays.	1,540
Routes 172/173:	Increase headway from 40 to 60 minutes on each leg, on Saturdays and Sundays	2,220
Trippers:	Cut service.	912
TOTAL	PHASE 1	34,800

Phase 2 - Based on additional 6% cut to FY 1993 service hours.

Route 1:	Terminate dash Sunday service.	1,508
Route 7:	Use off peak schedule during weekday peak.	1,530
Route 7	Terminate Sunday service.	1,624
Route 15:	Increase headways from 30 to 45 minutes on Saturdays and Sundays.	1,508
Route 15:	Increase off-peak weekday headways from 30 to 45 minutes.	1,020
Route 20:	Increase headway from 20 to 30 minutes on Sundays.	406
Route 40/50:	Terminate at the Transit Mall. Interline Route 50, 4th St./Seal Beach and Route 40, Pacific Ave./Magnolia Ave. Increase weekday off-peak headways from 15 to 20 minutes.	5,140
Route 60:	Cut span of service on Weekdays, Saturdays and Sundays. Increase Sunday headways from 15 to 20 minutes.	1,416
Route 93:	Terminate service north of Lakewood Mall on Clark Ave.	1,344
Route 102:	Terminate weekday off-peak service.	3,060
Route 110:	Increase off-peak weekday headways from 15 to 20 minutes. Terminate Route 112 on Sundays and increase headways on Route 111 from 30 to 40 minutes.	2,696
Route 122:	Cut PM span of service to 12:00 AM on Sundays.	145
Route 161:	Increase off-peak weekday headway from 30 to 45 minutes.	1,020
Route 170:	Implement Saturday schedule for off-peak weekdays service.	2,040
Route 173:	Terminate Sunday service.	1,160
Route 171:	Terminate (Landshark) service.	7,874
Trippers:	Terminate all trippers.	1,309
TOTAL	PHASE 2	34,800

TOTAL PHASE 1 AND 2	69,600
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BASE SERVICE RESTRUCTURING

Base service restructuring consists of FY 1991-92 service improvements excluded from the Proposition A Discretionary local funding base. This service was implemented because of increases and changes in passenger demand. This service restructuring was previously described in Long Beach Transit's FY 1989, 1990 and 1991 Short Range Transit Plans. It was subsequently approved by adoption by the Long Beach Transit Board of Directors and the MTA.

According to the revised Proposition A Discretionary Program Guidelines the service described here belongs in the MTA Prop. C Priority List and should be included in the Proposition A Base. (ref. Proposition C guidelines and Proposition A guidelines 1990 revision)

Project 1 Base Service Restructuring

1994	Base Restructure	49,000 VSH	FY 91-92	\$3,064,460
1995	Base Restructure	49,000 VSH	FY 91-92	\$3,295,740
1996	Base Restructure	49,000 VSH	FY 91-92	\$3,427,550
1997	Base Restructure	49,000 VSH	FY 91-92	\$3,564,000
Total	Base Restructure			\$13,351,750

Following are examples of the base service restructuring projects implemented during the FY 1990-FY 1991 period and approved as part of previously submitted Short Range Transit Plans.

Route 171: Long Beach Transit introduced a new route for the summer months called "The Land Shark". It was originally designed as a way to get to the beach recreational areas. The route consists of an east and west extension to Routes 172/173. The new service resulted in an opportunity for cost savings on another route normally increased during the summer months.

The route alignment has opened up direct cross-town access on Pacific Coast Highway because it crosses every Long Beach Transit, MTA, OCTA and Torrance bus route operating into the downtown area. This route has allowed passengers to use the Metro Blue Line at Pacific Coast Highway without requiring a lengthy trip through the Long Beach central business district.

The service captured a large number of recreational trips, work trips and other cross-town trips. When this "summer only" route was canceled in the Fall, many requests for year-round operation were received. Since the service was introduced ridership has grown 20%. Year round service was implemented soon after.

Route 101: Weekday headway improvements were used to reduce peak overcrowding. Route 101 operates from the west side of Long Beach along Willow

Street from Santa Fe Avenue to the Navy Medical Center located on Carson Street in East Long Beach. This route serves the Willow Light Rail Station, McDonnell-Douglas, Long Beach City College, Lakewood Shopping Mall, Lakewood High School and the Navy Medical Facility. Route 101 is a major east west cross-town Route offering numerous transfer opportunities to Long Beach Transit, OCTA, and MTA bus and rail operations.

Route 45: This new route was implemented in February 1991 and has been successful in eliminating overloads and maintaining schedule adherence on Anaheim Street. In September 1991, Route 45 service hours were extended to include off-peak service. Anaheim Street is a heavily used transit corridor with dense housing, light manufacturing and vigorous retail.

Off peak loads continue to grow. The entire route carries an average of 56 passengers per vehicle service hour. Route 45 has been selected for conversion to Electric Trolley buses. (See Chapter 5 Electric Trolley Bus Project)

Route 94: Weekday peak frequencies were increased to accommodate overloaded coaches. Route 90 serves 7th Street, Bellflower Boulevard, Woodruff Avenue, and Clark Avenue with about every fourth trip turning back at Bellflower and Stearns Street.

Schedule Adjustments: Consisted of miscellaneous changes to frequency or running times. Route frequency is adjusted to meet passenger demand and to reduce overloads. Running times are adjusted to allow vehicles enough time to get from point to point.

In some cases, schedules have been adjusted to maintain headways in decaying operating conditions. In other words, running times are increased to allow for growing traffic congestion and adjusted to allow enough time to load and unload additional passengers.

Minor schedule changes were made after assessing the impact of ridership to light rail stations. These changes include allocation of resources to ensure an effective light rail connection with bus service, schedule adherence and capacity.

TRANSIT SERVICE EXPANSION PROGRAM

In FY 1991, the MTA's Transit Service Expansion Program provided funding for a 2-year demonstration. Projects competed for the available funding. Three projects submitted by Long Beach Transit were approved and have since been successfully implemented. Funding for these projects will end next year. These projects have been submitted as part of the MTA's Call for Projects.

<u>1994</u>	<u>RUNABOUT</u>	<u>ROUTE 6</u>	<u>REDONDO</u>	<u>TOTAL</u>
Total Cost	\$1,920,000	\$1,200,000	\$1,080,000	4,200,000
Local Funds	\$1,172,000	\$491,128	\$611,500	2,274,628
Fares	\$8,000	\$336,872	\$142,500	\$487,372
MTA Funding Request	\$740,000	\$372,000	\$326,000	\$1,438,000
Vehicle Service Hours (VSH)	32,000	20,000	18,000	70,000
Ridership	956400	821640	347560	2,125,600
Passengers/VSH	29.9	41.1	19.3	30.4
Farebox and Local Subsidy	61.46%	69.00%	69.81%	65.76%
Operating Cost per VSH	\$60.00	\$60.00	\$60.00	\$60.00

Redondo Avenue: Route 131 has been in successful operation for a 1 1/2 year demonstration period. The funding requested equals approximately one third of the total operating cost.

This project was approved under the original Transit Service Expansion Program application process. Route 131 has been funded since February 1992 and the current subsidy ends 1/31 /94.

The route operates from 2nd St., north on Ximeno Ave. to Broadway, and north on Redondo Ave. The route extends up the full length of Redondo Ave. to Spring St. From Spring St. the route operates west to Cherry Ave., north to Wardlow Rd. and west on Wardlow Rd. to the light rail station. Until this route was established under the Transit Service Expansion Program, Redondo Avenue was the only major north/south corridor in the service area without transit service. As development in this corridor is expanding and recycling, it has all the indications of rapidly becoming a major transit corridor. In the last few years, a significant amount of commercial development and increased housing density has occurred.

The route serves many existing and planned activity centers, such as the regional post office, large medical clinics, the City Health Dept., the Kilroy Airport Complex, the City Water Dept., and numerous businesses. The route will also provide service to connecting bus routes, and provide a transit link from McDonnell-Douglas to the Wardlow Rd. light rail station. The route will serve the Disabled Resource Center, a new auto mall and retail center on Spring Street.

Requests for more frequent service have increased, as Redondo Ave. has become a more viable traffic generator. This route garners significant community and business support. Prior to implementation, in February 1992, Long Beach Transit received a petition with over 2,000 signatures asking for a bus route on Redondo Ave. This route has only been in operation for a short 1 1/2 years and ridership looks promising.

This project supports the concept of the local transit system acting as a feeder to and from the regional rail services. It enhances the perceived convenience of the customer in transferring to and from the bus and rail services and becomes a new selling point in marketing to potential transit customers.

The project promotes multi-modal transit trips. It provides an incentive for people not to drive their cars and park at rail stations, but to take a local bus to and from the rail station. In light of the proposed cancellation and opposition to the Wardlow Station, parking expansion, this route will provide increased access without the need for additional parking.

Runabout: This transit service has been in successful operation for the required 2 year demonstration period. Funding requested equals approximately 40% of total operating cost.

This project has undergone two complete funding application processes; the original Transit Service Expansion Program application process and the first LACTC Call for projects process. The Runabout's current subsidy ends 6/30/93

The service is designed to transport persons to and from the southern terminal of the Blue Line to the various activity centers within the Long Beach central business district. In designing the service, extensive marketing research included input from potential customers, business and community leaders, transit agencies with similar operations, City traffic engineers, a transportation consulting firm, and advertising agency. Efforts have been focused on peak work trips, lunch time excursions and all day business, recreational, and shopping trips. The shuttle also plays an important role in dispersing passengers from the Metro Blue Line to their ultimate destinations.

The vehicles are 100% locally funded by Long Beach Transit as a long term investment in the service. In addition, there is an incredibly high degree of business, community, and customer support.

Last year the service was expanded to include a third route serving the Queen Mary. This route is not included in the project and has been funded within Long Beach Transit's financial resources through the reallocation of service.

Route 6: This service has been in successful operation for the required demonstration period. The Route 6 extension has been funded since July 1991 and the current subsidy ends 6/30/93. The funding requested equals approximately one third of the total operating cost. This project was approved under the original Transit Service Expansion Program application process.

This is a basic core type service operating through an area with high transit demand. All transit performance indicators are extremely favorable. The demonstrated need for this particular extension results primarily from the Blue Line. Route 6, recently renumbered Route 61 has also been selected for conversion to Electric Trolley buses.

BUS REHABILITATION AND REPLACEMENT

This project includes the routine rehabilitation and replacement of the fixed route base service and ADA paratransit fleet, in accordance with federal, state and local requirements and standards. All vehicles meet or exceed FTA and local criteria for rehabilitation and replacement.

Proper care and maintenance of the fleet will improve safety, reliability and reduce operating costs. For example, the daily maintenance "vehicle hold list" has grown because rehabilitation projects were not funded for the past 2 years. Repairs have increased 25% since 1991. Material and maintenance labor expenses have also increased disproportionately.

Bus Replacement

Buses programmed in FY 1994 will replace twenty (13) year old vehicles. The engines on the buses to be replaced are antiquated by today's standards and produce high exhaust emissions. They have reached well over 500,000 miles. Replacement vehicles will be certified to California 1994 emission standards, and equipped with traps.

This procurement is in conjunction with Long Beach Transit's plan to replace approximately 10% of the fleet each year. This plan is also in conjunction with the AQMD's 10-year Vehicle Replacement Plan aimed at reducing emissions on existing fleets. The direct effect will be to lower our operating maintenance expenses, increase our miles between road calls, increase service safety and reliability, provide more dependable equipment for our customers and bus operators, and lower emissions. The MTA in the past has provided support for the replacement program.

Bus Rehabilitation

Long Beach Transit needs to maintain overall fleet appearances, minimize body and window damage, improve seating and update vehicles to at least minimum safety configurations.

This is considered a mid-life rehabilitation and will reduce our operating and maintenance costs. In addition, the project may have a positive effect on worker's compensation costs. Liability costs will be reduced because of the improved safety features. In addition, this group of vehicles will enhance our marketing efforts and help us maintain a clean, graffiti free, and high quality rail feeder service.

Bus Windows: Vandalism and graffiti damage to bus windows have been the most expensive maintenance item for the fleet. We have spent \$20,000/month to replace damaged window glass. New windows and a removable plastic shield for the rear windows will be retrofitted on 25 buses. This is a \$10.00 shield that can be replaced,

replacement in FY 1991 and 1992, but was delayed by the MTA because of lack of funding.

**Project 4
Replacement Maintenance Equipment**

1994	Replacement Equipment	(9) Supervisory Cars	\$180,000
1994	Replacement Equipment	Service Truck	\$200,000
1994	Replacement Equipment	Shop Equipment/Tools	\$120,000
1994	Replacement Equipment	fork-lift	\$40,000
1995	Replacement Equipment	(3) Service Vehicles	\$100,000
1995	Replacement Equipment	Air Compressor	\$15,000
1995	Replacement Equipment	Engine Tools	\$10,000
1995	Replacement Equipment	Lube Pump	\$10,000
1995	Replacement Equipment	Maint. Office Equip./File	\$22,000
1995	Replacement Equipment	Portable Steam Clean	\$12,000
1995	Replacement Equipment	Shop Equip./Tools	\$75,000
1996	Replacement Equipment	(7) Service Vehicles	\$190,000
1996	Replacement Equipment	Hoist Replacements	\$75,000
1996	Replacement Equipment	Maint. Facility Repair	\$200,000
1996	Replacement Equipment	Manlift Hoist	\$50,000
1996	Replacement Equipment	Shop Equip./Tools	\$200,000
1997	Replacement Equipment	(3) Service Vehicles	\$70,000
1997	Replacement Equipment	Bus Washer/ Vacuum	\$320,000
1997	Replacement Equipment	Shop Equip./Tools	\$150,000
Total	Replacement Equipment		\$2,039,000
1994	Communications/MIS	Cust. Serv. (Tele.PCs,)	
	\$50,000		
1994	Communications/MIS	Dispatch/Sched. Equip.	\$30,000
1994	Communications/MIS	Radio Rehab.	\$300,000
1995	Communications/MIS	Cust. Serv. (Tele,PCs)	\$10,000
1996	Communications/MIS	Cust. Serv. (Tele,PCs)	\$10,000
1997	Communications/MIS	Cust. Serv. (Tele,PCs)	\$4,000
Total	Communications/MIS		\$404,000

Shop Equipment: such as engine tools, air compressors, lube pumps and other associated equipment critical to daily maintenance of the system. Continued deferral of replacing such equipment will have a negative impact Long Beach Transit's ability to sustain service levels.

Service Vehicles: and trucks are essential to system maintenance. These cars are critical to proper monitoring of system performance and to field supervisors performing operator support, customer service and safety functions. Such functions include responding to emergencies; interacting with local police, fire and other safety officials; and transporting bus operators. In-field vehicles and trucks scheduled for replacement have exceeded their useful life. In addition, the project includes replacement of nine supervisory cars that have exceeded their useful life.

Rehabilitation of Radio System: Installing a second channel will improve performance of the communications system. The radio currently sends both data and

voice over one channel, resulting in serious delays and interruptions in communication between operations and dispatch.

Replacement of Computer and Telephone Equipment in customer service and service planning areas will allow Long Beach Transit to maintain existing levels of customer support by ensuring that 98% of all customer inquiries received are promptly answered and that 98% of all customer complaints are responded to immediately.

Operating Costs Associated with Continued Replacement Deferral

Proper and appropriately timed equipment purchases are essential to maintaining Long Beach Transit's operating cost per vehicle service hour below the county-wide average.

All of the equipment included in this project are essential to daily operations of the transit system. Because of funding shortfalls, no new funds were available for shop equipment last year and the purchase of equipment such as bus components, shop equipment, supervisory and service vehicles were deferred.

Failure to replace the equipment will result in operating cost increases that may be greater than the cost of the equipment replaced. For example, the cost of maintaining supervisory vehicles has increased as much as 300% in the last three years due to delayed replacement of the equipment. Continued deferral of these procurements may also result in a reduced quality of basic transit services.

BUS STOP MAINTENANCE AND IMPROVEMENTS

Long Beach Transit maintains approximately 1800 bus stops in its service area throughout Long Beach, Lakewood and Signal Hill, and portions of Carson, Bellflower, Cerritos, Paramount and Hawaiian Gardens.

This project includes the installation of new, graffiti resistant benches; the retrofitting of 120 existing bus shelters with solar powered lighting; the design and installation of 1800 new bus stop signs. The new signs would feature specific route information, schedule information as appropriate, and would be in full compliance with the Americans With Disabilities Act.

Basic bus stop amenities are critical to the daily operations of Long Beach Transit. A reasonably comfortable and safe waiting area is an appropriate expectation by all transit customers, rail or bus. Long Beach Transit has completed extensive market research indicating bus stop safety and cleanliness are two of the top three concerns of transit customers. In addition, perceptions about safety and the perceived lack of information are two of the major reasons cited by non-riders for not using public transit.

**Project 5
Bus Stop Maintenance and Improvements**

1994	Bus Stops	Anti-Graffiti Bus Benches	\$337,500
1994	Bus Stops	Bus Shelter Steel	\$5,000
1994	Bus Stops	Bus Stop Signs, Graphics, ADA	\$110,000
1995	Bus Stops	Anti-Graffiti Bus Benches	\$337,500
1995	Bus Stops	Bus Shelter Lighting	\$184,000
1995	Bus Stops	Bus Shelter Steel	\$5,000
1995	Bus Stops	Bus Stop Signs, Graphics, ADA	\$110,000
1996	Bus Stops	Anti-Graffiti Bus Benches	\$347,700
1996	Bus Stops	Bus Shelter Lighting	\$98,000
1996	Bus Stops	Bus Shelter Steel	\$5,000
1996	Bus Stops	Bus Stop Signs, Graphics, ADA	\$35,000
1997	Bus Stops	Anti-Graffiti Bus Benches	\$368,600
1997	Bus Stops	Bus Shelter Steel	\$5,000
1997	Bus Stops	Bus Stop Signs, Graphics, ADA	\$39,000
Total Bus Stops			\$1,987,300

Bus stops are the first point of contact between the transit system and the customer. This four year project is designed to increase transit ridership throughout the area and improve customer satisfaction by specifically addressing the concerns of present and potential customers as they pertain to bus stops

Long Beach Transit's market research over the past several years has revealed the perceived lack of information is one of the chief drawbacks cited by non-riders, particularly those who are favorably disposed to the idea of using transit. Twenty-five percent of non-riders cite perceived route and schedule difficulties or non-availability of information as a reason not to use transit. This project would address the issue by providing point-of-purchase information to bus and rail users. It would provide a critical new selling point for transit marketing efforts.

Some of the elements of the project would include maps of the Blue, Red and Green Lines and all local and regional bus routes serving the individual station; detailed schedules for both rail and bus; fare and transferring instructions, and directions for boarding locations. Approximately 15% of the bus stops covered under this project are considered regional, because they serve more than one bus operator.

The funding requested would include the design, manufacture, and installation. Long Beach Transit will make all design work available to other transit operators in the county, who may then use the same design for whatever purposes they desire, thus helping to reduce their own costs by making use of existing designs.

This project is a low-cost way to encourage multi-modal transit trips. It also provides additional incentives for rail users not to drive their cars to rail stations, lessening the pressure to expand expensive parking facilities at rail stations. On a four-year basis, the cost of all these improvements on a per boarding basis would be less than .02 cents per passenger.

By promoting ease of access between the regional rail service and local transit, the project would support economic development in the rail corridor. By replacing current benches with graffiti-resistant benches (the new benches have little or no areas that can be marked with graffiti), the project would also avoid the cost of continued expansion of support services and ancillary equipment. For example, during the past several years, Long Beach Transit has been forced to purchase two service trucks and hire two new positions whose primary function is graffiti removal. The impact of graffiti continues to expand throughout the Long Beach Transit service area; this project would attempt to reduce the amount of time spent eradicating graffiti on transit property by reducing the amount of "graffiti space" available at bus stops. Although an exact figure cannot be calculated, the project could also reduce liability claims by increasing safety at passenger waiting areas.

This project would directly meet the needs expressed by transit customers, and provide a major new marketing opportunity to attract new riders to the system by ensuring major stops are clean, well lit and posted with appropriate route and schedule information. In addition to benefiting the public transit passenger, the project would assist in addressing the community's need to combat graffiti.

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Chapter 5 Service Development

Chapter five describes various service expansion projects designed to better meet the needs of the community served by Long Beach Transit. The projects described in this chapter are an attempt to manage the current and anticipated changes in ridership and public priorities. The improvements proposed here provide an adequate level of service for current demand while meeting or exceeding Long Beach Transit's service standards for efficiency, effectiveness and quality.

With the exception of the Electric Trolley Project, described below, no funding has been identified by the MTA to support expanded bus operations. However, the MTA has made previous funding and policy decisions supporting the electric trolley project. If funding for other projects described in this section become available, these projects may move forward and be implemented.

Long Beach Transit continuously evaluates innovative methods to schedule and operate coaches for their maximum utilization. Peak demand continues to call for an increase in the number of vehicles and the amount of vehicle service hours provided. Forecasts indicate future demand will continue to grow.

Peak demand and capacity determine fleet size and must be planned in advance to ensure funding and the availability of vehicles. Current capacity is approaching saturation within existing resources. These service improvement projects are contingent on the ability to reallocate existing service and secure additional financial resources.

A greater level of transit service is supported by the community. This section addresses these and other aspects of a growing ridership and a transit awareness. This plan will require an increased number of coaches, and specific types of coaches designed to meet demand and maintain transit efficiency and effectiveness.

REDUCTION OF PASSENGER OVERCROWDING

This project is designed to reduce overcrowding and improve safety on selected routes by increasing frequencies. While improving passenger safety, convenience and comfort, additional ridership capacity will also be available to demonstrated demand.

**Project 6
Reduction of Passenger Overcrowding**

1994	Overcrowding Route 190	4,000 VSH	\$167,447
1994	Overcrowding Route 20	7,000 VSH	\$293,033
1994	Overcrowding Route 190	2 Vehicles	\$550,000
1994	Overcrowding Route 20	3 Vehicles	\$825,000
1995	Overcrowding Route 190	4,000 VSH	\$174,145
1995	Overcrowding Route 20	7,000 VSH	\$261,218
1996	Overcrowding Route 190	4,000 VSH	\$181,111
1996	Overcrowding Route 20	7,000 VSH	\$271,666
1997	Overcrowding Route 190	4,000 VSH	\$188,355
1997	Overcrowding Route 20	7,000 VSH	\$282,533
Total	Overcrowding		\$3,194,508

Recently, projects to reduce bus overcrowding has been funded by the LACTC as a priority. This project supports the MTA's 30-year plan by promoting increased usage of existing systems, namely the 40 regional bus routes and Blue Line light rail serving the regional mall.

<u>Operating Statistics</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>
Total Vehicle Miles	138,600	138,600	138,600	138,600
Total Revenue Miles	11,500	11,500	11,500	11,500
Total Vehicle Hours	132,000	132,000	132,000	132,000
Total Revenue Hours	11,000	11,000	11,000	11,000
Unlinked Passengers	495,000	495,000	495,000	495,000

LA COUNTY ELECTRIC TROLLEY BUS PROJECT

The South Coast Air Quality Management District's (SCAQMD), 1991 Final Air Quality Management Plan (AQMP) requires ozone, carbon monoxide and nitrogen dioxide levels in the South Coast air basin be reduced:

25% by 1994,
40% by 1997
50% by 2000.

This goal is supported, by the "Zero Emission Urban Bus Implementation Plan." The plan targets' 30% of vehicle miles traveled by urban buses in the Southern California Area Basin (SCAB) to be zero emission. Buses powered by batteries or overhead wire are the only such type currently available.

A system has been proposed with a secondary objective of enhancing the urban design and aesthetic quality of neighborhoods along the ETB routes. The project includes landscaping and other design element intended to improve the quality of the public environment at ETB stops and along sidewalks.

The five primary objectives of the Electric Trolley Bus Project are:

1. Comply with the SCAQMD's 1991 Final AQMP and reduce air pollution in the County, particularly along heavily traveled transit routes.
2. Improve the quality of public transit service delivered to the rider.
3. Reduce noise and thermal pollution from bus operations.
4. Conserve energy and serve as a hedge against the threat of rising costs and the dwindling and volatile supplies of liquid and gaseous fuels.
5. Impart an image of urban permanence to bus routes. The ETB project is seen as a potential catalyst for focusing greater attention and effort on increasing the use of public transit while improving the quality of the urban setting along the ETB routes.

The Los Angeles County Electric Trolley Bus (ETB) Study includes four of Long Beach Transit's most highly productive routes. In addition, Montebello Route 10 and a number of MTA routes were recommended.

The bus routes chosen for electrification have many operational advantages and are among the highest in productivity within Los Angeles County. All four routes are to be completed in the first phase of construction. These are:

- Route 45, from the Transit Mall to Bellflower Boulevard at Willow Street.
- Route 50, from the downtown Transit Mall to the Artesia Blue Line Station,
- Route 60, from the Transit Mall to the Artesia Blue Line Station,
- Route 90, from the Transit Mall to Bellflower Boulevard at Willow Street,

A modified Route 45 from Magnolia Avenue to Pacific Coast Highway along Anaheim Street has been selected as a possible demonstration Route. Route 45 is scheduled to begin ETB revenue service in early 1994 under the current MTA project schedule. The remaining routes are tentatively scheduled to be completed in late 1995.

Route 45 offers high productivity, community acceptance, growing ridership, and the advantage of having the Long Beach Transit property located adjacent to the route. The other routes, (50, 60, and 90), also have many operational advantages and paired together offer interlining, deadhead, off routing and bus change capabilities needed for a cost effective network. Mid-day ridership is moderate to heavy on Anaheim Street and demand headway calculations for Route 40 support a reduction in headway needed to accommodate demand. It is also recommended that the span of service be increased to cover mid-day trips.

Route 7: Extend span of service, reduce headway, and restructure northern terminus. The route operates on Orange Avenue from downtown to Rosecrans. Changing traffic conditions have deteriorated actual running time from downtown to Alondra Boulevard. Numerous requests for later service are prompted by security issues.

It is recommended that headways run every 20 minutes throughout the day. It is also recommended that service to Rosecrans Boulevard be eliminated to allow every other trip to operate to Atlantic Avenue and Alondra Boulevard. This action will replace the proposed termination of service by Route 62, maintain the transfer to the MTA and provide for later night service.

Route 50: Route restructuring and headway reduction. The Long Beach Boulevard portion of the route greatly surpasses passenger per hour standards. It is recommended the headway be reduced from 15 to 10 minutes in peak hours. Again, in reviewing routes for the electrification project, Long Beach Boulevard was selected as a candidate. This requires cutting off the present route at the Transit Mall and interlining it with Route 40, Anaheim Street.

Route 62: Terminate Route 62 from Artesia Boulevard to Alondra Boulevard. Route 62 operates between Artesia Boulevard and Alondra Boulevard. Every other Route 60 coach provides service from Atlantic Avenue to the Blue Line station in the city of Compton.

Opportunities for savings and improved passenger effectiveness will be possible by operating all trips to the Artesia Station. Alternate service for passengers traveling to Alondra Boulevard is available on the MTA.

Route 90: Route Restructuring and Peak Headway Reductions. The Seventh Street portion of Route 90 is a highly productive segment of the route. Nearly 86% of all Route 90 boardings occur between the Transit Mall and Bellflower Boulevard at Stearns Street.

The Seventh Street section of Route 90 is scheduled for conversion to electric trolley bus operation. As presently structured, this route continues up one of three branch routes. A timed transfer center at Bellflower and Willow Street is also proposed to increase scheduling efficiency and shorten overall passenger trip time.

Associated System Restructuring

The routes scheduled for conversion are highly integrated into the Long Beach Transit system. Restructuring of both electric and non-electric routes will require a modest realignment to the Long Beach Transit system. Routing and scheduling efficiencies are tied to other routes not scheduled for conversion. The following non-electrified routes are considered associated with the electric trolley project because they will require modification as a result of their interrelation to electrified routes.

- o Route 40 5,000 VSH
- o Route 50 7,000 VSH
- o Route 7 8,000 VSH
- o Route 90 49,000 VSH
- o Route 170 5,000 VSH

This project provides an opportunity not only to reestablish, but increase service scheduling and cost efficiencies, while improving service to the customer. Each modification will result in improvements to the service for the customer and improvements to the cost effectiveness to the system as a whole. Each will result in an increase in annual vehicle service hours (VSH).

Project Funding

All incremental increased costs associated with the construction, operation and maintenance, are assumed to be provided by the MTA. The incremental costs are above and beyond the normal system costs. Because of this understanding and commitment by MTA staff, no projects of this nature were submitted including system restructuring of non-electric bus routes associated with the ETB project.

**Project Budget
Electric Trolley Project Associated Route Restructuring**

	1995	1996	1997
Route 40	\$217,681	\$226,389	\$235,444
Route 40 2 Vehicles	\$572,000		
Route 50	\$304,754	\$316,944	\$329,622
Route 50 3 Vehicles	\$858,000		
Route 7	\$348,290	\$362,222	\$376,711
Route 90 (+16k VSH)	\$696,580	\$724,444	\$753,421
Route 90 6 Vehicles	\$1,716,000		
Route 170		\$226,389	\$235,444
Route 170 1 Vehicles		\$297,440	
Route 90 (+33k VSH)		\$1,494,165	\$1,553,931
Route 90 6 Vehicles		\$1,784,640	
Total Trolley Restructure			\$13,635,510

GREEN LINE BUS SERVICE

The Metro Green Line is a light rail route that will operate from the 605 Freeway at Imperial Highway to the City of El Segundo. Opening day is now scheduled for mid-1995. Green Line stations located on Studebaker Road at the 605 freeway and Lakewood Boulevard at Imperial Highway will provide light rail service to a number of cities in Long Beach Transit's service area. The proximity of present routes to the

these stations will make it practical and cost effective to realign several Long Beach Transit routes.

A bus plan for connecting with Green Line service, was submitted with Long Beach Transit's 1992 and 1993 Short Range Transit Plans. The plan requires 85,000 annual vehicle service hours, 16 vehicles, and the procurement of appropriate signage at the five Green Line stations directing rail passengers to the local feeder bus service. The cost includes not only the provision of the service, but all necessary marketing and customer service support. The signage includes maps of Red, Green and Blue Line service, regional and local bus routes serving individual stations, pertinent schedule information, fare and transferring information. The signage will be housed in attractive kiosks that complement the architectural style of the individual stations.

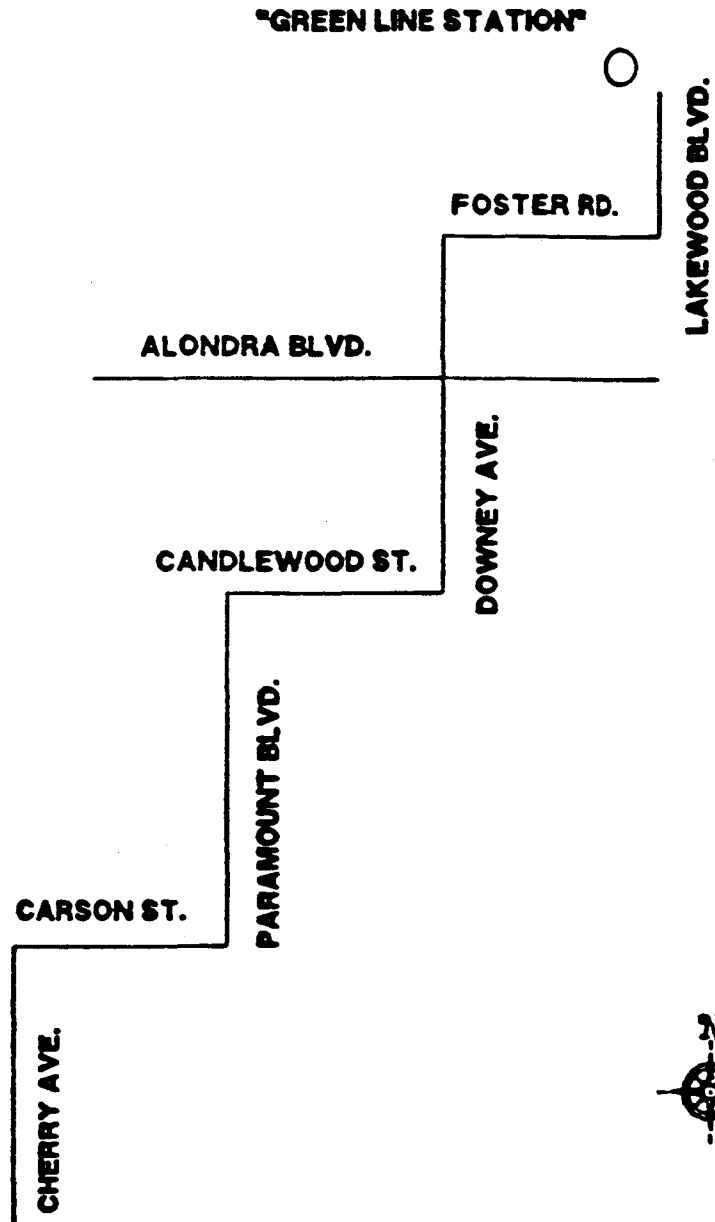
The project supports implementation of the MTA's 30-Year Plan by providing appropriate feeder bus service to encourage use of the regional rail network. This kind of bus service is essential to the success of the rail system. Recent market research studies indicated as many as 50% of passengers at Metro Blue Line stations arrive by bus.

The establishment of an effective feeder bus system is instrumental to the success of the rail system. Long Beach Transit has aggressively supported the Metro Blue Line by ensuring all rail stations in our service area are well served by local bus routes; this has been a key factor not only in achieving higher than anticipated for rail as well as bus. Surveys completed in June 1991 at the Artesia, Del Amo and Wardlow Blue Line stations, indicate a 68% increase in boarding and alightings on Long Beach Transit buses, as compared to October 1990.

Feeder bus service has been instrumental in surpassing ridership goals for the Metro Blue Line, and it is Long Beach Transit's desire to provide the same level of support for Green Line operations. To the extent this project supports the Green Line, it improves regional mobility and helps ensure an effective network of transit services is in place to meet long term travel demands in the region. This project enhances the perceived convenience of the customer transferring to bus and rail services and becomes an important new selling point in marketing transit to potential customers in the spirit of the Metro system.

The project supports both the regional rail network and continued growth for ridership on local bus routes by establishing easy bus access to and from Green Line stations. As noted above, this idea has already proven successful for the Metro Blue Line and this project would be an effort to match the Blue Line's success by providing effective feeder bus service.

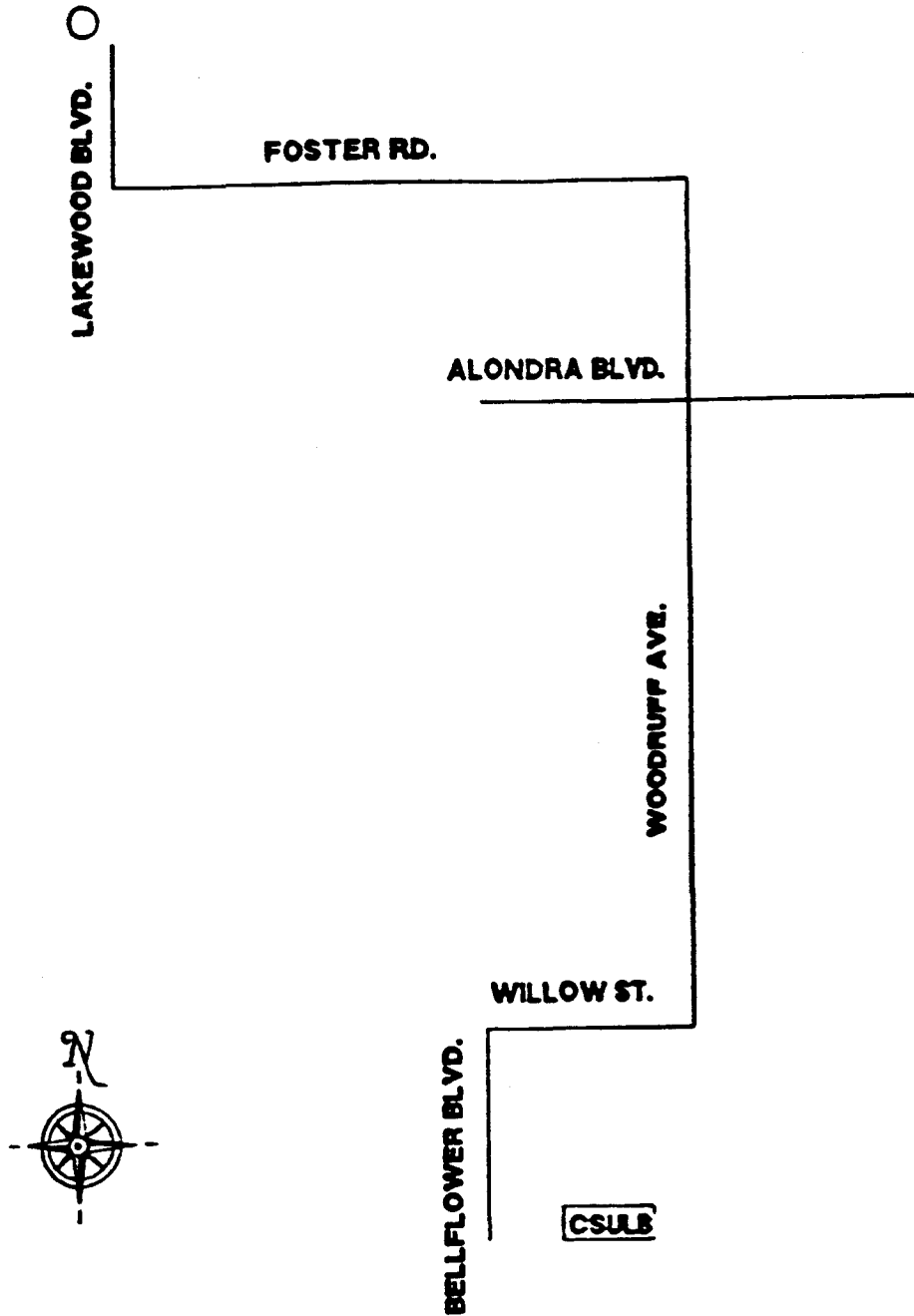
Exhibit 14
Route 22 Extension to the Green Line Station



JULY 12, 1991

Exhibit 15
Route 92 Extension to the Green Line Station

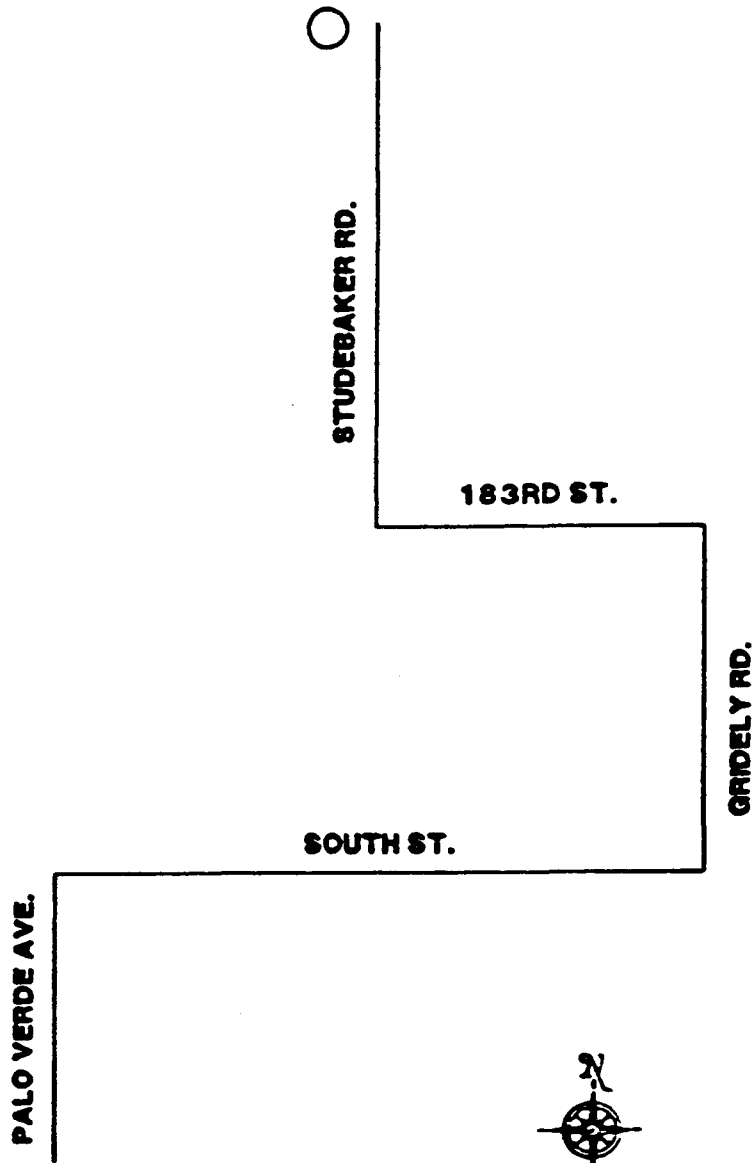
"GREEN LINE STATION"



JULY 12, 1991

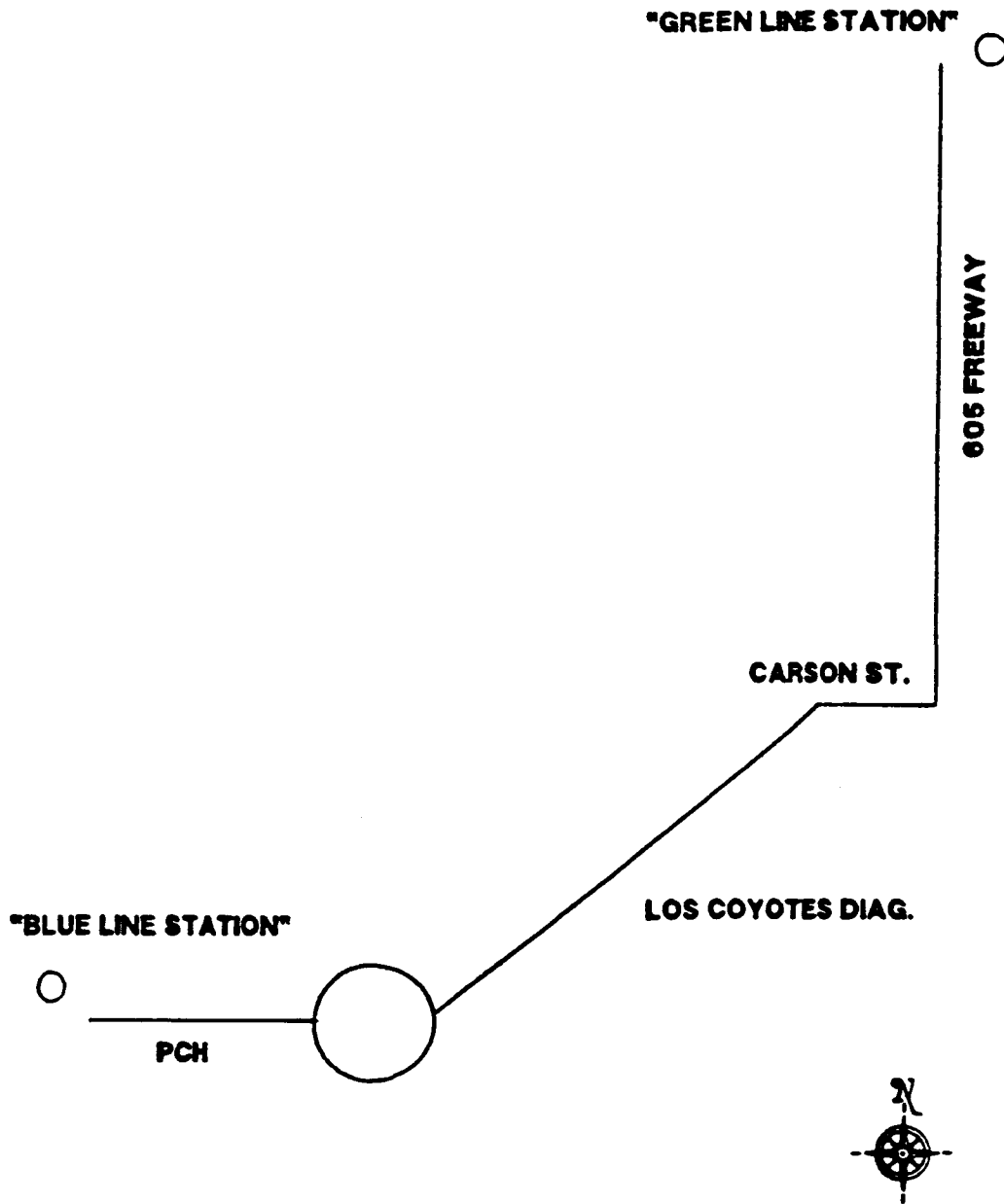
Exhibit 16
Route 172 Extension to the Green Line Station

"GREEN LINE STATION"



JULY 12, 1991

Exhibit 17
Proposed New Route to the Green Line Station



JULY 12, 1991

Route 15 Restructuring of the route and extending the hours of operation serving the Del Amo Station will encourage ridership of the rail system primarily from the Lakewood Center Mall, the largest traffic generator on this route. Route 15 has higher ridership on Saturday than weekdays because of shopping trips. The service now ends at 7:00P.M. and does not meet the needs of a great number of riders wanting to use the service. Many bus riders and rail passengers have asked for later bus service. To serve these individuals, build ridership, and provide distribution from the Del Amo Station, the service span should be extended to 11:00 P.M. on weekdays and Saturdays. This will compliment Blue Line's hours of operation.

Route 101 also serves Lakewood Center Mall on a corridor parallel and approximately one mile south of Route 15. Because of recent funding shortfalls, Route 101 service was canceled on Sundays. Displaced riders from Route 101's curtailed service represent a ready market for this parallel alignment.

Route 101 Weekday hours of operation would be extended and a reduced peak headway to the Willow Street Blue Line Station would be scheduled. The hours of operation on this route also fall short of the Blue Line. It is overcrowded primarily during weekday peak hours. To accommodate bus and rail ridership, it is recommended that headways be shortened in peak travel hours from the existing 30 minute frequency to 15 minutes and the hours of operation be increased to match the Blue Line.

Route 161 Extend span service to Del Amo Station. Route 161 operates from the Del Amo Blue Line Station to Los Cerritos Center. Passengers use the service as a cross-town bus on South Street. The service ends prior to the Blue Line often leaving passengers without service. To accommodate passengers wanting to use the Blue Line, bus service hours of operation should be expanded.

<u>Operating Statistics</u>	<u>FY 1994</u>	<u>FY 1995</u>	<u>FY 1996</u>	<u>FY 1997</u>
Total Vehicle Miles	265,000	265,000	265,000	265,000
Total Revenue Miles	252,000	252,000	252,000	252,000
Total Vehicle Hours	22,100	22,100	22,100	22,100
Total Revenue Hours	21,000	21,000	21,000	21,000
Unlinked Passengers	840,000	840,000	840,000	840,000
Linked Passengers	714,000	714,000	714,000	714,000

Transit Information

The Blue Line light rail stations located in Long Beach (not including the First Street Transit Mall) do not have signage that assists rail passengers who may be transferring to or from local and regional bus service. This discourages multi-modal trips. The

proposed project would address this difficulty by establishing attractive, easy to understand signage that would promote bus and rail use at the Blue Line stations.

One of the great difficulties encountered by users of station facilities, and a drawback to attracting new transit users, is the difficulty in obtaining up to date route and schedule information about the various services. People departing from trains do not know where or when to catch buses. People departing from buses are not clear on the direction and times of trains. Twenty-five percent of non-riders cite perceived route and schedule difficulties or non-availability of information as a reason not to use transit. This project would address this issue by providing point-of-purchase information to bus and rail users. It would provide a critical new selling point for transit marketing efforts.

The project includes maps of the Blue, Red and Green Lines and all local and regional bus routes serving the individual stations. It also includes detailed schedules for both rail and bus service, fare and transferring instructions, and directions for boarding locations. The signage would be housed in attractive kiosks that would complement the style and architecture of the individual stations.

Long Beach Transit will make all graphics design work available to other transit operators in the county, who may then use the same design for whatever purposes they desire, thus helping to reduce their own signage costs by making use of existing designs.

BLUE LINE TERMINAL MAINTENANCE AND IMPROVEMENTS

This project involves the routine rehabilitation and replacement of information graphics and equipment, customer service improvements, and rehabilitation to the Transit Mall customer service center serving 2 regional and 2 municipal transit agencies.

The First Street Transit Mall in Long Beach is the regional multi-modal transit center for the South Bay region. It is the terminus of the Blue Line and of 40 regional bus routes, including those of Long Beach Transit, the Metropolitan Transportation Authority, Orange County Transportation Authority and Torrance Transit. It is also the focal point of the Runabout local circulator system that feeds passengers to and from rail and buses. More than 3 million boarding transit customers use the transit mall yearly.

The availability of bus and rail service is often unknown to both sets of customers. This project would establish a comprehensive, multi-modal signage and customer information system along the First Street Transit Mall.

The project includes:

- o Design and installation of a comprehensive signage system along the mall directing bus passengers to trains.

- o Upgrading of the existing "storefront" transit information center. The center was designed and built in 1981, before plans were finalized before light rail was introduced. As a result, the center is not equipped to handle the information needs of customers.
- o The rehabilitation and upgrading of an existing electronic information system along the First Street. At each of the eight passenger waiting areas along the mall, enclosed displays list the departure times of all buses and trains. Information about connecting Red and Green Line service and Metrolink would also be displayed. The system is controlled by a small personal computer housed in the Transit Information Center located on the mall and operated by Long Beach Transit.

This project is the next step in increasing the convenience of using public transit from the First Street Transit Mall. Long Beach Transit has completed an extensive research study of non-riders in our service area. Concerns over schedules, frequency and availability of information are cited by more than 25% of non-riders as the primary reason for not using public transit. This project would directly attack those perceptions and provide a basis for new marketing efforts. A modest five percent increase in usage of the Transit Mall, which Long Beach Transit believes is possible by pursuing this project, would result in 600,000 new transit boardings over the project period.

As noted above, 3 million boarding customers are using the First Street Transit Mall each year. This project will promote public transportation by providing up to the minute route and schedule information that is always immediately available, informing passengers about transit options. This will improve the availability of information about all transit options, including regional rail service.

Long Beach Transit's extensive marketing research among non-riders indicates the perceived lack of information is seen as a major drawback to transit, even among those who are favorably disposed to the idea of using transit and who have an overall favorable perception of the local transit system. The project can not only specifically attack this marketing issue in Long Beach, it can also be the foundation for similar projects at regional transit centers throughout the region

The project will encourage increased mobility and circulation in the downtown Long Beach central business district by arriving rail passengers. The improved quality and quantity of customer information will improve access to the system by all segments of the population.

**Project 9
Blue Line Terminal Maintenance and Improvements**

1994	Blue Line Terminal	Remodel Transit Info. Ctr.	\$250,000
1995	Blue Line Terminal	Transit Mall Graphics	\$25,000
1996	Blue Line Terminal	Transit Mall Graphics	\$25,000
1997	Blue Line Terminal	Transit Mall Graphics	\$25,000
Total	Blue Line Terminal		\$325,000

BLUE LINE PARK and RIDE

Construction of a park and ride located at the Lakewood Center Mall and operation of a shuttle to the Del Amo Boulevard Blue Line Station. The sole purpose of the project is to serve the Blue Line and possibly the Green Line in the future.

Project 10 Blue Line Park and Ride

1995	Blue Line Park/Ride	Construction	\$200,000
1995	Blue Line Park/Ride	Shuttle VSH	\$217,681
1995	Blue Line Park/Ride	2 Standard Bus	\$572,000
1995	Blue Line Park/Ride	Maint., Mktg., Graphics	\$30,000
1996	Blue Line Park/Ride	Shuttle 5 VSH	\$226,389
1996	Blue Line Park/Ride	Maint., Mktg., Graphics	\$5,000
1997	Blue Line Park/Ride	Shuttle 5 VSH	\$235,444
1997	Blue Line Park/Ride	Maint., Mktg., Graphics	\$5,000
Total	Blue Line Park/Ride		\$1,486,514

Lakewood Center Mall is located in the heart of the City of Lakewood a community of 76,500. This project involves a high degree of coordination and involvement with The City of Lakewood and the Lakewood Center Mall Management. Recent plans to develop an adjacent section of the property around the mall has opened discussions regarding transit support to the community and to the Mall by utilizing a portion of this area to develop a park and ride to the Del Amo Light Rail Station.

The development of a park and ride facility at the Lakewood Center Mall is proposed to address traffic congestion and the need for parking at the Del Amo Metro Blue Line Station. Easy access to rail stations is currently an unmet consumer need and has the potential to discourage first-time riders as well as riders who regularly use the rail line.

The project is based on the premise that collector locations should be within the community and should be within walking distance of the resident. Facilities will include a shelter, bike lockers, automobile parking, kiss and ride area, security, good lighting and a telephone.

This park and ride would also interface with Long Beach Transit Route 15, 90, and 110. Route 15 provides alternative transportation in the off peak to the Del Amo Station and Express service would be offered in the AM and PM peak periods.

<u>Operating Statistics</u>	<u>FY 1995</u>	<u>FY 1996</u>	<u>FY 1997</u>
Total Vehicle Miles	60,000	60,000	60,000
Total Revenue Miles	60,000	60,000	60,000
Total Vehicle Hours	5,000	5,000	5,000
Total Revenue Hours	5,000	5,000	5,000
Unlinked Passengers	195,000	195,000	195,000
Linked Passengers	165,750	165,750	165,750

SOUTHEAST SERVICE RESTRUCTURING

This project involves the reallocation of service to improve safety, cost effectiveness and provide routing and scheduling improvements based on passenger demand and community input.

The Belmont Shore business and residential groups, as well as, the California State University have been giving public transit issues a great deal of consideration. These issues center on plans to meet air quality standards, mitigate an increased number of automobiles, and improve the environment for pedestrians and residents.

The problems and opportunities associated with public transit in this area has resulted in this proposal. The plan consists primarily in restructuring existing service that by necessity operates through a residential neighborhood and on a few secondary streets.

Project 11 Southeast Service Restructuring

1994	S.E. Service Restructure	8 Hours VSH	\$334,894
1994	S.E. Service Restructure	3 Vehicles (Med. Bus)	\$600,000
1995	S.E. Service Restructure	8 Hours VSH	\$348,290
1996	S.E. Service Restructure	8 Hours VSH	\$362,222
1997	S.E. Service Restructure	8 Hours VSH	
Total			\$2,022,117

Route 51, would be terminated at Park Avenue. This location will allow the transfer of passengers with destinations east of Belmont Shore at one of three locations:

- o Pacific Coast Highway to the newly established Route 171, "Landshark."
- o Route 121, Belmont Shore/California State, in the Transit Mall.
- o Extreme east side of Belmont Shore near the Long Beach Marina at the Market Place via the proposed Park Avenue Community Collector.

Route 131 currently operates primarily on Redondo Avenue from the Wardlow Blue Line Station to the Market Place on PCH at 2nd Street near the Long Beach Marina. It is proposed that Route 130 continue to operate through Belmont Shore then be extended to Seal Beach.

This would provide service to the Seal Beach area from 4th Street and any other east/west Route or to the Blue Line. Transfers to Seal Beach could be made at the intersection of Redondo Avenue and 4th Street. Additional service will be available at Park Avenue and 4th Street served by the proposed collector route operating north and south on Park Avenue.

PROPOSED SOUTHEAST ROUTE ALIGNMENT

PROPOSED LINE 121

PARK AVENUE ROUTE

PARK AVENUE
2ND STREET
THE MARKER PLACE

LINE 131

SEAL BEACH

ROUTE 52

TRANSIT MALL

HARBOR DEPT.
OCEAN BLVD.
QUEEN MARY
THUMB OIL

ANAHEIM ST.

XIMENO AVE.

10 ST.

CSULB

7TH ST.

4TH ST.

LOYNES DR.

BIXBY DR.

PARK AVE.

MARINE STADIUM

PCH

STUDEBAKER RD.

2ND ST.

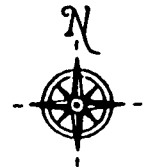
WESTMINSTER AVE.

THE MARKET PLACE

MARINA DR.

SEAL BEACH

Exhibit 18
Southeast Service Restructuring - System



Route 121 would operate from the CBD to the University on a 20 to 30 minute frequency utilizing a smaller collector type coach. A smaller vehicle would also enhance our ability to conform to City plans to narrow existing street widths to widen sidewalks along 2nd Street. These plans are now under construction.

This action will give the communities of Belmont Shore and Naples local circulation on 2nd Street every 10 to 15 minutes and a more attractive community oriented service to Bixby Mobile Estates, Bixby Village and the University. Studies indicate that 400 University staff employee and hundreds of students reside in Belmont Shore and Belmont Heights.

It is recommended that Route 122 operate separately from Route 121. In turn, Route 121 would be structured into a high frequency shuttle to the Naval Station and Shipyard. The shuttle would operate on two peak hour loops; one loop from the Transit Mall to the Station and one loop from the Transit Mall to the Shipyard. In the off-peak the shuttles would serve both installations on a reduced, demand based frequency. Route 121 would continue to serve the California State University and the west end of the route would be anchored at the Queen Mary or Harbor Department. This modified route would replace the Runabout "C" route from Shoreline Village and use smaller medium capacity vehicles.

REBUILD LA COMMUNITY COLLECTOR

This project involves the reallocation and expansion of community-based rail and bus feeder service with the operation of collector services on north/south secondary streets. The collector system would consist of 5 routes operating peak service from 5:30 A.M. to 8:00A.M. and 2:30P.M. to 7:00P.M. with the service span ending at 10:00P.M.

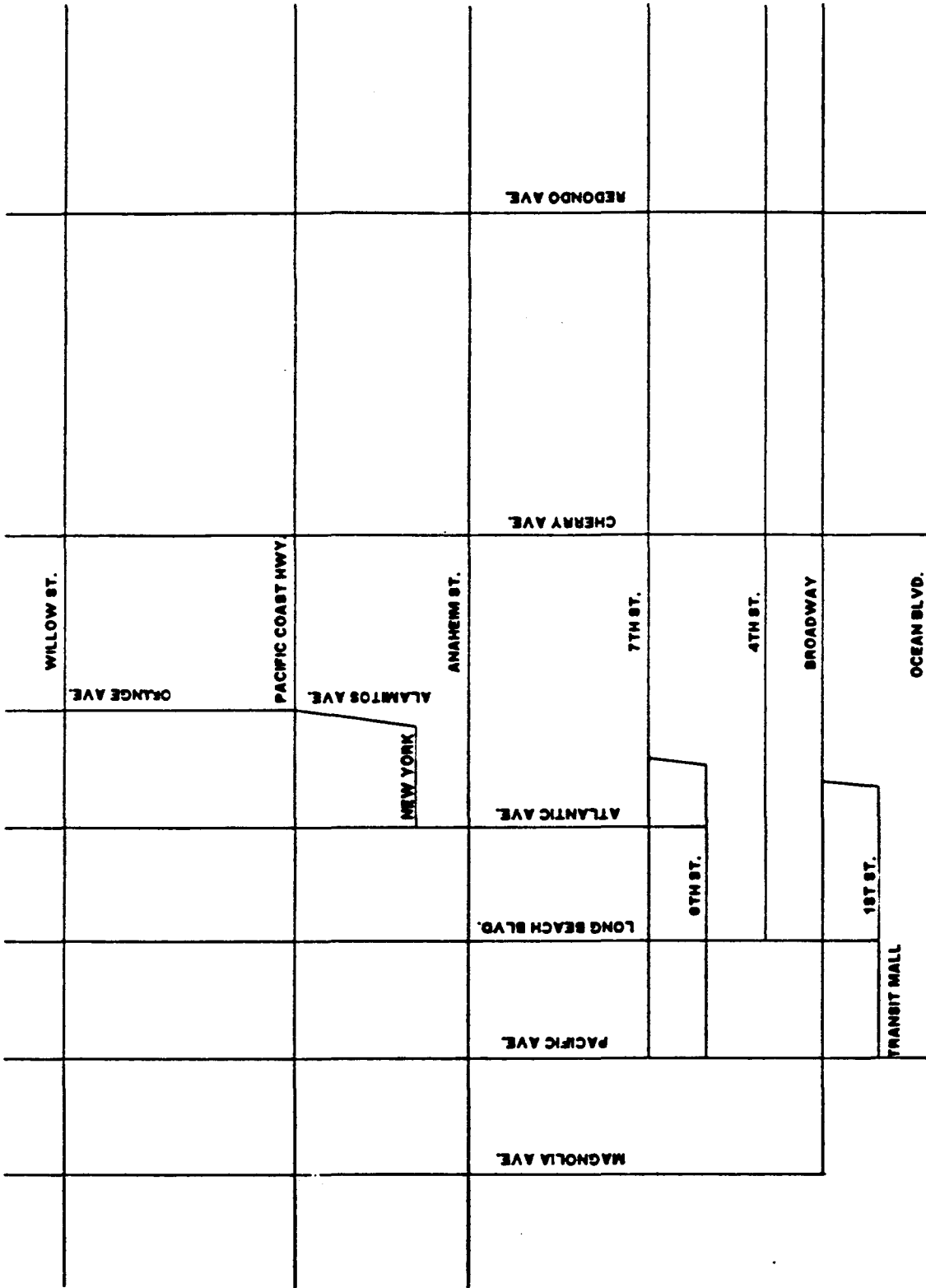
There are significant gaps in service through some of the most dense housing areas in the City of Long Beach. The demographics in these areas indicate incomes are at or below median for the City and access to an automobile is limited. Implementing a community oriented collector system will create a grid type system feeding trunk routes and rail. It will also allow for a shorter trip length and shorter distances to bus stops which in turn increases mobility and accessibility.

This is particularly true for the elderly and handicapped. By penetrating these communities, service becomes a part of the community fabric and offers ownership, accessibility and security in using the transportation system. The community environment is changing and recent events have had an adverse effect on the willingness of people to expose themselves to perceived security risks. This is impacting our ability to provide the level of transportation needed to support mobility and air quality goals. This project would allow public transportation to take the lead in supporting the community with a safe and convenient transportation network.

**Exhibit 19
Community Collector - Present System**



**GRID SYSTEM
COMMUNITY COLLECTOR
PRESENT SYSTEM**



Service would be provided in the following areas.

- o Alamitos from the Transit Mall to PCH,
- o Orange Avenue from Ocean Boulevard to PCH,
- o Temple from Ocean Boulevard to Hill Street,
- o Termino Avenue from the Olympic Pool in Belmont Shore to Hathaway Avenue
- o Hill Street from San Francisco Avenue to the City of Signal Hill

**Project 12
Rebuild LA Community Collector (Project # 13)**

1994	Community Collector	44k Hours VSH	\$1,841,919
1994	Community Collector	10 (med.) Vehicles	\$2,000,000
1995	Community Collector	44k Hours VSH	\$1,915,596
1996	Community Collector	44k Hours VSH	\$1,992,220
1997	Community Collector	44k Hours VSH	\$2,071,908
Total	Community Collector		\$9,821,643

BELFLOWER AND WILLOW

This project involves the construction and operation of a timed transfer center on CALTRANS property at Bellflower Boulevard and Willow Street. Project will improve efficiency of operation and customer service by reducing average passenger travel time.

Route 90 would serve the transfer center. The route operates from the Long Beach Regional Transit Mall to Bellflower Boulevard at Stearns Street where it branches. Due to overloads on the main portion of the route, passengers seeking coaches operating on a branch are occasionally passed by.

Long Beach Transit is working closely with the Long Beach Community Development Department to bring public transportation to a renovated shopping mall located on Bellflower Boulevard at Stearns Street. This opportunity will add another significant generator to Route 90. Our coaches now carry approximately 4 to 5 thousand weekly passengers to the Lakewood Center Mall and we believe this mall will produce a similar demand.

In attempting to resolve this situation, a timed transfer center is proposed at Bellflower Boulevard and Willow Street. This will better serve those passengers trying to proceed onto a branch route. In creating a timed transfer, ridership in traditionally non-rider areas may be stimulated by creating an inter-relationship between the Woodruff Avenue and Clark Avenue branches. It also provides more direct service to the Lakewood Center Mall and the Long Beach City College.

The introduction of limited or express service is workable when associated with a timed transfer. The project provides several operational advantages, including: efficient

interlining, deadheading and bus changes. Passenger opportunities will be enhanced and scheduling efficiencies will assist in meeting cost, patronage, and air quality goals.

**Project 13
Bellflower/Willow Timed Transfer Center**

1994	Bellflower/Willow Center	Construction	
	\$400,000		
1995	Bellflower/Willow Center	Maint., Mktg., Graphics	\$30,000
1996	Bellflower/Willow Center	Maint., Mktg., Graphics	\$5,000
1997	Bellflower/Willow Center	Maint., Mktg., Graphics	\$5,000
Total	Bellflower/Willow Center		\$440,000

Exhibit 21
Bellflower Boulevard and Willow Street Transit Center - Route 90

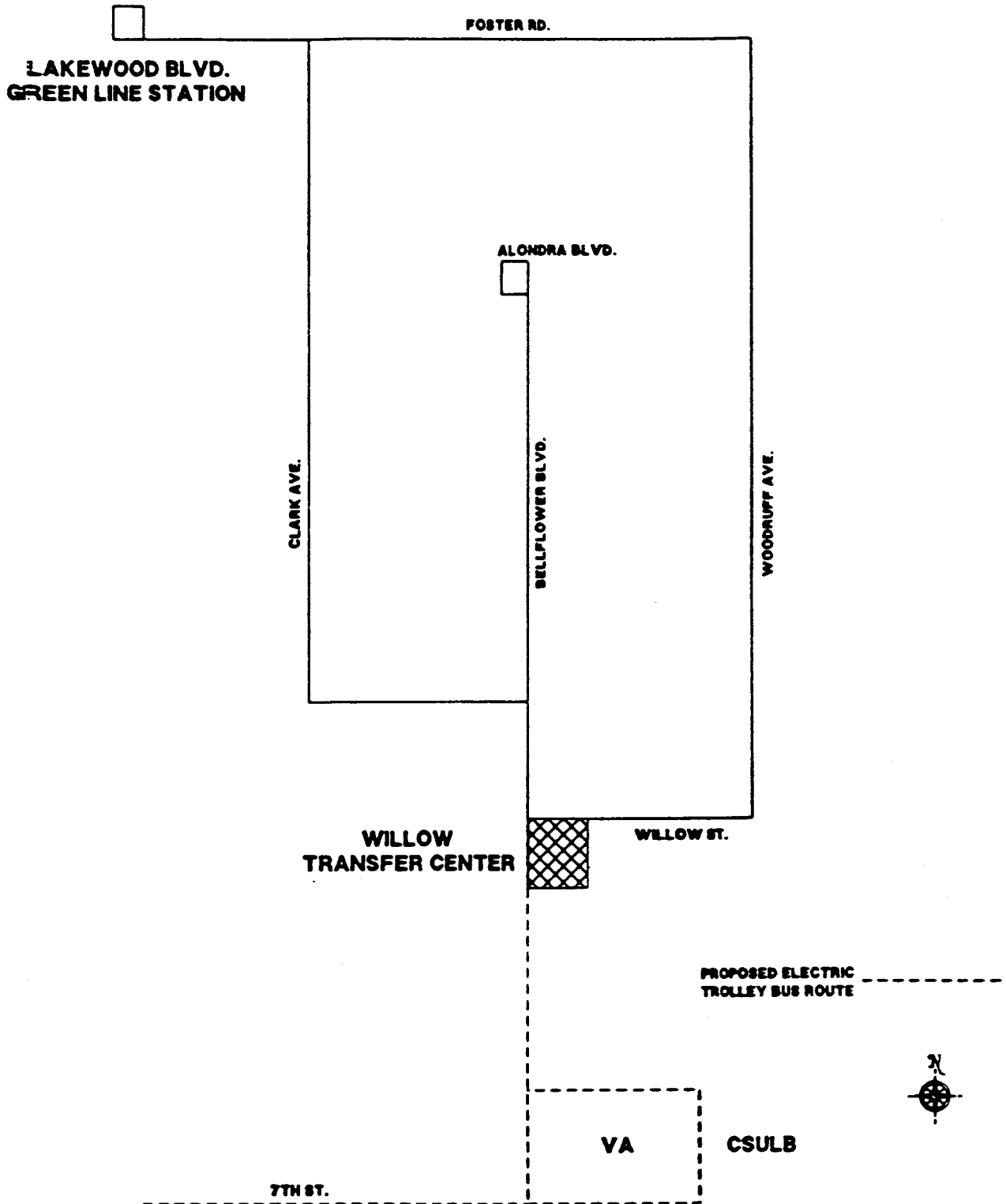
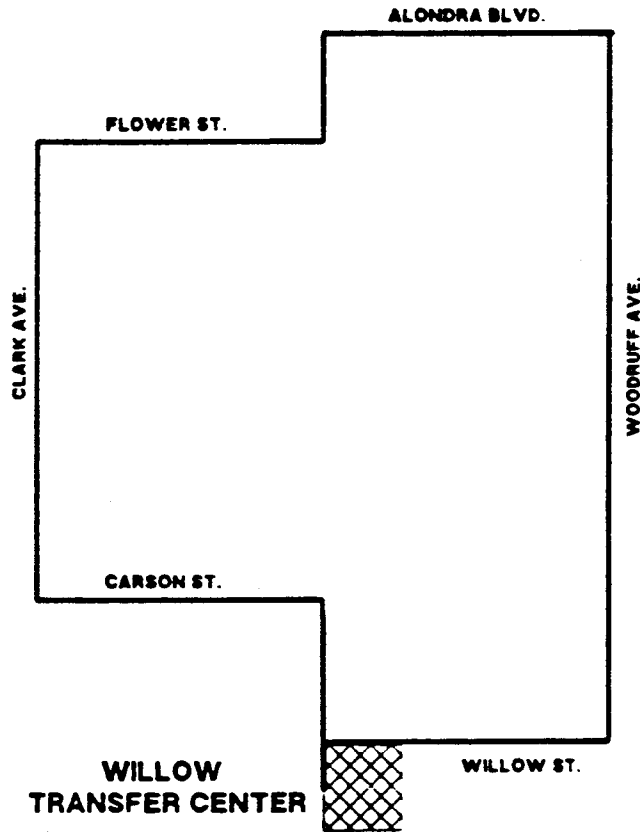


Exhibit 22
Bellflower Boulevard and Willow Street Transit Center - Loop

**CLARK AVE.
&
WOODRUFF AVE.
BIDIRECTIONAL
LOOP**



**Long Beach Transit
Short Range Transit Plan
Fiscal Years 1994 through 1997**

Chapter 6 Regulatory Requirements

Chapter six provides information required by federal state and local regulations as conditions of the various financial subsidies. This information is to be included in Short Range Transit Plans by Los Angeles County Public Transit Operators. The following information does not, however, constitute all of the funding requirements for the various sources described in Chapter 3, Financial Plan.

SB 759 PERFORMANCE AUDIT FOLLOW UP

Long Beach Transit recently completed the audit required by SB 759. This Audit is a required in depth investigation into non-financial reporting and the management of public transit organizational and operating functional areas.

The Audit concluded that recommended actions from the prior audit had been satisfactorily implemented by Long Beach Transit. The only new finding concerned the calculation of Full Time Equivalent Employees reported on the TPM/TDA Data Reporting Form. The investigation revealed an error on the part of Long Beach Transit whereby 2080 hours was used as the denominator in the computation instead of 2000. The original 2080 figure was used to account for an average two week vacation period, however this error has since been corrected.

FTA 504

Long Beach Transit complies with all of the provisions of Section 504 of the Urban Mass Transportation Act of 1964, as amended.

Long Beach Transit carries approximately 2,000 persons boarding with wheelchairs per month. The fixed route fleet became 100% accessible in 1991 and on going bus stop improvement program seeks to provide the safest, most accessible and comfortable bus stops possible. The cost of paratransit service is, for the most part, funded by local sources.

Recently Long Beach Transit has begun an aggressive program to implement the Americans with Disabilities Act.

Americans with Disabilities Act

The Americans with Disabilities Act (ADA) of 1990 is federal civil rights legislation that was enacted to address discrimination of persons with disabilities. Long Beach Transit's principle in responding to the ADA is to follow both the intent and spirit of the law. The establishment of policies regarding ADA will guide the company in these efforts. All departments are responsible for the identification of creative actions that might not be required but uphold the spirit and intent of the Act. In addition, all departments are required to ensure employees are knowledgeable in relevant ADA provisions, Long Beach Transit policies and procedures and the assessment of employee performance in these areas. Finally, all departments must address issues arising from ADA regulations and make recommendations where necessary.

ADA Department Action Plan

- o **Finance:** monitors ADA related revenues and expenses.
- o **Human Resources:** ensures all pre-employment and employment practices adhere to ADA requirements.
- o **Long Range Planning:** monitors ADA regulations and informs departments of any additions or changes in ADA regulations.
- o **Maintenance:** ensures new buses purchased meet ADA requirements and identifies barriers in design. The department is also responsible for ensuring compliance with ADA facility requirements.
- o **Marketing:** provides for the education of customer service staff. The department is responsible for the adaptation and production and of interior bus signs, redesign of bus stop signs, and upgrade of sidesigns and headsigns to meet ADA requirements.
- o **Operations:** implements transit related ADA requirements and ensures that there is necessary training to meet operational safety requirements. In addition, the department has developed methods of supervisory monitoring and performance assessment which reflect ADA policies.
- o **Support Services:** is responsible for the implementation of ADA paratransit provisions as well as installation and improvements to bus stops and signage.
- o **Risk Management:** has the duty to determine areas of potential liability and solutions or mitigation efforts
- o **Service Development:** is responsible for the review of new and existing schedules, routes, and detours to determine the impact on the disabled community.
- o **Training:** has instituted a program to encourage operator sensitivity to disabled individuals and reaffirming their responsibilities under the ADA.

AIR QUALITY CONFORMANCE

Long Beach Transit supports efforts to improve air quality and complies with all government mandates. Long Beach Transit uses technologies that meet existing air quality standards. Until such time as new standardized fuel technologies are adopted by the transit industry, the best available, approved technology will be used as the primary vehicle power source. Presently, funding availability have allowed a role in two alternative fuel programs:

- o operation of an electric bus in cooperation with Southern California Edison.
- o participation in the Electric Trolley Bus program.

Long Beach Transit itself will continue to be faced with a variety air quality mandates and issues. The Company is looking at a variety of methods to meet new emission standards including the use of particulate traps and/or clean diesel. The Company is concerned that the cost of implementing current and proposed regulations will make it increasingly more difficult to maintain service at current levels without additional resources. Currently, the alternative fuels technology necessary to comply with proposed AQMD regulations and federal Clean Air Act amendments is being developed. Unavailability of equipment and the lack of demonstrated performance will certainly drive operating costs higher, and require significantly greater financial investment.

SCAQMD Regulation 15

The South Coast Air Quality Management District (SCAQMD) has adopted a program designed to discourage single occupancy vehicles and encourage employees to find alternate means of transportation. The program known as Regulation 15, requires employers with 500 or more employees at a single work site to develop a plan towards this goal beginning July 1, 1989. Employers with 100 or more employees were required to meet a January 1, 1990 deadline.

In response to Regulation 15, employers are developing incentives to carpool or use public transit and disincentives to using single occupancy automobiles. Incentives to use transit include bus pass subsidies and bus service improvements. Disincentives include limited or increased parking rates.

This program is likely to have an increasingly significant impact on the level of transit ridership during peak hours. Long Beach Transit is effected by this regulation both as an employer and public transit provider.

AB 2766 Mobile Source Reduction Program

AB 2766 established an additional motor vehicle fee (\$2 in 1991, \$4 in 1992 and beyond) to assist in the reduction of mobile source emissions. Forty percent of the fees

go to city and county governments. The AQMD receives 30% and a discretionary fund was established for the remaining 30%. These funds are available to both the public and private sectors. An independent panel selects proposals to reduce air pollution from mobile sources.

A City Air Task Force has been developed to address air quality management issues. Long Beach Transit is an active participant.

CARB Emission Standards

Pursuant to SB 135 the California Air Resources Board (CARB) has proposed a revised regulation for low emission standards relating to model 1996 transit buses.

CARB's initial proposal for implementation of the requirements of SB 135 would have lowered the NOx standard for 1996 model transit buses to 2.5. On September 21, CARB responded to the concerns of the transit industry with a new proposal. This system would allow transit agencies the choice of utilizing fuel and engine technologies which are capable of meeting:

1. Base Emission Standards or
2. Optional Low Emission Vehicle Standards.

What this means to Long Beach Transit is a choice of either adhering to the Base NOx standard of 4.0 gm/bhp-hr or trying to meet the LEV NOx standard of 2.5. We could meet this 4.0 level by using a particulate trap or by using clean diesel. If we choose to meet the LEV standard, we would have to move to an alternate fuel of CNG, methanol, or electricity. If we choose the latter option, we will be eligible for the NOx credits CARB is proposing.

CARB Proposed PCV System Requirement

Crankcase emissions are considered a significant contributor to exhaust emissions. CARB has stated that PCV (positive crankcase ventilation) systems are more cost-effective than previously thought and that the total cost of a PCV system would be less than one percent of a particulate trap equipped diesel engine. The CARB has proposed that all transit bus engines have PCV systems by 1996.

CARB Chlorofluorocarbon (CFC) Refrigerants

Use of CFC refrigerants in heavy duty air conditioners is being phased out by CARB. A phase-out schedule will be adopted.

1994 Federal Clean Air Act requires 0.05 g/bhp-hr PM 10 standard for all new bus purchases. Congress allowed a 0.07 g/bhp-hr PM 10 standard if technology is not available. The Maintenance Department is looking into this one to see what the engine manufacturers are doing. This is right around the corner for us in terms of bus purchases.

1995 All bus engines rebuilt must achieve same NOx standard as new buses (5.0). EPA proposing either a 0.25 or a 0.1 g/bhp-hr PM10 standard. Again, as with the above standard, the technology must be available to meet the standard.

1998 All new buses must meet a NOx standard of 4.0 g/bhp-hr. We should already be at this point due the fact the CARB has proposed this standard for 1996 and it is anticipated that the technology will be available to meet this standard.

Southern California Air Quality Management District (SCAQMD)

2010 AQMP goal of 30% electrified and 70% alternative fueled bus fleet to be achieved.

PRIVATE SECTOR PARTICIPATION

In accordance with Section 5b of the Urban Mass Transportation Administration (UMTA) Circular 7005.1, dated December 5, 1986, transit operators receiving Federal Transit Administration (FTA) funds, pursuant to the Urban Mass Transportation Act of 1964, as amended, are required to evaluate new and significantly restructured transit service to determine if it could be more effectively operated by a private enterprise. Significantly restructured service is defined as a change of more than 25% of the directional route miles and additional equipment is required.

The above minimum threshold is regulatory in nature. These issues and others are normally considered by Long Beach Transit management when conducting routine analysis of financial and operating alternatives.

Long Beach Transit has adopted a process to encourage private sector participation in the planning and provision of public transit. This process includes:

- o Identification of Contracting Opportunities.
- o Notification and Consultation with Private Transportation Providers.
- o Evaluation of Contracting Proposals.
- o Resolution of Disputes and Complaints.

As part of Long Beach Transit's planning process, Long Beach Transit has evaluated fiscal year 1994 service improvements to identify private sector contracting opportunities.

Long Beach Transit routinely seeks early consultation with representatives of the private sector to discuss specific projects. Long Beach Transit has notified and consulted with private transportation providers regarding the potential for new and significantly restructured transit service identified in Long Beach Transit's 1994 Short Range Transit Plan (SRTP), through mechanisms established by the Los Angeles County Transportation Commission (MTA) and Southern California Association of Governments (SCAG).

Long Beach Transit submitted a Route by Route analysis of private sector contracting opportunities to the Los Angeles County Metropolitan Transportation Authority (MTA), Southern California Association of Governments (SCAG), and the Federal Transit Administration (FTA) in February 1992. The MTA, as the agency responsible for conducting the Private Sector Forum, transmitted the information to private transportation providers for their review and comment. Long Beach Transit has previously met with representatives from the private sector to receive comments and consultation regarding transit service within the Long Beach area. An ongoing dialogue between Long Beach Transit and representatives from the private sector has been established and will continue regarding contracting opportunities.

Long Beach Transit will review and evaluate responsible proposals received and a response will be made. The evaluation will be based on established criteria described later in this section. Long Beach Transit's evaluation criteria for the analysis of private sector contracting opportunities are composed of factors that make up service quality, efficiency and effectiveness. Following an evaluation, a determination of whether to competitively contract service would be made.

Long Beach Transit will attempt to resolve any complaints that might arise concerning compliance with the stated process. Should a complaint remain unresolved at the local or regional level, the complaint would be forwarded to the Urban Mass Transportation Administration (Region IX) for resolution.

Private Sector Activities

Long Beach Transit provides handicapped demand responsive transportation service (Long Beach Dial-A-Lift) to the Cities of Long Beach, Signal Hill and Lakewood. All operations, dispatching and maintenance functions are performed by a private transportation provider under contract to Long Beach Transit. Currently, Long Beach Transit's paratransit service carries approximately 100,000 passengers annually.

For nearly twenty years, Long Beach Transit has contracted the operation and maintenance of its demand response system (Long Beach Dial-A-Lift) to a private

- o Coordination with the City of Long Beach in local land use review for the EIR process.
- o Transmission of data to the MTA to allow them to monitor the effectiveness of transit service in meeting congestion reduction goals and attaining performance standards. Data to be submitted includes: Passenger miles, vehicle service hours, vehicle service miles, number of vehicle trips, unlinked passengers, linked passengers, average headways (minutes), one-way route miles, and one-way trip time (scheduled).

Proposition 111, will provide additional funding for traffic improvements, County transportation commissions will be required to prepare a Congestion Management Plan in conjunction with cities and local jurisdictions. The Plan includes county-wide roadway level-of-service (traffic congestion) standards, transit frequency, routing and coordination standards, county-wide trip reduction and demand management programs that promote public transit.

Various strategies considered in the development of the plan include: provision of transit service to areas without or with limited transit service, strategies to minimize transfer and trip time, and increased transit frequencies as a marketing strategy to encourage ridership.

FTA COMMENTS ON FY 1993 SRTP

Long Beach Transit did not receive comments from the Federal Transit Administration (FTA) on it's FY 1993 Short Range Transit Plan. FTA's triennial review of public transit operators receiving federal funding cited several administrative requirements that needed to be addressed. All issues have since been resolved. All certifications, assurances, reviews and required reporting have been submitted and accepted by the FTA.

PROPOSITION A WARRANTIES

Long Beach Transit has made every effort to uphold all of the warranties agreed to as part of its Proposition A Discretionary subsidy allocation by the MTA.

**Long Beach Transit
Short Range Transit Plan
Fiscal Years 1994 through 1997**

Appendix

Table L- 1	Current Fare Structure
Table L- 2	Fleet Inventory
Table L- 3	Historical Fleet Characteristics
Table L- 4	Projected Fleet Characteristics
Table L- 5	Historical and Projected Financial Status
Table L- 6	TPM/TDA Report Form
Table L- 7	Grant Monitoring Form
Table L- 8	Performance Audit Follow-up
Table L- 9	Summary of Impacts Associated with Reductions in Funding
Table L-10	Capital Project Description and Justification
Table L-11	Summary of Capital Project Requests
Table L-12	CMP Transit Monitoring Form
Table L-13	Certification of Project Readiness

References

Long Beach Transit Comprehensive Operational Analysis
(Long Beach Transit 1993)

Long Beach Transit Short Range Transit Plan FY 1991 - FY 1994
(Long Beach Transit 1990, 1991, 1992, 1993)

Long Beach Transit Strategic Plan
(Long Beach Transit 1990)

City of Long Beach Transportation Study
(Barton- Aschman 1990)

City of Long Beach General Plan
(City of Long Beach 1991)

Los Angeles County Transportation Commission 30 Year Plan
(LACTC/MTA 1991)

Southern California Association of Governments Regional Mobility Plan
(SCAG 1991)

Table 1
Current Fare Structure: FY 1993

FARE CATEGORIES

Regular Adult	\$0.75
Transfer (within system)	\$0.05
Transfer (to other system)	\$0.25
Passengers with Disabilities	\$0.35
Senior Citizen	\$0.35
Students	\$0.50
Regular Adult Pass	\$0.00
Student Pass	
Special Pass (senior citizens and passengers with disabilities)	\$0.00

No fare required for children under 5 years, passengers with wheelchairs or legally blind.

Fares apply to both peak and off-peak periods

**Table L-2
VEHICLE INVENTORY AND REPLACEMENT SCHEDULE**

YEAR	MAKE	MODEL	SEATS	LENGTH	WIDTH	FUEL	TOTAL	FIXED RTE	DAR	ACTIVE SERVICE	MAJOR REHAB	REPLACEMENT YR		W/C LIFT
												PROGM	EXPEND	
1981	GMC	RTS	35	35	96	D	25	25		19				YES
1981	GMC	RTS	44	40	96	D	51	51		51				YES
1983	GMC	RTS	44	40	96	D	25	25		25				YES
1985	GMC	RTS	44	40	96	D	1	1		1				YES
1987	GMC	RTS	44	40	96	D	14	14		14				YES
1977	GMC	RTS	44	40	102	D	11	11		1				YES
1989	TMC	RTS	44	40	96	D	26	26		26				YES
1990	TMC	RTS	44	40	96	D	10	10		10				YES
1991	TMC	RTS	44	40	96	D	16	16		16				YES
1992	TMC	RTS	44	40	96	D	20	20		20				YES
1990	SVMC	Tram	30	36	70	G	3			3				YES
1991	OBI	Orion II	21	26	96	G	10	10		10				YES
1992	OBI	Orion II	21	26	96	G	5	5		5				YES
1985	FORD	Wheeled				G	3		3	0				YES
1988	DODGE	Wide				G	8		8	8				YES
1991	FORD	National				G	12		12	12				YES

SERVICE VEHICLE INVENTORY

Fuel Type	License Number	VIN	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99
G	E111155	1FACP50U1MG235633	---	---	18,000	---	---	---
G	E111156	1FACP50U1MG235634	---	---	18,000	---	---	---
G	E288701	1GNDM15Z9LB199018	---	20,000	---	---	---	---
G	E103193	3G1AW51W4KS522685	17,000	---	---	---	---	---
G	E086086	1G1AW51W7J6188834	---	---	---	18,500	---	---
G	E086084	1G1AW51W1J6187100	17,000	---	---	---	---	---
G	E086088	1G1AW51W3J6187096	17,000	---	---	---	---	---
G	E086087	1G1AW51W3J6187874	17,000	---	---	---	---	---
G	E086083	1G1AW51W076187928	17,000	---	---	---	---	---
G	E086082	3G1AW51W3JS519307	17,000	---	---	---	---	---
G	E086089	1G1AW51WXJ6189590	17,000	---	20,000	---	---	---
G	E111172	1FTDA34X5MZB57953	17,000	---	20,000	---	---	---
G	E111171	1FTDA34X5MZB57954	---	---	---	---	150,000	---
D	E753211	T49KKAV603863	---	---	---	40,000	---	---
G	E465227	1GTCS14B7F8526953	20,000	---	---	---	---	---
G	E465249	1GCDM152XGB209070	---	---	---	---	100,000	---
D	E086026	1HTLA2RM6JH547915	---	---	---	---	100,000	---
G	E086056	1G CDC14H6J2254825	25,000	---	---	---	---	---
G	E086059	1GBHR34K1JJ128429	40,000	---	---	---	---	---
G	E103119	1FDKF37G1JKB34030	35,000	---	---	---	---	---
G	E267873	1GCBS14E7K8229732	17,000	---	---	---	---	---
G	E267874	1GCBS14E2K8229511	17,000	---	---	---	---	---
G	Unlicensed	25511	---	30,000	---	---	---	---
D	Unlicensed	5082	---	---	30,000	---	---	---
D	Unlicensed	5650130	---	35,000	---	---	---	---
E	Unlicensed	L431693	---	---	35,000	---	---	---
E	Unlicensed	660909	---	---	---	10,000	---	---
E	Unlicensed	N456760	---	---	35,000	---	---	---

Long Beach Transit
Service Vehicles

SERVICE VEHICLE INVENTORY

Vehicle Number	Model Year	Manufacturer	Type or Model	Fuel Type	License Number	VIN	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99
#1	91	Ford	Sedan	G	E111155	1FACP50U1MG235633	---	---	18,000	---	---	---
#2	91	Ford	Sedan	G	E111156	1FACP50U1MG235634	---	---	18,000	---	---	---
#3	90	Chevrolet	Van	G	E288701	1GNDM15Z9LB199018	---	20,000	---	---	---	---
#4	89	Chevrolet	Celebrity	G	E103193	3G1AW51W4KS522685	17,000	---	---	---	---	---
#15	88	Chevrolet	Celebrity	G	E086086	1G1AW51W7J6188834	---	---	---	18,500	---	---
#16	88	Chevrolet	Celebrity	G	E086084	1G1AW51W1J6187100	17,000	---	---	---	---	---
#17	88	Chevrolet	Celebrity	G	E086088	1G1AW51W3J6187096	17,000	---	---	---	---	---
#18	88	Chevrolet	Celebrity	G	E086087	1G1AW51W3J6187874	17,000	---	---	---	---	---
#19	88	Chevrolet	Celebrity	G	E086083	1G1AW51W076187928	17,000	---	---	---	---	---
#20	88	Chevrolet	Celebrity	G	E086082	3G1AW51W3JS519307	17,000	---	---	---	---	---
#21	88	Chevrolet	Celebrity	G	E086089	1G1AW51WXJ6189590	17,000	---	20,000	---	---	---
#30	91	Ford	Van	G	E111172	1FTDA34X5MZB57953	17,000	---	20,000	---	---	---
#31	91	Ford	Van	G	E111171	1FTDA34X5MZB57954	---	---	---	---	150,000	---
#32	80	GMC	Wrecker	D	E753211	T49KKAV603863	---	---	---	40,000	---	---
#36	85	GMC	Lot Cleaner	G	E465227	1GTCS14B7F8526953	20,000	---	---	---	---	---
#38	86	Chevrolet	Van	G	E465249	1GCDM152XGB209070	---	---	---	---	100,000	---
#39	88	International	Flatbed	D	E086026	1HTLA2RM6JH547915	---	---	---	---	100,000	---
#40	88	Chevrolet	Pick-Up	G	E086056	1GCDC14H6J2254825	25,000	---	---	---	---	---
#41	88	Chevrolet	Flatbed	G	E086059	1GBHR34K1JJ128429	40,000	---	---	---	---	---
#42	88	Ford	Utility	G	E103119	1FDKF37G1JKB34030	35,000	---	---	---	---	---
#43	89	Chevrolet	Pick-Up	G	E267873	1GCBS14E7K8229732	17,000	---	---	---	---	---
#44	89	Chevrolet	Pick-Up	G	E267874	1GCBS14E2K8229511	17,000	---	---	---	---	---
#45	90	Tenant	Sweeper	G	Unlicensed	25511	---	30,000	---	---	---	---
#61	85	Harlan	Tug & Pull	D	Unlicensed	5082	---	---	30,000	---	---	---
#62	85	White	Forklift	D	Unlicensed	5650130	---	35,000	---	---	---	---
#63	86	Yale	Forklift	E	Unlicensed	L431693	---	---	35,000	---	---	---
#64	88	Cushman	Electric Cart	E	Unlicensed	660909	---	---	---	10,000	---	---
#65	88	Yale	Forklift	E	Unlicensed	N456760	---	---	35,000	---	---	---

**TABLE 3
PROJECTED FLEET CHARACTERISTICS**

	LOCAL FIXED ROUTE			EXPRESS FIXED ROUTE		
	1991 <u>Aud.</u>	1992 <u>Aud.</u>	1993 <u>Est.</u>	1991 <u>Aud.</u>	1992 <u>Aud.</u>	1993 <u>Est.</u>
Peak-Hour Fleet	150	155	152	0	0	0
Spares For Maint.	29	29	30			
Spare Ratio	19%	19%	20%			
Emergency Contingency Reserve	15	15	15			
Inactive Fleet	24	24	17			
Total Vehicles	218	218	214	0	0	0
New Expansion Vehicles	0	0				
New Replacement Vehicles	20	20	20			
	DEMAND RESPONSE			SYSTEM TOTALS		
	1991 <u>Aud.</u>	1992 <u>Aud.</u>	1993 <u>Est.</u>	1991 <u>Aud.</u>	1992 <u>Aud.</u>	1993 <u>Est.</u>
Peak-Hour Fleet	17	17	17	167	172	169
Spares For Maint.	3	3	3	32	32	33
Spare Ratio	18%	18%	18%	19%	19%	20%
Emergency Contingency Reserve	0	0	0	15	15	15
Inactive Fleet	0	0	3	24	24	20
Total Vehicles	20	20	23	238	238	237
New Expansion Vehicles						
New Replacement Vehicles	0	0	8	20	20	28

**HISTORICAL AND PROJECTED FINANCIAL STATUS
SOURCE AND APPLICATION OF FUNDS FOR CAPITAL AND OPERATIONS
BY YEAR OF EXPENDITURE (\$000)
SYSTEM TOTAL**

SOURCE OF OPERATING FUNDS

1991 Audited	1992 Audited	1993 Estimated	1994 Planned	1995 Planned	1996 Planned	1997 Planned
-----------------	-----------------	-------------------	-----------------	-----------------	-----------------	-----------------

All figures in thousands (000)

FEDERAL CASH GRANTS AND REIMBURSEMENTS

UMTA Sec. 9 Operating						
UMTA Sec. 18 Operating						
UMTA Sec. 8 Technical Studies						
Other Federal						

STATE CASH GRANTS AND REIMBURSEMENTS

TDA Carryover						
TDA Current Year	\$10,831	\$7,058	\$9,717	\$9,506	\$10,200	\$11,390
STA Current Year	\$9	\$546	\$501	\$489	\$531	\$604
Other State						

LOCAL CASH GRANTS AND REIMBURSEMENTS

Passenger Fares	\$8,279	\$9,159	\$8,561	\$8,356	\$8,905	\$8,905	\$8,905
Special Transit Service	\$1,529	\$1,338	\$1,147	\$1,122	\$1,122	\$1,122	\$1,122
Charter Service Revenues							
Auxilliary Transportation Revenues							
Non-Transportation Revenues							
Prop. A Discretionary	\$6,793	\$6,560	\$4,318	\$6,444	\$6,997	\$7,488	\$7,961
Prop. A Discretionary Carryover		\$2,166	\$1,170	\$2,419			
LACTC Prop. A Transit Service Expansion	\$188	\$1,234	\$1,263				
LACTC Economic Recovery		\$1,288	\$3,667	\$1,592			
Prop. A Local Return	\$1,593	\$2,159	\$3,584	\$2,506	\$2,874	\$3,013	\$3,249
Prop. A Incentive Fund							
Prop. C Discretionary				\$1,253	\$1,253	\$1,253	\$1,253
Prop. C Local Return							
Other Local	\$173						

TOTAL OPERATING REVENUES

\$29,392	\$31,497	\$33,918	\$33,687	\$31,882	\$33,158	\$34,484
----------	----------	----------	----------	----------	----------	----------

TOTAL OPERATING EXPENSES

\$29,392	\$31,497	\$33,918	\$33,687	\$31,882	\$33,158	\$34,484
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Purchase Service Included in Plan

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Purchased Service Not Included in Plan

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Table A

**HISTORICAL AND PROJECTED FINANCIAL STATUS
SOURCE AND APPLICATION OF FUNDS FOR CAPITAL AND OPERATIONS
BY YEAR OF EXPENDITURE (\$000)
SYSTEM TOTAL**

SOURCE OF CAPITAL FUNDS:

1991 Audited	1992 Audited	1993 Estimated	1994 Planned	1995 Planned	1996 Planned	1997 Planned
-----------------	-----------------	-------------------	-----------------	-----------------	-----------------	-----------------

All figures in thousands (000)

FEDERAL CAPITAL GRANTS

UMTA Sec. 3
UMTA Sec.18
FAU Grants
Other Federal 80% (20% LBT match)
Other Federal 80% (20% MTA match)

		\$4,489	\$800	\$2,943	\$2,943	\$2,943
\$6,013	\$1,573	\$4,464	\$9,379			

STATE CAPITAL GRANTS AND SUBVENTIONS

TDA current year
TDA reserves
STA current
STA reserves
Other State

\$67	\$21		\$1,203	\$1,251	\$1,301	\$1,353
\$1,518	\$417	\$2,698	\$2,586	\$676	\$793	\$793

LOCAL CAPITAL GRANTS

System Generated
General Fund
Prop. A Local Return
Prop. C Discretionary
Prop. C Local Return
Other Local (developer fund)

	\$10		\$100			
\$1,212	\$2,027	\$145	\$304	\$146	\$219	\$187
\$48	\$63	\$3				

**TOTAL CAPITAL REVENUE
TOTAL CAPITAL EXPENSES**

\$8,858	\$4,111	\$11,799	\$14,372	\$5,016	\$5,256	\$5,276

X APPROVED
ACTUAL
ESTIMATED

CONTACT PERSON: P. Baker
DATE SUBMITTED: 11/01/82
DATE REVISION: 00/00/00

TRM OPERATOR NAME: Long Beach Transit

FISCAL YEAR: 1982

I A C T C

ANNUAL WEEKDAY	LOCAL SERVICE				SERVICE EXPANSION PROGRAM				TOTAL FIXED ROUTE	DIAL -A- LIFT	OTHER CONTRACT SERVICE (note 1)	OTHER CODES (note 2)	TOTAL SYSTEM
	DEMAND BASED HEADWAY	POLICY BASED HEADWAY	INTRA COMM. CHIC.	TOTAL LOCAL	DOWNTOWN RUNABOUT	ROUTE 60	REDONDO AVENUE	TOTAL SERVICE EXPANSION					
TOTAL VEHICLE MILES (000)	5,081	0	128	5,209	224	196	67	487	5,696	478	XXXXXXXXXX	XXXXXXXXXX	6,174
VEHICLE SERVICE MILES (000)	4,688	0	125	4,811	203	174	66	443	5,254	400	XXXXXXXXXX	XXXXXXXXXX	5,654
TOTAL VEHICLE HOURS (000)	413	0	12	425	32	16	5	53	478	43	XXXXXXXXXX	XXXXXXXXXX	521
VEHICLE SERVICE HOURS (000)	385	0	11	408	30	16	5	51	457	38	XXXXXXXXXX	XXXXXXXXXX	493
PEAK VEHICLES	138	0	4	140	9	3	3	15	155	17	XXXXXXXXXX	XXXXXXXXXX	172
UNLINKED PASSENGERS (000)	18,884	0	225	18,889	277	725	60	1,082	17,951	82	XXXXXXXXXX	XXXXXXXXXX	18,033
LINKED PASSENGERS (000)	13,244	0	155	13,399	204	632	52	888	14,287	82	XXXXXXXXXX	XXXXXXXXXX	14,369
PASSENGER REVENUE (000)	6,981	0	95	7,056	32	394	29	455	7,511	81	XXXXXXXXXX	XXXXXXXXXX	7,572
AUX. REV. & LOCAL SUB. (000)	1,008	0	30	1,038	772	107	268	1,147	2,183	443	XXXXXXXXXX	XXXXXXXXXX	2,626
TOTAL OPERATING COST (000)	20,180	0	612	20,802	1,454	890	280	2,624	23,426	1,302	XXXXXXXXXX	XXXXXXXXXX	24,728
FTE. EMPLOYEES	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	594	29	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX
BASE FARE	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	\$0.75	\$0.25	\$0.75	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX	\$1.00	XXXXXXXXXX	XXXXXXXXXX	XXXXXXXXXX

ANNUAL WEEKDAY, SATURDAY SUNDAY and HOLIDAY	LOCAL SERVICE				SERVICE EXPANSION PROGRAM				TOTAL FIXED ROUTE	DIAL -A- LIFT	OTHER CONTRACT SERVICE (note 1)	OTHER CODES (note 2)	TOTAL SYSTEM
	DEMAND BASED HEADWAY	POLICY BASED HEADWAY	INTRA COMM. CHIC.	TOTAL LOCAL	DOWNTOWN RUNABOUT	ROUTE 60	REDONDO AVENUE	TOTAL SERVICE EXPANSION					
TOTAL VEHICLE MILES (000)	6,313	0	186	6,499	279	244	84	607	7,106	587	XXXXXXXXXX	XXXXXXXXXX	7,673
VEHICLE SERVICE MILES (000)	6,049	0	180	6,049	255	218	83	556	6,668	487	XXXXXXXXXX	XXXXXXXXXX	7,055
TOTAL VEHICLE HOURS (000)	518	0	16	534	40	20	7	67	601	53	XXXXXXXXXX	XXXXXXXXXX	654
VEHICLE SERVICE HOURS (000)	483	0	16	509	38	20	7	65	574	44	XXXXXXXXXX	XXXXXXXXXX	618
PEAK VEHICLES	138	0	4	140	9	3	3	15	155	17	XXXXXXXXXX	XXXXXXXXXX	172
UNLINKED PASSENGERS (000)	18,080	0	267	18,327	440	987	82	1,489	20,816	103	XXXXXXXXXX	XXXXXXXXXX	20,919
LINKED PASSENGERS (000)	15,203	0	181	15,384	325	798	61	1,184	16,568	103	XXXXXXXXXX	XXXXXXXXXX	16,671
PASSENGER REVENUE (000)	8,354	0	116	8,470	39	536	37	612	9,082	77	221	XXXXXXXXXX	9,380
AUX. REV. & LOCAL SUB. (000)	1,058	0	32	1,088	944	130	328	1,402	2,480	542	0	244	3,276
TOTAL OPERATING COST (000)	25,377	0	820	26,197	1,722	1,038	448	3,208	29,403	1,828	221	244	31,488

NOTE: 1. User funded contract service 2. Special service, tram, LBT pass-through services.

CONTACT PERSON: P. Baker
 DATE SUBMITTED: 04/20/98
 DATE REVISED: 06/06/98

BAIS OPERATOR NAME: Long Beach Transit

FISCAL YEAR: 1997

LAGTC.

ANNUAL WEEKDAY	LOCAL SERVICE				SERVICE EXPANSION PROGRAM				TOTAL FUELED ROUTE	DIAL -A- LIFT	OTHER CONTRACT SERVICE (page 1)	OTHER CODES (page 2)	TOTAL SYSTEMS
	LOCAL SERVICE		SERVICE EXPANSION PROGRAM		SERVICE EXPANSION PROGRAM		SERVICE EXPANSION PROGRAM						
	IN MANT BAILED HEADWAY	MTN RTY BAILED HEADWAY	INTRA COMM. CRG.	TOTAL LOCAL	DOWNTOWN RUNABOUT	ROUTE 60	REDONDO AVENUE	TOTAL SERVICE EXPANSION					
TOTAL VEHICLE MILES (000)	4,191	0	0	4,191	192	165	159	516	4,707	602	X000000X	X000000X	6,309
VEHICLE SERVICE MILES (000)	3,971	0	0	3,971	181	139	150	470	4,341	425	X000000X	X000000X	4,766
TOTAL VEHICLE HOURS (000)	360	0	0	360	22	14	10	46	368	41	X000000X	X000000X	437
VEHICLE SERVICE HOURS (000)	333	0	0	333	21	14	9	44	377	34	X000000X	X000000X	411
PEAK VEHICLES	110	0	0	110	0	3	3	16	125	17	X000000X	X000000X	142
UNLIMED PASSENGERS (000)	14,129	0	0	14,129	317	438	79	834	14,872	78	X000000X	X000000X	15,051
LINKED PASSENGERS (000)	11,275	0	0	11,275	283	347	68	698	11,873	78	X000000X	X000000X	12,051
PASSENGER REVENUE (000)	9,778	0	0	9,778	0	278	42	320	7,098	66	X000000X	X000000X	7,164
AUX. REV. & LOCAL SUB. (000)	0	0	0	0	0	0	0	0	0	0	X000000X	X000000X	0
TOTAL OPERATING COST (000)	22,795	0	0	22,795	1,694	978	307	2,877	25,872	1,402	X000000X	X000000X	27,874
FTE EMPLOYEES	X000000X	X000000X	X000000X	X000000X	X000000X	X000000X	X000000X	X000000X	0	0	X000000X	X000000X	X000000X
BASE FARE	X000000X	X000000X	X000000X	90.85	90.00	90.85	X000000X	X000000X	X000000X	91.90	X000000X	X000000X	X000000X

ANNUAL WEEKDAY SUNDAY and HOLIDAY	LOCAL SERVICE				SERVICE EXPANSION PROGRAM				TOTAL FUELED ROUTE	DIAL -A- LIFT	OTHER CONTRACT SERVICE (page 1)	OTHER CODES (page 2)	TOTAL SYSTEMS
	LOCAL SERVICE		SERVICE EXPANSION PROGRAM		SERVICE EXPANSION PROGRAM		SERVICE EXPANSION PROGRAM						
	DEMAND BASED HEADWAY	POLICY BASED HEADWAY	INTRA COMM. CRG.	TOTAL LOCAL	DOWNTOWN RUNABOUT	ROUTE 60	REDONDO AVENUE	TOTAL SERVICE EXPANSION					
TOTAL VEHICLE MILES (000)	6,231	0	0	6,231	240	204	198	642	6,873	602	X000000X	X000000X	9,376
VEHICLE SERVICE MILES (000)	4,859	0	0	4,859	222	182	183	587	5,451	425	X000000X	X000000X	5,876
TOTAL VEHICLE HOURS (000)	440	0	0	440	28	17	13	58	498	41	X000000X	X000000X	539
VEHICLE SERVICE HOURS (000)	418	0	0	418	28	17	13	58	474	34	X000000X	X000000X	508
PEAK VEHICLES	110	0	0	110	0	3	3	15	125	17	X000000X	X000000X	142
UNLIMED PASSENGERS (000)	16,193	0	0	16,193	478	545	107	1,170	17,363	98	X000000X	X000000X	17,461
LINKED PASSENGERS (000)	12,889	0	0	12,889	389	483	79	951	13,820	98	X000000X	X000000X	13,918
PASSENGER REVENUE (000)	9,199	0	0	9,199	0	378	63	431	9,630	73	X000000X	X000000X	9,806
AUX. REV. & LOCAL SUB. (000)	0	0	0	0	0	0	0	0	0	0	X000000X	X000000X	0
TOTAL OPERATING COST (000)	29,775	0	0	29,775	1,992	1,141	489	3,622	32,297	1,753	X000000X	X000000X	34,494

NOTES: 1. User funded contract service 2. Special services, train, LIFT pass-through services.

**Table 7
Grant Monitoring Form**

<u>Project Description</u>	<u>Date</u>	<u>Grant Amt. (\$000)</u>	<u>To Date Expended (\$000)</u>	<u>Expended FY 1992 (\$000)</u>	<u>Status</u>
BUS STOP INFORMATION	FY 89	\$31	\$31	\$21	C
SHOP EQUIPMENT & TIRE LEASE	FY 89	\$300	\$300	\$8	C
FARE COLLECTION SECURITY	FY 89	\$20	\$20	\$2	C
SUPPORT VEHICLES	FY 89	\$19	\$19	\$0	C
OFFICE EQUIPMENT	FY 89	\$178	\$175	\$119	O
BUS PARKING REHABILITATION	FY 89	\$197	\$197	\$157	C
ASSOCIATED MAINTENANCE ITEMS	FY 89	\$74	\$74	\$73	C
25) 40' BUSES WITH LIFTS	FY 90	\$5,377	\$5,377	\$7	C
REPLACE DIAL-A-LIFT VEHICLES	FY 90	\$697	\$696	\$0	
SPARE BUS COMPONENTS	FY 90	\$121	\$121	\$52	C
GRAPHICS	FY 90	\$20	\$19	\$0	C
REPLACE BUS STOP SIGNS	FY 90	\$30	\$29	\$11	O
SHOP EQUIPMENT	FY 90	\$80	\$48	\$30	O
REPLACE (1) SERVICE VEHICLE	FY 90	\$26	\$25	\$1	C
FORCE ACCT./BUS INSPECTION	FY 90	\$13	\$12	\$5	C
MAJOR BUS COMPONENTS	FY 90	\$451	\$451	\$71	C
20) 40' REPL. BUSES W/LIFTS	FY 91	\$4,536	\$4,535	\$0	O
3) MEDIUM CAPACITY VEHICLES	FY 91	\$848	\$848	\$848	C
SPARE BUS COMPONENTS	FY 91	\$196	\$195	\$0	O
BUS TIRE LEASE	FY 91	\$355	\$355	\$314	O
MISC. BUS COMPONENTS	FY 91	\$64	\$63	\$62	C
GRAPHICS	FY 91	\$80	\$62	\$22	O
BUS STOP SIGNS AND POLES	FY 91	\$60	\$0	\$0	O
SHOP EQUIPMENT	FY 91	\$680	\$0	\$0	O
4) AUTOMOBILES	FY 91	\$64	\$59	\$59	C
FORCE ACCT./BUS INSPECTION	FY 91	\$24	\$7	\$3	O
20) 40' REPL. BUSES W/ LIFTS	FY 92	\$4,595	\$4,595	\$0	O
SPARE BUS COMPONENTS	FY 92	\$6	\$6	\$0	O
BUS TIRE LEASE	FY 92	\$400	\$400	\$0	O
MISC. BUS COMPONENTS	FY 92	\$820	\$259	\$0	O
25) BRAKE RETARDERS	FY 92	\$209	\$209	\$0	C
FORCE ACCT./BUS INSPECTION	FY 92	\$25	\$24	\$0	O
LAND ACQUISITION	FY 91	\$8,000	\$5,270	\$0	O
ENGINEERING & DESIGN	FY 91	\$800	\$468	\$16	O
FACILITY CONSTRUCTION	FY 91	\$8,000	\$0	\$0	O
EQUIPMENT	FY 91	\$1,360	\$0	\$0	O
CONSTRUCTION MANAGEMENT	FY 91	\$340	\$0	\$0	O

CMP TRANSIT MONITORING FORM

I. TRANSIT LINE DESCRIPTION			
Agency:	<u>Long Beach Public Transp. Co</u>	Date Prepared:	<u>March 17, 1993</u>
Fiscal Year:	<u>1991 - 1992</u>	Branch / Route Numbers:	<u>N/A</u>
Line Number:	<u>40</u>		
Type of Service:	<u>Local</u>		

II. SERVICE SCHEDULE						
	Number of Days	Begin Service	AM Peak	Mid-day	PM Peak	End of Service
Weekdays	5	5:15am	6:00a - 9:00a	9:00a - 3:00p	3:00p - 6:00p	12:51x
Weekend Days	2	5:52am	n/a	n/a	n/a	12:28x

III. Average Weekday Statistics	AM Peak	PM Peak	Off Peak	Total
Passenger Miles				20,232
Vehicle Service Hours	23.85	23.4	58.95	106.2
Vehicle Service Miles	217.3	213.2	537.1	967.6
Number of Vehicle Trips	53	52	131	236
Unlinked Passengers	1,246			6,131
Linked Passengers				4,880
Average Headways (Minutes)	7 mins.	7 mins.	15 mins.	
One-way Route Miles				4.1
One-way Trip Time (Scheduled)	27 mins.	27 mins.		

Preparer: Paula Baker

Phone Number: (310) 591-8753

CMP TRANSIT MONITORING FORM

I. TRANSIT LINE DESCRIPTION			
Agency:	<u>Long Beach Public Transp. Co</u>	Date Prepared:	<u>March 17, 1993</u>
Fiscal Year:	<u>1991 - 1992</u>	Branch / Route Numbers:	<u>N/A</u>
Line Number:	<u>50</u>		
Type of Service:	<u>Local</u>		

II. SERVICE SCHEDULE						
	Number of Days	Begin Service	AM Peak	Mid-day	PM Peak	End of Service
Weekdays	5	5:10am	6:00a - 9:00a	9:00a - 3:00p	3:00p - 6:00p	12:28x
Weekend Days	2	5:52am	n/a	n/a	n/a	12:28x

III. Average Weekday Statistics	AM Peak	PM Peak	Off Peak	Total
Passenger Miles				25,368
Vehicle Service Hours	13.3	13.9	59.2	86.4
Vehicle Service Miles	273.8	284.7	1215.4	1773.9
Number of Vehicle Trips	25	26	111	162
Unlinked Passengers	994			5,479
Linked Passengers				4,361
Average Headways (Minutes)	15 mins.	15 mins.	15 mins.	
One-way Route Miles				10.95
One-way Trip Time (Scheduled)	32 mins.	32 mins.		

Preparer:

Paula Baker

Phone Number:

(310) 591-8753

CMP TRANSIT MONITORING FORM

I. TRANSIT LINE DESCRIPTION			
Agency:	<u>Long Beach Public Transp. Co</u>	Date Prepared:	<u>March 17, 1993</u>
Fiscal Year:	<u>1991 - 1992</u>	Branch / Route Numbers:	<u>N/A</u>
Line Number:	<u>60</u>		
Type of Service:	<u>Local</u>		

II. SERVICE SCHEDULE						
	Number of Days	Begin Service	AM Peak	Mid-day	PM Peak	End of Service
Weekdays	5	4:40am	6:00a - 9:00a	9:00a - 3:00p	3:00p - 6:00p	12:59x
Weekend Days	2	5:35am	n/a	n/a	n/a	1:15x

III. Average Weekday Statistics	AM Peak	PM Peak	Off Peak	Total
Passenger Miles				37,589
Vehicle Service Hours	20.35	19.25	74.25	113.8
Vehicle Service Miles	426.9	403.9	1557.9	2388.78
Number of Vehicle Trips	37	35	135	207
Unlinked Passengers	1,559			7,947
Linked Passengers				6,325
Average Headways (Minutes)	10 mins.	10 mins.	15 mins.	
One-way Route Miles				11.54
One-way Trip Time (Scheduled)	33 mins.	33 mins.		

Preparer:

Paula Baker

Phone Number:

(310) 591-8753

CMP TRANSIT MONITORING FORM

I. TRANSIT LINE DESCRIPTION

Agency: Long Beach Public Transp. Co Date Prepared: March 17, 1993
 Fiscal Year: 1991 - 1992 Branch / Route Numbers: N/A
 Line Number: 90
 Type of Service: Local

II. SERVICE SCHEDULE

	Number of Days	Begin Service	AM Peak	Mid-day	PM Peak	End of Service
Weekdays	5	5:17am	6:00a - 9:00a	9:00a - 3:00p	3:00p - 6:00p	12:55x
Weekend Days	2	5:35am	n/a	n/a	n/a	12:55x

III. Average Weekday Statistics

	AM Peak	PM Peak	Off Peak	Total
Passenger Miles				21,658
Vehicle Service Hours	14.18	14.18	57.12	85.4
Vehicle Service Miles	228.3	228.3	919.3	1375.91
Number of Vehicle Trips	37	37	135	223
Unlinked Passengers	1,559			6,504
Linked Passengers				5,177
Average Headways (Minutes)	8 mins.	8 mins.	10 mins.	
One-way Route Miles				6.17
One-way Trip Time (Scheduled)	23 mins.	23 mins.		

Preparer: Paula Baker

Phone Number:

(310) 591-8753

**Table L-11
SUMMARY OF CAPITAL PROJECT REQUESTS**

1994

Project Name	Project Cost	Project Priority
Bellflower/Willow Center Construction	\$400,000	
BlueLine/Bus Route 190 Expansion 4 Standard Bus	\$1,100,000	
Bus Rehabilitation 27 Standard Bus	\$650,000	
Dial-A-Lift Bus Replacement 8 Paratransit	\$520,000	
Fixed Route Bus Replacement 20 Standard Bus	\$5,500,000	
Bus Stops	\$452,000	
Communications/MIS	\$380,000	
Community Collector Expansion 10 Medium Bus	\$2,000,000	
Greenline/Bus Expansion 16 Standard Bus	\$900,000	
Overcrowding Expansion 5 Standard Bus	\$1,375,000	
Replacement Components	\$1,850,000	
Replacement Equipment	\$540,000	
S.E. Service Restructure Expansion 3 Medium Bus	\$600,000	

TOTAL 1994 \$16,267,000

1995

Project Name	Project Cost	Project Priority
BlueLine Park/Ride Construction 2 Standard Bus	\$772,000	
BlueLine Terminal	\$275,000	
Bus Rehabilitation 27 Standard Bus	\$0	
Fixed Route Bus Replacement 20 Standard Bus	\$5,775,000	
Bus Stops	\$636,500	
Communications/MIS	\$10,000	
Replacement Components	\$595,000	
Replacement Equipment	\$244,000	

TOTAL 1995 ERR

1996

Project Name	Project Cost	Project Priority
Bus Rehabilitation 15 Standard Bus 20 Safety	ERR	
Fixed Route Bus Replacement 20 Standard Bus	\$6,050,000	
Bus Stops	\$485,000	
Communications/MIS	\$10,000	
Replacement Components	\$760,000	
Replacement Equipment	\$715,000	

TOTAL 1996 ERR

1997

Project Name	Project Cost	Project Priority
Dial-A-Lift Bus Replacement 8 Paratransit	\$584,000	
Fixed Route Bus Replacement 20 Standard Bus	\$6,370,000	
Bus Stops	\$412,000	
Communications/MIS	\$4,000	
Replacement Components	\$565,000	
Replacement Equipment	\$540,000	

TOTAL 1997 ERR

