



**Foothill Transit**  
Going Good Places

## EXECUTIVE BOARD MEETING

West Covina, CA  
Friday, July 29, 2016



Foothill Transit

# Executive Board Meeting AGENDA

EXECUTIVE BOARD MEETING  
8:00 AM, JULY 29, 2016  
Foothill Transit Administrative Office  
2<sup>nd</sup> Floor Board Room  
100 South Vincent Avenue  
West Covina, CA 91790

1. CALL TO ORDER
2. PLEDGE OF ALLEGIANCE
3. FOCUS ON SAFETY
4. ROLL CALL: MEMBERS CALAYCAY, HERRERA, PEDROZA, STERNQUIST, WARSHAW
5. APPROVAL OF AGENDA
6. APPROVAL OF MINUTES FOR THE REGULAR MEETING OF JUNE 24, 2016
7. PRESENTATIONS:
  - 7.1. Contractors' Employee Recognition
  - 7.2. New & Promoted Staff
  - 7.3. Recognition of Interim Director of Marketing and Communications Linda Apodaca
  - 7.4. Update on Electric Bus Program

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Public Comment: Members of the public shall have the right to address the Board on any item of interest which is within the jurisdiction of the Board before or during the Board's consideration of the item. Presentation shall not exceed three minutes in length. Action may be taken on any item identified on the agenda. Persons wishing to comment should submit a "Request to Speak" form to the Secretary. Note: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA.

The public may view and obtain all written information supporting this agenda provided to the board both initially and supplementary prior to the meeting by calling (626) 931-7300 extension 7204 or at the agency's offices located at 100 S. Vincent Ave., Suite 200, West Covina, CA 91790. Documents, including PowerPoint handouts, distributed to Board Members by staff or Board Members at the meeting will simultaneously be made available to the public upon request.



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8. PUBLIC COMMENT

CONSENT CALENDAR: Items 9 through 13 are consent items which may be received and filed and/or approved by the board in a single motion. If any member of the Executive Board wishes to discuss a consent item, please request that the item be pulled for further discussion and potential action.

9. JULY 2016 LEGISLATIVE SUMMARY

*Recommended Action: Receive and file the July 2016 Legislative Summary. Adopt support positions on SB 998 and the Los Angeles County Traffic Improvement Plan local sales tax ballot measure and an oppose position on SB 882.*

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In accordance with the Americans with Disabilities Act of 1990, if you require a disability-related modification or accommodation to attend or participate in this meeting, including auxiliary aids or services, please contact the Executive Director's office at (626) 931-7300 extension 7204, at least 48 hours prior to the meeting.

If you require translation services, please contact the Executive Director's office at (626) 931-7300 extension 7204, at least 48 hours prior to the meeting.

Si necesita servicios de traducción, por favor póngase en contacto con la oficina del Director Ejecutivo en el (626) 931-7300, extensión 7204, al menos 48 horas antes de la reunión.

如果需要翻译服务，请至少于会议前48小时致电高级主任办公室：(626) 931-7300 分机 7204。

Nếu Quý vị có yêu cầu dịch vụ dịch thuật, xin vui lòng liên hệ với văn phòng Giám đốc Điều hành tại (626) 931-7300 số lẻ 7204, ít nhất 48 giờ trước khi cuộc họp.

Kung nangangailangan ka ng mga serbisyo sa pagsasalín, pakisuyong makipag-ugnayan sa opisina ng Executive Director sa (626) 931-7300 extension 7204, ng hindi bababa sa 48 oras bago ang pulong.

번역 서비스가 필요하시면 미팅 최소 48시간 이전에 임원 사무실로 (626-931-7300, 내선 번호 7204) 전화주시기 바랍니다.

翻訳サービスが必要な方は、会議の48時間前までに(626) 931-7300 内線 7204のエグゼクティブディレクター事務所にご連絡ください。

إن كنت بحاجة إلى خدمات ترجمة، برجاء الاتصال بالمدير التنفيذي للمكتب على رقم (626) 931-7300 (الرقم الداخلي 7204) قبل الاجتماع بـ 48 ساعة على الأقل.

Եթե Ձեզ թարգմանչական ծառայությունների են հարկավոր, հանդիպումից առնվազն 48 ժամ առաջ խնդրում ենք զանգահարել Գործադիր տնօրենի գրասենյակ (626) 931-7300 լրացուցիչ 7204 հեռախոսահամարով:

ប្រសិនបើលោកអ្នកស្នើសុំសេវាកម្មបកប្រែភាសា សូមទាក់ទងមកកាវិយាល័យនាយកប្រតិបត្តិ តាមលេខទូរស័ព្ទ៖ (626) 931-7300 លេខបញ្ជូនបន្ត 7204 ដែលមានរយៈពេលយ៉ាងតិច 48 ម៉ោង មុនពេលកិច្ចប្រជុំ។

در صورت نیاز به خدمات ترجمه، لطفاً حداقل 48 ساعت قبل از جلسه ملاقات با مدیر اجرایی دفتر به شماره (626) 931-7300 داخلی 7204 تماس حاصل فرمایید.

หากคุณต้องการบริการการแปลภาษากรุณาติดต่อสำนักงานผู้ช่วยการบริหารที่ (626) 931-7300 ต่อ 7204, อย่างน้อย 48 ชั่วโมงก่อนที่จะมีการประชุม



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10. FUELING STATION UPGRADE - RATIFICATION OF EMERGENCY PROCUREMENT ACTION

*Recommended Action: Ratify the action of the Director of Procurement to undertake the procurement of two additional natural gas compressors at Foothill Transit's Arcadia Operations and Maintenance Facility under the Emergency Procurement provision of Foothill Transit's Procurement Procedures.*

11. COACH OPERATOR AUDIT RESULTS

*Recommended Action: Receive and file the results of the Coach Operator Audits conducted in March and May of 2016.*

12. REQUEST TO ISSUE INVITATION FOR BIDS (IFB) NO. 07-012 - REPLACEMENT OF EMERGENCY DIESEL GENERATOR AT FOOTHILL TRANSIT'S POMONA OPERATIONS & MAINTENANCE FACILITY

*Recommended Action: Authorize the Executive Director to issue IFB No. 17-012 for replacement of the Emergency Diesel Generator at Foothill Transit's Pomona Operations & Maintenance Facility.*

13. REQUEST FOR QUALIFICATIONS (RFQ) NO. 07-017 - ARCHITECTURAL ENGINEERING CONSULTANT - WEST COVINA TRANSIT CENTER

*Recommended Action: Authorize the Executive Director to issue RFQ No. 17-017 seeking qualifications from proposers to provide architectural and engineering services in connection with the development of the proposed Transit Center and Transit Store to be located at Plaza West Covina.*

REGULAR AGENDA:

14. TRANSIT CENTER AND PARK & RIDE IN THE CITY OF COVINA

*Recommended Action: Receive and file the update on the development of a Transit Center and Park & Ride facility in the City of Covina.*

15. FEDERAL ASSET TRANSFER - AZUSA PARKING STRUCTURE

*Recommended Action: Authorize the Executive Director to enter into an Agreement with L.A. Metro under which ownership of and maintenance responsibility for the 202 parking spaces at the Azusa Intermodal Transit Center parking structure currently dedicated for Foothill Transit's use would be transferred to L.A. Metro.*



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16. CANCELLATION OF PILOT LINE 496

*Recommended Action: Recommend that the Governing Board authorize the cancellation of Line 496 due to low ridership.*

17. LOS ANGELES COUNTY FAIR SERVICE

*Recommended Action: Receive and file the report on 2016 Los Angeles County Fair service.*

18. DOUBLE DECKER BUS DEMONSTRATION

*Recommended Action: Receive and file a report on Foothill Transit's plan to demonstrate a double decker bus.*

19. FARE RESTRUCTURING STUDY

*Recommended Action: Receive and file the update on the Fare Restructuring project.*

20. ARCADIA OPERATIONS AND MAINTENANCE FACILITY IMPROVEMENTS  
UPDATE

*Recommended Action: Receive and file the Arcadia Operations and Maintenance Facility Improvements Update.*

21. EXECUTIVE DIRECTOR COMMENT

22. BOARD MEMBER COMMENT

23. ADJOURNMENT



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A Special Meeting of the Governing  
Board is scheduled for  
Friday, August 12, 2016 at 8:15 a.m.

The Regular Meeting of the Executive  
Board scheduled for  
Friday, August 26, 2016 is cancelled

The next Regular Meeting of the Executive  
Board is scheduled for  
Friday, September 30, 2016 at 8:00 a.m.



**Foothill Transit**

**STATEMENT OF PROCEEDINGS FOR THE  
REGULAR MEETING OF THE  
FOOTHILL TRANSIT EXECUTIVE BOARD**

**FOOTHILL TRANSIT ADMINISTRATIVE OFFICE  
2<sup>ND</sup> FLOOR BOARD ROOM  
100 S. VINCENT AVENUE  
WEST COVINA, CALIFORNIA 91790**

**Friday, June 24, 2016  
8:00 a.m.**

**1. CALL TO ORDER**

The meeting was called to order by Chair Herrera at 8:05 a.m.

**2. PLEDGE OF ALLEGIANCE**

The Pledge of Allegiance was led by Chair Herrera.

**3. FOCUS ON SAFETY**

Michael Tobin, Quality Assurance Analyst, presented a safety message on Firework Safety.

**4. ROLL CALL**

Roll call was taken by Christina Lopez, Board Secretary.

Present: Alternate Member De La Torre, Member Sternquist, Member Warshaw, Vice Chair Calaycay, Chair Herrera

Absent: Member Pedroza

**5. APPROVAL OF AGENDA**

Staff requested that Item 23 Race to Zero Emissions be presented prior to Item 19 Impacts of the LA Metro Gold Line on Foothill Transit's Ridership and Proposed Changes to Line 690 in the Regular Agenda.

**6. REVIEW & APPROVAL OF THE MINUTES**

Approval of the minutes for the Regular Meeting of April 22, 2016 and Regular Meeting & Leadership Development Workshop of May 27, 2016.



Motion by Vice Chair Calaycay, second by Member Sternquist, the minutes for the Regular Meeting of April 22, 2016 and Regular Meeting & Leadership Development Workshop of May 27, 2016 were approved. Motion for April 22, 2016 minutes carried 5-0. Motion for May 27, 2016 minutes carried 4-0. Member De La Torre abstention.

7. **PRESENTATIONS**

6.1 Contractors' Employee Recognition

Jim Marshall, General Manager, First Transit, introduced and recognized the following Pomona location First Transit operator and employee of the month:

Angel Borunda, Employee of the Month (June 2016)

Bill Jackson, General Manager, Transdev, introduced and recognized the following Arcadia location Transdev operator and employee of the month:

Albert Flores, Employee of the Month (June 2016)  
Gladys Campos, Operator of the Month (June 2016)

After discussion, by Common Consent, and there being no objection, the Board recognized the operators and employees of the month.

8. **PUBLIC COMMENT**

Senior Vice President Nick Promponas, First Transit and Vice President, Reporting and Accounting Kevin Ooms, Transdev addressed the Executive Board.

**CONSENT CALENDAR**

9. **MAY 2016 FINANCIAL STATEMENTS AND INVESTMENT SUMMARY**

Recommendation: Receive and file the Financial Statements and Investment Summary year-to-date report through May 31, 2016. The attached Financial Statements and Investment Report summarize Foothill Transit's unaudited operations and financial condition as of May 31, 2016 for fiscal year ending June 30, 2016.





Motion by Member Sternquist, second by Vice Chair Calaycay, to receive and file. Motion carried 5-0.

10. **MAY 2016 PERFORMANCE INDICATORS REPORT**

Recommendation: Receive and file the May 2016 Performance Indicators Report.

Motion by Member Sternquist, second by Vice Chair Calaycay, to receive and file. Motion carried 5-0.

11. **JUNE 2016 LEGISLATIVE SUMMARY**

Recommendation: Receive and file the June 2016 Legislative Summary.

Motion by Member Sternquist, second by Vice Chair Calaycay, to receive and file. Motion carried 5-0.

12. **ENVIRONMENTAL SUSTAINABILITY MANAGEMENT SYSTEM (ESMS) UPDATE**

Recommendation: Receive and file an update on Foothill Transit's ESMS program at the Arcadia and Pomona operations and maintenance facilities.

Motion by Member Sternquist, second by Vice Chair Calaycay, to receive and file. Motion carried 5-0.

13. **LEASE AGREEMENT ON SUITE 404**

Recommendation: Authorize the Executive Director to renew the current lease with Ricardo A. Suarez, DDS, Inc. located at 100 S. Vincent Ave, West Covina, CA in Suite 404 for a period of six years commencing May 1, 2017.

Motion by Member Sternquist, second by Vice Chair Calaycay, to approve. Motion carried 5-0.

14. **SUPPLEMENTAL LAW ENFORCEMENT SERVICES - LOS ANGELES COUNTY SHERIFF'S DEPARTMENT**

Recommendation: Authorize the Executive Director to enter into a five-year Agreement with the Los Angeles County Sheriff's Department for Supplemental Law Enforcement Services to be performed on an as-needed basis at a potential cost of up to \$200,000 per year.

Motion by Member Sternquist, second by Vice Chair Calaycay, to approve.  
Motion carried 5-0.

15. **GOVERNING BOARD PAYROLL**

Recommendation: Authorize the Executive Director to implement a process whereby Foothill Transit Governing Board Members are paid and reported to the Internal Revenue Service (IRS) as employees of Foothill Transit.

Motion by Member Sternquist, second by Vice Chair Calaycay, to approve.  
Motion carried 5-0.

16. **FISCAL YEAR 2015/2016 CUSTOMER SERVICE CONTRACTOR INCENTIVE PAYMENT**

Recommendation: Authorize an incentive payment in the amount of \$35,000 to Transdev for their efforts on behalf of Foothill Transit during Fiscal Year 2015/2016.

Motion by Member Sternquist, second by Vice Chair Calaycay, to approve.  
Motion carried 5-0.

17. **REVISED DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM GOAL**

Recommendation: Adopt a Revised DBE program goal of 20.6 percent for Foothill Transit's federally funded projects undertaken during federal fiscal years 2016 through 2018 (October 1, 2015 through September 30, 2018).

Motion by Member Sternquist, second by Vice Chair Calaycay, to adopt.  
Motion carried 5-0.

18. **REQUEST TO ISSUE RFQ/RFP - DESIGN-BUILD FOR COVINA PARK AND RIDE AND TRANSIT CENTER**

Recommendation: Authorize the Executive Director to issue a Request for Qualifications/Proposals (RFQ/RFP) No. 17-007 for the Design-Build contract associated with detail design and construction of the proposed Covina Park & Ride and Transit Center Project.

Motion by Member Sternquist, second by Vice Chair Calaycay, to approve.



Motion carried 5-0.

## **REGULAR AGENDA**

### **19. IMPACTS OF THE LA METRO GOLD LINE ON Foothill TRANSIT'S RIDERSHIP AND PROPOSED CHANGES TO LINE 690**

Recommendation: 1. Receive and file a report on the impacts that the Metro Gold Line Foothill Extension from Pasadena to Azusa has on Foothill Transit's Ridership; and 2. Recommend the Governing Board to authorize the service change to Line 690 to better coordinate with the Metro Gold Line Foothill Extension.

Vy Phan-Hoang, Transit Planner, presented this item.

Ms. Phan-Hoang reported that Metro began operation of the new Gold Line Extension on March 5th. Foothill Transit has seven bus lines that directly interface with Gold Line Extension. Lines 187 and 690 run east-west parallel service and Lines 185, 272, 280, 284, and 488 provide north-south feeder service. Ridership has increased on the feeder lines following the opening of the Gold Line Extension. Lines that run parallel have seen a decrease in ridership, particularly Line 690.

On Line 690 there has been an over 50 percent drop in monthly boardings. Ms. Phan-Hoang stated that staff recommends to terminate the line at the Azusa Intermodal Transit Center instead of going to Pasadena, and change the current local express fare of \$2.75 to the local fare of \$1.25. An open period for public comment was held from May 16 through June 15, 2016. A public meeting was held on Saturday, June 11 at the Claremont Public Library.

Member Warshaw asked if the Governing Board approves the changes to Line 690 when the changes would take effect. Ms. Phan-Hoang responded they would take effect with the October 2016 service changes. Member Warshaw requested that staff make presentations in the cities that are affected. Vice Chair Calaycay stated that Metro has advertising available on the Gold Line and suggested Foothill Transit consider advertising bus lines that interface with the Gold Line Extension, so riders are aware of the opportunities.

Motion by Member Corey Warshaw, second by Member De La Torre, to receive and file and approve. Motion carried 5-0.



20. **REQUEST TO ISSUE RFP – TRANSIT SERVICES – POMONA FACILITY (RFP NO. 17-001)**

Recommendation: Authorize the Executive Director to issue a request for proposals (RFP No. 17-001) for transit operations and maintenance services at Foothill Transit’s Pomona facility.

LaShawn King Gillespie, Director of Customer Service and Operations, presented this item.

Ms. Gillespie reported that in January 2012 First Transit assumed operation of transit services under contract 12-001 at Foothill Transit’s Pomona facility. The first of 3 available 2-year options had been exercised and is set to expire on June 30, 2017. In order to better align the terms of the Pomona transit services agreement with the recently procured transit services agreement at the Arcadia location, it is recommended that a new operating agreement be procured.

If authorized by the Executive Board, a new procurement for operation and maintenance at the Pomona facility would be undertaken. The proposed time line would allow for a thorough procurement to be completed, and operation and maintenance to be provided under a new contract beginning July 2017.

Motion by Vice Chair Corey Calaycay, second by Member Cynthia Sternquist, to approve. Motion carried 5-0.

21. **CITY OF WEST COVINA FUND EXCHANGE**

Recommendation: Authorize the Executive Director to execute an assignment agreement with the City of West Covina to exchange general use funds for Proposition A Local Return funds.

Michelle Lopes Caldwell, Director of Finance and Treasurer, presented this item.

Member Caldwell requested approval for Foothill Transit to enter into an agreement with the City of West Covina to exchange \$1.7 million of Proposition A Local Return funds for \$1.3 million of Foothill Transit’s general use funds. Foothill Transit can use the Proposition A funds for eligible transportation operating and capital expenditures. Foothill Transit will benefit by this exchange by receiving \$445,000 more than Foothill Transit’s contribution. The City of West Covina would benefit by receiving funds that



provide more flexibility to meet the city's expenditures needs.

Motion by Vice Chair Calaycay, second by Member Michael De La Torre, to approve. Motion carried 4-0. Member Warshaw abstention.

**22. TRANSIT STORE QUARTERLY REPORT**

Recommendation: Receive and file the Transit Store Quarterly Report.

Michael Tobin, Quality Assurance Analyst, presented this item.

Mr. Tobin reported that sales for the months of January through March totaled \$1.25 million, which is approximately 8 percent lower than the same time period in the previous fiscal year. Average hold time for the quarter was 25 seconds and the average handling time was 1 minute and 50 seconds. Ninety-three percent of the 69,012 calls received in the quarter were handled by a customer service representative. Walk-in traffic recorded at the stores for the quarter totaled 52,002.

Motion by Vice Chair Calaycay, second by Member Warshaw, to receive and file. Motion carried 5-0.

**23. RACE TO ZERO EMISSIONS**

Recommendation: Authorize joining the United States Department of Transportation's Race to Zero Emissions.

Andrew Papson, Electric Bus Program Manager, presented this item.

Mr. Papson introduced the launch of the new US Department of Transportation program, The Race to Zero Emissions Challenge (R2ZE). The program is a friendly competition between cities or transit agencies in China and the United States to deploy zero emission buses. The goal of the challenge is to reduce greenhouse gases and tailpipe emissions.

Motion by Vice Chair Calaycay, second by Member Warshaw, to approve. Motion carried 5-0.

**24. EXECUTIVE DIRECTOR COMMENT**

Comments by Mr. Doran J. Barnes, Executive Director, Foothill Transit.



Mr. Barnes reported the following:

- On Sunday, June 26, Foothill Transit will begin operation of Lines 190 and 194. On Monday, operation of Line 270 will begin. Foothill Transit contractor Transdev is working hard to prepare for the launch.
- Mr. Barnes attended the first meeting of the Transit Cooperative Research Programs Oversight and Program Selection Committee (TOPS). Mr. Barnes was appointed Vice Chair of the committee.
- Mr. Barnes joined Chair Herrera at the APTA Board Meeting held in conjunction with the APTA Rail Conference. APTA will be making changes to its governance process and be undergoing a search for a permanent CEO.
- LA Metro is putting forward a proposal to work with Foothill Transit and Access Services on some mobility on demand projects as part of the Federal Transit Administration's experimentation process.
- A Special Governing Board Meeting is scheduled for July 6. The Executive Board's recommendation regarding Line 690 will go forward.
- Wished everyone happy Independence Day.

25. **BOARD MEMBER COMMENT**

Comments by Members of the Foothill Transit Executive Board.

- Member Sternquist stated she is excited at the possible partnership with Metro on mobility on demand projects.
- Chair Herrera reported that she's received comments regarding complications on Lines 493 and 495. Customers are concerned that the older buses are being placed on these lines. Executive Director Doran Barnes stated that a report will be provided at the next meeting addressing the customers concerns.

Chair Herrera asked Assistant General Manager Diane Williams, First Transit, to step up to the podium and report on a recent occurrence.

Ms. Williams reported that last Friday Coach Operator Salvador Landaverde passed away. Mr. Landaverde had worked for the Foothill



Transit family for about 17-18 years.

26. **ADJOURNMENT**

Adjournment for the June 24, 2016 Foothill Transit Executive Board Meeting.

There being no further business, the Foothill Transit Executive Board meeting adjourned at 9:00 a.m. in the memory of Salvador Landaverde.



July 29, 2016

To: Executive Board

Subject: **July 2016 Legislative Summary**

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**Recommendation**

Receive and file the July 2016 Legislative Summary. Adopt support positions on SB 998 and the Los Angeles County Traffic Improvement Plan local sales tax ballot measure and an oppose position on SB 882.

**Analysis**

A summary of state and federal legislation and its status is attached. Board members should note that staff recommends support positions on SB 998 (Wieckowski) and the Los Angeles County Traffic Improvement Plan local sales tax ballot measure and an oppose position on SB 882 (Hertzberg).

***State Legislative Issues:***

SB 998 would prohibit a person from operating a motor vehicle, or stopping, parking, or leaving standing, on a portion of the highway designated for the exclusive use of public transit buses, subject to specified exceptions. This bill will assist Foothill Transit and other state transit operators, including those who utilize Bus Rapid Transit (BRT) and express service by keeping bus-only lanes free of other vehicles.

The Los Angeles County Traffic Improvement Plan local sales tax measure was approved by the Metro Board of Directors in June for placement on the November ballot. The sales tax measure calls for a sustained funding approach that, if approved by the voters, would accelerate and fund a wide variety of transit and highway projects, roadway improvements and pedestrian and bike paths. The Plan would also devote billions of dollars to commuter rail, transit operations and projects to keep buses, trains and facilities in good repair. The ballot measure will ask the voters to approve a new transportation ½ cent sales tax and extend the current Measure R ½ cent sales tax until the voters decide to end it. Foothill Transit will receive additional operating funding from the measure.

SB 882 would prohibit public transit agencies from charging minors with an infraction or misdemeanor for various acts related to fare evasion. Public transit is already highly subsidized by taxpayer dollars and this bill will add to that financial burden. Simply saying that a minor cannot be held accountable





for an act that is illegal for adults sets a bad precedent and mindset in young people regarding responsible transit ridership.

State legislators began their annual summer recess on July 1. The Legislature will reconvene on August 1 to begin the final push toward the end of this year's session. August 12 will be the final day for action by the Appropriations Committees in each house, with August 31 set as the final day of the 2015-16 session.

***Federal Legislative Issues:***

As the end of FY 2016 approaches and the November general election nears, Congress has not yet passed appropriations for Transportation, Housing and Urban Development (THUD) into law despite having made progress on both the subcommittee and full committee levels. Congress only had two weeks to work in July before the Republican and Democratic National Conventions, which will then be followed by the August recess. While House Speaker Paul Ryan and Senate Majority Leader Mitch McConnell have not announced their intention to sign a Continuing Resolution (CR), that becomes increasingly more likely as appropriations will expire at the end of this fiscal year on September 30.

**Budget Impact**

The impact of SB 882, SB 998 and the Los Angeles County Traffic Improvement Plan sales tax measure have not been determined at this time.

Sincerely,

Handwritten signature of David Reyno in blue ink.

David Reyno  
Director of Government Relations

Handwritten signature of Doran J. Barnes in blue ink.

Doran J. Barnes  
Executive Director

Attachment

## 2016 Legislation Summary

Current as of 7/15/2016

(Amendments and Bills with updated status or requesting action are indicated in **bold**)

Bill No.	Author	Analysis	Potential Impacts	Location	Outside Agency Positions	Recommended Position
AB 338	Hernandez	Would authorize the Los Angeles County Metropolitan Transportation Authority to impose, by ordinance, an additional local, countywide, one-half-cent sales tax for up to 30 years. Requires Metro to adopt the ordinance and submit the proposal to the voters; and specifies that the ordinance only becomes operative if approved by two-thirds of the voters voting on the measure. Requires Metro to allocate 20% of the revenues for bus operations and that these revenues must be allocated based on formulas in existing law.	This bill would provide a new operating funding source for Foothill Transit.	Senate Committee on Transportation & Housing		Support Position Adopted 6/26/2015
AB 2415	Garcia	Creates the Technology Program pursuant to SB 1204 (Lara), Chapter 524, Statutes of 2013, supported by Foothill Transit to fund the development of zero and near zero emission truck, bus, and off-road vehicle and equipment technologies to be administered by the Air Resources Board in conjunction with the California Energy Commission. The bill would provide that the funding for the program would come out of the Greenhouse Gas Reduction Fund (Cap & Trade Auction Funds), and would prioritize projects located in disadvantaged communities.	This bill may provide a new funding source for Foothill Transit electric and CNG buses.	Assembly Committee on Appropriations		Support Position Adopted 4/24/2015
AB 1217	Daly	This bill restructures the composition of the Orange County Fire Authority (OCFA) Board by reducing the current, 25-member Board to 13 members, most of whom would be selected by an as-yet-to-be-created OCFA City Selection Committee. The existing OCFA Board comprised of two members from the County Board of Supervisors and one member from each of the cities that are a party to the Joint Powers Authority (JPA) that created the OCFA would be eliminated. Legislation currently moving through the Senate could endanger the ability of local governments to determine for themselves the governance structure of joint powers	This bill attempts to undermine existing law and unilaterally overrule a locally agreed upon governance structure that is part of the valid and voluntary formation agreement of a JPA, an entity that by definition has no relation to matters of statewide concern. The bill is an attempt to intervene in a local matter that is best resolved at the local government level. If this bill becomes law, the Foothill Transit JPA could be at risk of	Senate Committee on Governance & Finance	ACC-OC - Opposes	Oppose Position Adopted 4/22/2016

## 2016 Legislation Summary

Current as of 7/15/2016

(Amendments and Bills with updated status or requesting action are indicated in **bold**)

Bill No.	Author	Analysis	Potential Impacts	Location	Outside Agency Positions	Recommended Position
		<p>authorities.</p> <p><b>The bill was amended to only prohibit the OCFA Board from including alternate members.</b></p>	being altered by state legislation at any time with the local governing agencies having no control in the matter.			
AB 1250	Bloom	In 2012 and 2014, the California Transit Association (CTA) sponsored legislation which provided transit agencies with temporary relief from California's decades-old bus axle weight limits. The temporary provisions of the most recent measure, AB 1720 (Bloom, Chapter 263, Statutes of 2014), are now set to expire at the end of 2015, reinstating an unworkable 20,500 lb./axle limit and impacting various stakeholders, including cities, counties, public transit agencies, and private sector bus suppliers. The CTA continues to work with impacted stakeholders to craft a long-term solution, acceptable to all parties, that recognizes the challenges of the current axle weight limit. AB 1205 will serve as the vehicle for such a solution, if and when one emerges. The majority of Foothill Transit's fleet, along with those of most, if not all, transit agencies throughout the state exceeds this over quarter century old statute due to mandated clean air, safety, disability laws and advances in bus technology.	This bill will continue to protect Foothill Transit from being subject to citations and costly permits until a reasonable solution can be determined.	Signed by the Governor & Chaptered by the Secretary of State - 10/4/2015	CTA - Support	Support Position Adopted 4/24/2015
AB 1591	Frazier	The bill would require the California Transportation Commission to adopt performance criteria to ensure efficient use of the funds available for the program. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund, including revenues attributable to a \$0.225 per gallon increase in the motor vehicle fuel (gasoline) tax imposed by the bill, including an inflation	This bill will assist Foothill Transit's commitment to safety by repairing long overdue maintenance needs of our local streets and roads and state highway system.	Assembly Committees on Transportation/ Revenue and Taxation	CTA - Support	Support Position Adopted 2/26/2016

## 2016 Legislation Summary

Current as of 7/15/2016

(Amendments and Bills with updated status or requesting action are indicated in **bold**)

Bill No.	Author	Analysis	Potential Impacts	Location	Outside Agency Positions	Recommended Position
		adjustment as provided, an increase of \$38 in the annual vehicle registration fee, and a new \$165 annual vehicle registration fee applicable to zero-emission motor vehicles, as defined.				
AB 2090	Alejo	This bill would authorize a recipient transit agency to apply for, and receive, Low Carbon Transit Operations (LCTOP) funds for the purpose of maintaining transit service levels, if the recipient transit agency is experiencing a fiscal emergency.	This bill would provide Foothill Transit with financial support in case of a severe funding challenge.	<b>Senate Committee on Appropriations</b>	CTA - Support	Support Position Adopted 4/1/2016
AB 2222	Holden	This bill would create a Transit Pass Program to provide free or reduced-fare transit passes to public school, community college, California State University and University of California students. This program would join the Transit and Intercity Rail Capitol Program and Low Carbon Transit Operations Program as a transit related Cap and Trade expenditure once appropriated from the Greenhouse Gas Reduction Fund. Recent amendments (May 31, 2016) have removed a dedicated funding amount for this program.	This bill could help support Foothill Transit's Class Pass Program.	<b>Senate Committee on Environmental</b>		Support Position Adopted 4/22/2016
ABX1 7	Nazarian	This bill would double the Cap and Trade revenues continuously appropriated to public transit from 15 percent to 30 percent. More specifically, these bills would increase the percentage of Cap and Trade revenues continuously appropriated to the Transit and Intercity Rail Capital Program, a competitive grant program administered by the California State Transportation Agency, from 10 percent to 20 percent; and would increase the percentage of Cap and Trade revenues continuously appropriated to the Low Carbon Transit Operations Program, which directs funding to transit operators via the existing State Transit Assistance (STA) program formula, from 5 percent to 10 percent.	This bill could provide additional state funding for Foothill Transit.	Assembly	CTA - Supports	Support Position Adopted 8/28/2015

## 2016 Legislation Summary

Current as of 7/15/2016

(Amendments and Bills with updated status or requesting action are indicated in **bold**)

Bill No.	Author	Analysis	Potential Impacts	Location	Outside Agency Positions	Recommended Position
ABX1 8	Chiu/Bloom	This bill would increase the sales and use tax on diesel fuel from 1.75 percent to 5.25 percent, beginning July 1, 2016. This tax increase is expected to generate approximately \$300 million, which would be directed to support public transit's capital maintenance and expansion needs as well as operations needs. The revenue generated by this tax increase would be allocated to local public transit agencies annually, via the existing STA program formula, subject to the same STA mechanisms and allocation procedures.	This bill could provide additional state funding for Foothill Transit.	Assembly	CTA - Supports	Support Position Adopted 8/28/2015
ACA 4	Frazier	Existing law under the California Constitution requires the approval of 2/3 of the voters of the city, county, or special district voting on any new or increase of an existing tax. ACA 4 would provide that the imposition, extension or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition.	The new voter approval threshold could lead to more transportation and transit money and mean additional funding for Foothill Transit.	Assembly Committee on Appropriations	CTA - Support	Support Position Adopted 6/26/2015
SB 16	Beall	This bill is a comprehensive funding package that would dedicate \$3 billion-\$3.5 billion to transportation annually for the next five years and generate this new revenue by increasing several taxes and fees including the excise tax on gasoline by 10 cents in year one; the excise tax on diesel fuel by 12 cents in year one; the vehicle license fee by 35 percent over five years; the vehicle registration fee by \$35; create a new vehicle registration fee of \$100 for zero-emission vehicles; and repay transportation loans. SB 16 is the first of what is likely to be multiple transportation funding proposals put forward by the Legislature, designed to address California's projected \$59 billion backlog of deferred maintenance on the state highway system, and roughly \$78 billion funding shortfall for maintenance of local streets & roads.	This bill will assist Foothill Transit's commitment to safety by repairing long overdue maintenance needs of our local streets and roads and state highway system. We urge Senator Beall to include dedicated transit funding in this important bill.	Inactive File	CTA - Support	Support Position Adopted 5/29/2015

## 2016 Legislation Summary

Current as of 7/15/2016

(Amendments and Bills with updated status or requesting action are indicated in **bold**)

Bill No.	Author	Analysis	Potential Impacts	Location	Outside Agency Positions	Recommended Position
SB 391	Huff	Specific sections of the penal code have long provided for the criminal prosecution of individuals who commit assault or battery against transit employees. Due to flexibility in current law, which provides for probation in place of jail time, most assailants avoid serious consequences. SB 391 would increase penalties for assaults committed against transit employees and to remove a provision in state law that allows assailants to escape jail time.	This bill will assist Foothill Transit in keeping our employees safe and require harsh penalties for those who may cause them harm.	Senate Committee on Public Safety	CTA, Metro - Support	Support Position Adopted 4/24/2015
SB 413	Wiechowski	Would amend the Public Utilities Code and the Penal Code to allow transit agencies to use an administrative process to cite and process minors in violation of specified prohibited acts (e.g. fare evasion, smoking where prohibited, unauthorized sale of goods) occurring on transit properties. Additionally, this proposal would make it a violation for failing to yield seating reserved for elderly and disabled individuals, and clarify what constitutes a noise violation on a transit property.	This bill would allow Foothill Transit to impose and enforce certain administrative penalties for passenger misconduct on or in a Foothill Transit facility or vehicle.	Signed by the Governor & Chaptered by the Secretary of State - 10/10/2015	CTA - Support	Support Position Adopted 4/24/2015
SB 508	Beall	Transit operators across the state are required to meet specified farebox recovery and operating cost criteria in order to be eligible to receive funds from the Transportation Development Act (called Local Transportation Fund dollars) and/or the State Transit Assistance (STA) program, if those funds are to be used for operating purposes. SB 508 would address the challenges posed by this rigid funding mechanism by creating more flexible farebox recovery and operating cost criteria, and by rationalizing the penalties for non-compliance.	This bill would allow Foothill Transit to continue to receive a certain amount of state transit funding in case of an agency economic or low ridership challenge.	Signed by the Governor & Chaptered by the Secretary of State - 10/9/2015	CTA - Support	Support Position Adopted 4/24/2015
SB 767	DeLeon	Allows the Los Angeles County Metropolitan Transportation Authority (Metro) to exceed the 2% statutory limitation on local transactions and use taxes by 1%. Authorizes Metro to impose, by ordinance,	This bill would provide a new operating funding source for Foothill Transit.	Signed by the Governor & Chaptered by the Secretary of State - 10/7/2015	Metro - Support	Support Position adopted 5/29/2015

## 2016 Legislation Summary

Current as of 7/15/2016

(Amendments and Bills with updated status or requesting action are indicated in **bold**)

Bill No.	Author	Analysis	Potential Impacts	Location	Outside Agency Positions	Recommended Position
		an additional local, countywide, one-half-cent sales tax for a period to be determined by Metro. Requires Metro to adopt the ordinance and submit the proposal to the voters. Specifies that the ordinance only becomes operative if approved by two-thirds of the voters voting on the measure. SB 767 will attempt to address the funding shortfall of Measure R. Instead of seeking to extend Measure R, the author of this bill is authorizing Metro to propose to voters another half-cent sales tax. This new authorization would not contain the required projects of past measures, or the restrictions of past legislation, but is somewhat a "clean slate" from which Metro can build a new expenditure plan and funding prioritization.				
SB 824	Beall	This bill would create flexibility in the Low Carbon Transit Operations Program (LCTOP) to allow a recipient transit agency to retain its funding share over multiple years for use in a subsequent fiscal year and loan, transfer and/or pool its funding share with other recipient transit agencies within its region if it cares to do so.	This bill would allow Foothill Transit to more strategically utilize our LCTOP funding shares	<b>Assembly Committee on Appropriations</b>	CTA - Support	Support Position Adopted 4/1/2016
SB 882	Hertzberg	<b>Would prohibit public transit agencies from charging minors with an infraction or misdemeanor for various acts related to fare evasion.</b>	Public transit is already highly subsidized by taxpayer dollars and this bill will add to that financial burden. Simply saying that a minor cannot be held accountable for an act still illegal for adults sets a bad precedent and mindset in young people regarding responsible transit ridership.	Assembly Floor	CTA - Oppose	Oppose
SB 998	Wieckowski	<b>Would prohibit a person from operating a motor vehicle, or stopping, parking, or leaving standing, on a portion of the highway designated for the exclusive use of public transit buses, subject to specified</b>	This bill will assist Foothill Transit and other state transit operators who utilize Bus Rapid Transit (BRT) and express service by keeping	Assembly Committee on Appropriations.	CTA - Support	Support

## 2016 Legislation Summary

Current as of 7/15/2016

(Amendments and Bills with updated status or requesting action are indicated in **bold**)

Bill No.	Author	Analysis	Potential Impacts	Location	Outside Agency Positions	Recommended Position
		<b>exceptions.</b>	<b>bus only lanes free of other vehicles.</b>			
SBX17	Allen	This bill would increase the sales and use tax on diesel fuel from 1.75 percent to 5.25 percent, beginning July 1, 2016. This tax increase is expected to generate approximately \$300 million, which would be directed to support public transit's capital maintenance and expansion needs as well as operations needs. The revenue generated by this tax increase would be allocated to local public transit agencies annually, via the existing STA program formula, subject to the same STA mechanisms and allocation procedures.	This bill could provide additional state funding for Foothill Transit.	State Senate	CTA - Support	Support Position Adopted 8/28/2015
SBX18	Hill	This bill would double the Cap and Trade revenues continuously appropriated to public transit from 15 percent to 30 percent. More specifically, these bills would increase the percentage of Cap and Trade revenues continuously appropriated to the Transit and Intercity Rail Capital Program, a competitive grant program administered by the California State Transportation Agency, from 10 percent to 20 percent; and would increase the percentage of Cap and Trade revenues continuously appropriated to the Low Carbon Transit Operations Program, which directs funding to transit operators via the existing State Transit Assistance (STA) program formula, from 5 percent to 10 percent.	This bill could provide additional state funding for Foothill Transit.	State Senate	CTA - Support	Support Position Adopted 8/28/2015
SCA 7	Huff	Would increase funding for transportation infrastructure by \$2.9 billion per year with an additional \$2.4 billion in one-time funds. The funding would come from: 1) End the diversion of more \$1 billion in transportation taxes every year. Spend this money on roads, highways and bridges; 2) Repay all outstanding transportation loans to the	This bill will assist Foothill Transit's commitment to safety by repairing long overdue maintenance needs of our local streets and roads and state highway system.	Senate Committee on Transportation & Housing		Support Position Adopted 6/26/2015



## 2016 Legislation Summary

Current as of 7/15/2016

(Amendments and Bills with updated status or requesting action are indicated in **bold**)

Bill No.	Author	Analysis	Potential Impacts	Location	Outside Agency Positions	Recommended Position
		<p>General Fund and direct that money to transportation improvements; 3) Make significant efficiency improvements at the State Department of Transportation; 4) Direct money from Cap and Trade funds that are related to fuel to fixing roads.</p>				
SCAX11	Huff	<p>SCA-7 was introduced during the 2015 regular legislative session. As a constitutional amendment, it is not subject to house of origin constraints or other hearing deadlines. SCAX1-1, an updated version of SCA 7, was introduced when the Governor called the first extraordinary session.</p> <p>Both measures ask the voters to approve a constitutional amendment to protect transportation taxes by requiring them to be used for transportation purposes. Specifically, SCA 7 and SCAX1-1:</p> <p>Prohibit diverting any transportation taxes to the general fund. This will stop the diversion of \$1 billion in weight fees annually. Additionally, this provision would protect any future increase in Vehicle Registration Fees or any new fee on the use of a car in California, including fees on Zero Emissions Vehicles or a new Road User Charge, from being diverted to the state General Fund.</p> <p>Clarify that all Highway Users Tax Account HUTA funds must be used for transportation purposes. Currently, the state is getting \$100 million annually from HUTA funds that should be sent to the counties.</p> <p>Clarify that any proposed increase in Vehicle Licensing Fees above the current rate, must be used for the transportation purposes. The California Vehicle Licensing Fee is an ad valorem tax (property tax on cars) and is not</p>	<p>This bill will assist Foothill Transit's commitment to safety by repairing long overdue maintenance needs of our local streets and roads and state highway system.</p>	State Senate		<p>Support Position Adopted 8/28/2015</p>

## 2016 Legislation Summary

Current as of 7/15/2016

(Amendments and Bills with updated status or requesting action are indicated in **bold**)

Bill No.	Author	Analysis	Potential Impacts	Location	Outside Agency Positions	Recommended Position
		<p>protected under Article XIX. SCA 7 and SCAX1-1 would also protect any increase above the current Vehicle Licensing Fee from being diverted to the General Fund.</p> <p>SCA-7 was amended to include protections on boating and waterway fees and taxes from fuels. SCAX1-1 does not include this provision and is coauthored by 35 members of the Senate and Assembly.</p>				
H.R. 680	Blumenauer	<p>Our transportation infrastructure is increasingly outdated and inadequate. In 2011, the Federal Highway Administration (FHA) estimated that over \$70.9 billion worth of repairs are needed merely to maintain safe bridges. Inflation and increased fuel efficiency has led to declining gas tax receipts and the gas tax has lost nearly 40% of its purchasing power since it was last raised in 1993. The decline will continue as cars become more efficient and people drive less. Vehicle miles traveled per capita declined last year for the ninth year in a row. Because Congress has not addressed the Highway Trust Fund's (HTF) insolvency, the fund will be exhausted this summer and states will begin cutting back on projects. To maintain current funding levels, the HTF will need \$100 billion in addition to current tax receipts in the next five years. Failure to act will result in a 30% reduction in federal transportation spending over the next decade. The Update, Promote, and Develop America's Transportation Essentials (UPDATE) Act (Blumenauer (D-OR), would phase in a nickel a gallon tax increase over each of the next three years on gasoline and diesel that would be dedicated to public transportation and highway programs, index those taxes to inflation and examine ways to replace the taxes with a longer-term stable source of funding.</p>	<p>A consistent, reliable and stable federal funding program would allow Foothill Transit and all U.S. transportation agencies and companies to budget for the long term.</p>	House Committee on Ways and Means	APTA - Supports	Support Position Adopted 2/27/2015

## 2016 Legislation Summary

Current as of 7/15/2016

(Amendments and Bills with updated status or requesting action are indicated in **bold**)

Bill No.	Author	Analysis	Potential Impacts	Location	Outside Agency Positions	Recommended Position
Los Angeles County Traffic Improvement Plan Local Sales Tax Ballot Measure	L.A. Metro	The measure approved by the Metro Board of Directors in June for placement on the November ballot. The sales tax measure calls for a sustained funding approach that, if approved by the voters, would accelerate and fund a wide variety of transit and highway projects, roadway improvements and pedestrian and bike paths. The Plan would also devote billions of dollars to commuter rail, transit operations and projects to keep buses, trains and facilities in good repair. The ballot measure will ask the voters to approve a new transportation ½ cent sales tax and extend the current Measure R ½ cent sales tax until the voters decide to end it.	Foothill Transit will receive additional operating funding from the measure.		Metro - Support	Support



July 29, 2016

To: Executive Board

Subject: **Fueling Station Upgrade - Ratification of Emergency Procurement Action**

---

### **Recommendation**

Ratify the action of the Director of Procurement to undertake the procurement of two additional natural gas compressors at Foothill Transit's Arcadia operations and maintenance facility under the Emergency Procurement provision of Foothill Transit's Procurement Procedures.

### **Analysis**

The existing CNG fueling station at Foothill Transit's Arcadia operations and maintenance facility was constructed in July 2005. Since that time, the number of CNG fueled coaches at that location has increased to 170 and the station is now operating at peak capacity. When the station was constructed, the capacity was sufficient to provide fueling for up to 150 CNG coaches with some level of redundancy in the event of an equipment breakdown. With the increased number of CNG coaches in operation at the Arcadia facility, the station has been operating near full capacity on a daily basis with a nominal level of redundancy.

Staff has been in discussions with Clean Energy, the contractor responsible for maintenance of the facility, to undertake an upgrade of the station to increase the capacity of the station and provide for an increased level of redundancy.

On June 22, 2016 the CNG station began to experience critical breakdowns/slowdowns that have impacted service and on June 23, the station's performance was severely impacted by an engine that drives the large dual compressor misfiring and one of the five compressors failing. A bad ignition module was then discovered, in addition to a fuel pressure regulator and a defective wire harness that failed. Certain parts for the compressor and engine were not available locally hence a temporary fix was provided until the permanent part was shipped the following day.

Clean Energy has been able to effect a temporary solution to keep the station operational while a permanent upgrade of the station could be implemented. In order to expedite the procurement of the necessary upgrades to the CNG



fueling station, staff began procurement activities under the Emergency Procurement provisions included in Foothill Transit's Procurement Policies and Procedures Manual.

The permanent solution that has been initiated includes the procurement of two single 250 HP IMW compressors, one priority panel, and other miscellaneous equipment and filters necessary to accommodate the increased load on the system and ensure uninterrupted fueling operations. Staff recommends that the Board ratify staff's action to initiate the procurement activities to execute an amendment to Contract No. 05-006 with Clean Energy.

**Budget Impact**

The recommended upgrades to Foothill Transit's Arcadia CNG fueling station will cost \$1,478,978. This includes design, permitting, construction, furnishing and installation of two new single 250HP compressors, priority panel, and other electrical components. Funding for the procurement of CNG fueling equipment to upgrade the existing CNG Fueling Station at Foothill Transit's Arcadia facility is available in the FY 2016/2017 Business Plan.

Sincerely,

Handwritten signature of Sharlane Bailey in blue ink.

Sharlane Bailey  
Director of Facilities

Handwritten signature of Doran J. Barnes in blue ink.

Doran J. Barnes  
Executive Director



July 29, 2016

To: Executive Board

Subject: **Coach Operator Audit Results**

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**Recommendation**

Receive and file the results of the Coach Operator Audits conducted in March and May of 2016.

**Analysis**

Coach operator performance audits were conducted during the period of March 21, 2016 through April 1, 2016 and May 11, 2016 through May 25, 2016 to monitor the performance of the on-street service delivery provided by Foothill Transit's operations contractors. These performance checks evaluate fare collection, customer relations, and safety. The performance checks are conducted by Moore & Associates, Inc., a new firm under contract to provide these services. Moore & Associates is a full-service professional public transit consulting firm.

In order to ensure maximum coverage of Foothill Transit's operational area the audits are conducted at random. Auditors from Moore & Associates utilize Foothill Transit service as anonymous riders. When the auditor first boards, they will challenge the driver by depositing the incorrect fare or by attempting to use an invalid transfer or pass. If the driver challenges the fare the auditor will then deposit the correct fare, if not, the occurrence is reported as a fare violation. Once onboard the bus, the auditor will then monitor the coach operator's performance in terms of customer relations and safety.

The chart below summarizes the results of the past three audits for each operating facility.

Table 1 shows the trend of the Coach Operator Audits for Foothill Transit's Arcadia facility.

Table 2 shows the trend of the Coach Operator Audits for Foothill Transit's Pomona facility.



Table 1 - Transdev - Arcadia

	DECEMBER 2015	AVERAGE VIOLATIONS PER TRIP	MARCH 2016	AVERAGE VIOLATIONS PER TRIP	MAY 2016	AVERAGE VIOLATIONS PER TRIP
TOTAL AUDITS CONDUCTED	108	N/A	117	N/A	114	N/A
FARE VIOLATIONS	28	0.26	32	0.3	40	0.4
CUSTOMER RELATIONS VIOLATIONS	96	0.89	77	0.7	57	0.5
SAFETY VIOLATIONS	58	0.54	49	0.4	31	0.3
TOTAL VIOLATIONS	173	1.60	158	1.4	128	1.1
TOTAL PERFECT CHECKS		N/A	50	N/A		N/A

Table 2 - First Transit - Pomona

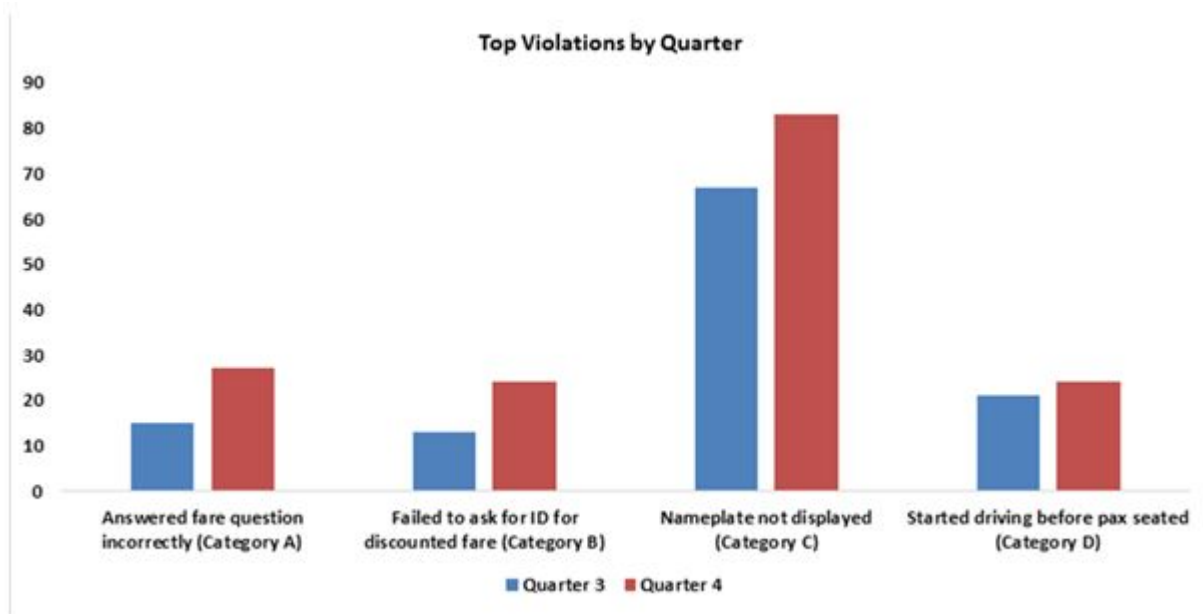
	DECEMBER 2015	AVERAGE VIOLATIONS PER TRIP	MARCH 2016	AVERAGE VIOLATIONS PER TRIP	MAY 2016	AVERAGE VIOLATIONS PER TRIP
TOTAL AUDITS CONDUCTED	84	N/A	79	N/A	86	N/A
FARE VIOLATIONS	25	0.30	11	0.1	22	0.3
CUSTOMER RELATIONS VIOLATIONS	95	1.13	87	1.1	113	1.3
SAFETY VIOLATIONS	25	0.30	23	0.3	26	0.3
TOTAL VIOLATIONS	145	1.73	121	1.5	161	1.9
TOTAL PERFECT CHECKS		N/A	28	N/A		N/A

Operators with no noted violations are awarded a certificate and "Perfect Check" pin, which can be worn as part of their uniform. In the March 2016 audit, a total of 78 coach operators had perfect checks. We were unable to capture the data for the May 2016 audits due to a reporting discrepancy and the December 2015 report did not include this statistic. This has since been corrected by Moore & Associates and will be reported on future reports.

The March/May 2016 audit numbers show a 19 percent decrease in total violations for the Arcadia facility while the Pomona facility had an increase of 33 percent in total violations. The increase in total violations for Pomona can be primarily attributed to an increase in Fare and Customer Relations violations while the Safety violations remained roughly the same between both quarters.



The majority of the March/May 2016 violations for the service characteristics observed fell within the following areas:



In addition, auditors collected on-time performance for time-points during each observed trip. For the trips observed for both audit periods, 74 percent were reported as being on-time and no trips were missed. Overall there was a 9.6 percent decrease in on-time departures since the last quarter. All of these items are being addressed directly with both contractors' staff.

While we focus on Fare, Safety and Customer Service Relations we have modified the audit process to include an ADA challenge. The challenge for this audit period required the mystery riders to make a request for the ramp to be lowered. Out of the 11 requests made, 100 percent of our operators complied.

Results of the Coach Operator Audit provide Foothill Transit with a tool to monitor and evaluate the performance of operators delivering service. In an effort to maintain quality, Foothill Transit's management team reviews the results regularly with the Assistant General Managers and Operations Managers of both operating facilities to receive insight as well as action plans for the areas that need attention.

Staff continues to work with both operations contractors to maintain and ensure Foothill Transit's high service standards for safety, courtesy, and on-time performance. The coach operator performance audits will continue to be





conducted on a quarterly basis in order to measure and document progress in maintaining and improving performance.

**Budget Impact**

Funding for the coach operator audits is included in Foothill Transit's FY 2016/2017 Business Plan.

Sincerely,

A handwritten signature in blue ink that reads "Tanya M. Pina".

Tanya M. Pina  
Operations Contract Manager

A handwritten signature in blue ink that reads "Doran J. Barnes".

Doran J. Barnes  
Executive Director



July 29, 2016

To: Executive Board

Subject: **Request to Issue Invitation for Bids (IFB) No. 17-012 - Replacement of Emergency Diesel Generator at Foothill Transit's Pomona Operations & Maintenance Facility**

---

**Recommendations**

Authorize the Executive Director to issue IFB No. 17-012 for replacement of the Emergency Diesel Generator equipment at Foothill Transit's Pomona Operations and Maintenance Facility.

**Analysis**

Construction of the Pomona Operations and Maintenance Facility was completed in January of 1997. The facility is equipped with an emergency diesel-fueled generator that provides electricity to maintain critical functions during a loss of electrical power to the facility. Since the facility opened in 1997, the Southern California Air Quality Management District (SCAQMD) has introduced new air quality mitigation measures that regulate gas generator emissions especially those in close proximity to schools. As such, Foothill Transit must comply with these new regulations.

RNL Interplan, Foothill Transit's on-call Architectural and Engineering consultant, has analyzed various possible options to meet SCAQMD's requirements taking into account the existing generator's useful life and potential equipment/construction costs. Given the 20-year age of the existing emergency diesel generator, the recommendation is that the existing emergency diesel generator be replaced with an SCAQMD compliant emergency generator.

**Budget Impact**

Funding for this project is included in Foothill Transit's approved Fiscal Year 2016-2017 budget.

Sincerely,

Vincent Saucedo  
Construction Project Manager

Doran J. Barnes  
Executive Director



July 29, 2016

To: Executive Board

Subject: **Request for Qualifications (RFQ) No. 07-017 - Architectural Engineering Consultant - West Covina Transit Center**

---

### **Recommendation**

Authorize the Executive Director to issue RFQ No. 17-017 seeking qualifications from proposers to provide architectural and engineering services in connection with the development of a proposed Transit Center and Transit Store to be located at Plaza West Covina.

### **Analysis**

In April 2016, a meeting was held between the City of West Covina, Foothill Transit, and the mall owner, Starwood Retail to discuss a proposed transit center and transit store at Plaza West Covina. Discussions have been underway since 2011 with the previous mall owner, Westfield Management, and have continued with the current mall owner, Starwood Retail. The proposal would be to build an off-street transit center and transit store on West Covina Parkway, adjacent to Plaza West Covina. The City of West Covina and Starwood Retail have expressed interest in further discussions related to the proposed project.

In order to advance work on this project, the services of an architectural and engineering consultant are needed. The architectural and engineering services procurement will be released in two phases. Phase 1 of the architectural and engineering services would be to provide preliminary engineering services to support conceptual design and to assist the environmental consultant in developing appropriate environmental clearance documents, where required.

After further developments and preliminary acceptance is made by all stakeholders, then Phase 2 of the architectural and engineering services will commence. Phase 2 services will include but are not limited to: preparation of architectural and engineering design documents, preparation of appropriate precise plan applications, assisting in obtaining appropriate city and county plan check review and approval, development of construction documents, bidding support, construction administration, and preparation of record drawings.



**Foothill Transit**

## Executive Board Meeting

Executive Board Meeting - 07/29/16  
Request for Qualifications (RFQ) No. 17-017 - Architectural  
Engineering Consultant - West Covina Transit Plaza

Page 2

### **Budget Impact**

Foothill Transit's Fiscal Year 2016/2017 Business Plan and Budget includes funding for the creation of a Transit Plaza in West Covina.

Sincerely,

A handwritten signature in blue ink, appearing to read "Sharlane R. Bailey".

Sharlane R. Bailey  
Director of Facilities

A handwritten signature in blue ink, appearing to read "Doran J. Barnes".

Doran J. Barnes  
Executive Director



July 29, 2016

To: Executive Board

Subject: **Transit Center and Park & Ride in the City of Covina**

---

**Recommendation**

Receive and file the update on the development of a Transit Center and Park & Ride facility in the City of Covina.

**Analysis**

In January 2016, the City of Covina, private developer MLC Holdings, and Foothill Transit entered into a Non-Binding Memorandum of Understanding to collaborate on the development of a mixed-use project in the City of Covina. Since then, the City has performed due diligence work in connection with the proposed project such as an economic study, parking assessment study, and public right-of-way improvement studies. A public outreach consultant was hired to interface with neighborhood residents and project stakeholders.

In April 2016, Foothill Transit hired an architectural and engineering firm to perform preliminary architectural and engineering services to develop a conceptual design for the transit component and provide any support as the appropriate environmental documents are being prepared.

On July 19, 2016 the project team presented the conceptual design of the parking structure and transit center at the City of Covina’s City Council Study Session meeting. This was the second Study Session meeting for the project.

As the project continues to move forward, the following sequence of events will be required in order to begin construction:

	<b>Task</b>	<b>Projected completion date</b>
1	CEQA/NEPA preparation. Traffic and other technical studies in progress.	8/25/2016
2	Issue RFQ for Design-Build	August 2016
3	Preliminary appraisal of subject property for the transit component.	September 2016
4	Schematic Design for transit component complete	October 2016
5	Issue RFP for Design-Build	10/19/2016



6	City Planning Commission Meeting	10/25/2016
7	City Council Approval of EIR	11/15/2016
8	Project Entitlement (all 3 components)	12/06/16
9	FTA approval of NEPA- CE	December 2016
10	FTA review of the appraisals and concurrence	January 2016
11	Request Authorization to Approve Land Purchase Agreement	February 2017 Executive Board Meeting
11	Contract Award for Design-Build firm	February 2017 Executive Board Meeting
12	Start construction	November 2017
13	Complete construction	December 2018

**Budget Impact**

The approved FY 2016/2017 Business Plan and Budget includes funding for the Covina Park & Ride and Transit Center Project.

Sincerely,

  
Sharlane Bailey  
Director of Facilities

  
Doran J. Barnes  
Executive Director



July 29, 2016

To: Executive Board

Subject: **Federal Asset Transfer – Azusa Parking Structure**

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### **Recommendation**

Authorize the Executive Director to enter into an Agreement with L.A. Metro under which ownership of and maintenance responsibility for the 202 parking spaces at the Azusa Intermodal Transit Center parking structure currently dedicated for Foothill Transit's use would be transferred to L.A. Metro.

### **Analysis**

The existing 547-space parking structure at the Azusa Intermodal Transit Center was constructed with funding from the City of Azusa and Foothill Transit. Foothill Transit funded 202 of the spaces and is currently responsible for a proportional share of the operations and maintenance cost of the structure. The primary source of funding was a Federal Transit Administration grant with local matching funds.

Following the completion of construction of the parking structure and adjacent transit center in December 2015, pilot service on Line 496 was implemented in January of this year. Line 496 currently offers one-stop commuter service into downtown Los Angeles via a stop adjacent to the West Covina City Hall. Ridership saw modest growth during the first two months of service and has since seen a significant decline following the opening of the Gold Line Foothill Extension on March 5. There is a separate item for the Executive Board's consideration at the July 29, 2016 meeting regarding the proposed cancellation of service on Pilot Line 496 with service between Azusa and downtown Los Angeles due to low ridership.

The 200 spaces dedicated to Metro to serve the Gold Line are far oversubscribed and it appears prudent to transfer the spaces currently dedicated for use by Foothill Transit customers to Metro. The financial investment made by Foothill Transit is comprised of 70 percent funding from the Federal Transit Administration (FTA) with 30 percent local matching funds as required for the use and investment of the federal grant funding.

It is recommended that the 202 spaces that are currently reserved for Foothill Transit's use during the peak commuting hours of 6:00 AM to 10:00 AM be transferred to Metro so that residents of the San Gabriel Valley who currently



are unable to park in the structure to access the Gold Line will be able to benefit from the added parking availability. By doing so, Foothill Transit will also eliminate its ongoing share of the operations and maintenance responsibility for the parking structure, enabling those resources to be invested in providing bus service where it is more needed.

Although Foothill Transit's ownership interest in the parking structure would be relinquished, Foothill Transit would retain full ownership and maintenance responsibility for the adjacent transit center which serves Line 280, a north-south line that travels along the Azusa Avenue transit corridor between the Puente Hills Mall and the City of Azusa and which provides a connection to the Gold Line in Azusa.

**Budget Impact**

The transfer of ownership of these 202 parking spaces will result in the elimination of approximately \$42,500 in annual operations and maintenance cost to Foothill Transit.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Kevin Parks McDonald'.

Kevin Parks McDonald  
Deputy Executive Director

A handwritten signature in blue ink, appearing to read 'Doran J. Barnes'.

Doran J. Barnes  
Executive Director





July 29, 2016

To: Executive Board

Subject: **Cancellation of Pilot Line 496**

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**Recommendation**

Recommend that the Governing Board authorize the cancellation of Line 496 due to low ridership.

**Analysis**

On January 4, 2016 Foothill Transit began providing service on pilot Line 496 to customers at the newly constructed Azusa Intermodal Transit Center. The line travels from the Azusa Intermodal Transit Center into downtown Los Angeles by way of West Covina City Hall. There are seven trips into downtown Los Angeles in the morning and seven trips from downtown Los Angeles returning to the San Gabriel Valley in the afternoon.

*Performance of Line 496*

Following the opening of the Gold Line Foothill Extension on March 5, 2016 boardings on Foothill Transit's pilot Line 496 at the Azusa Intermodal Transit Center immediately began to decrease. The low ridership was confirmed by performing manual passenger counts in Azusa. The line currently averages only 13 boardings in Azusa per weekday (going westbound for the morning commute). In response to the diminishing ridership, it is proposed to cancel the Pilot Line 496 during the October 2016 service change.

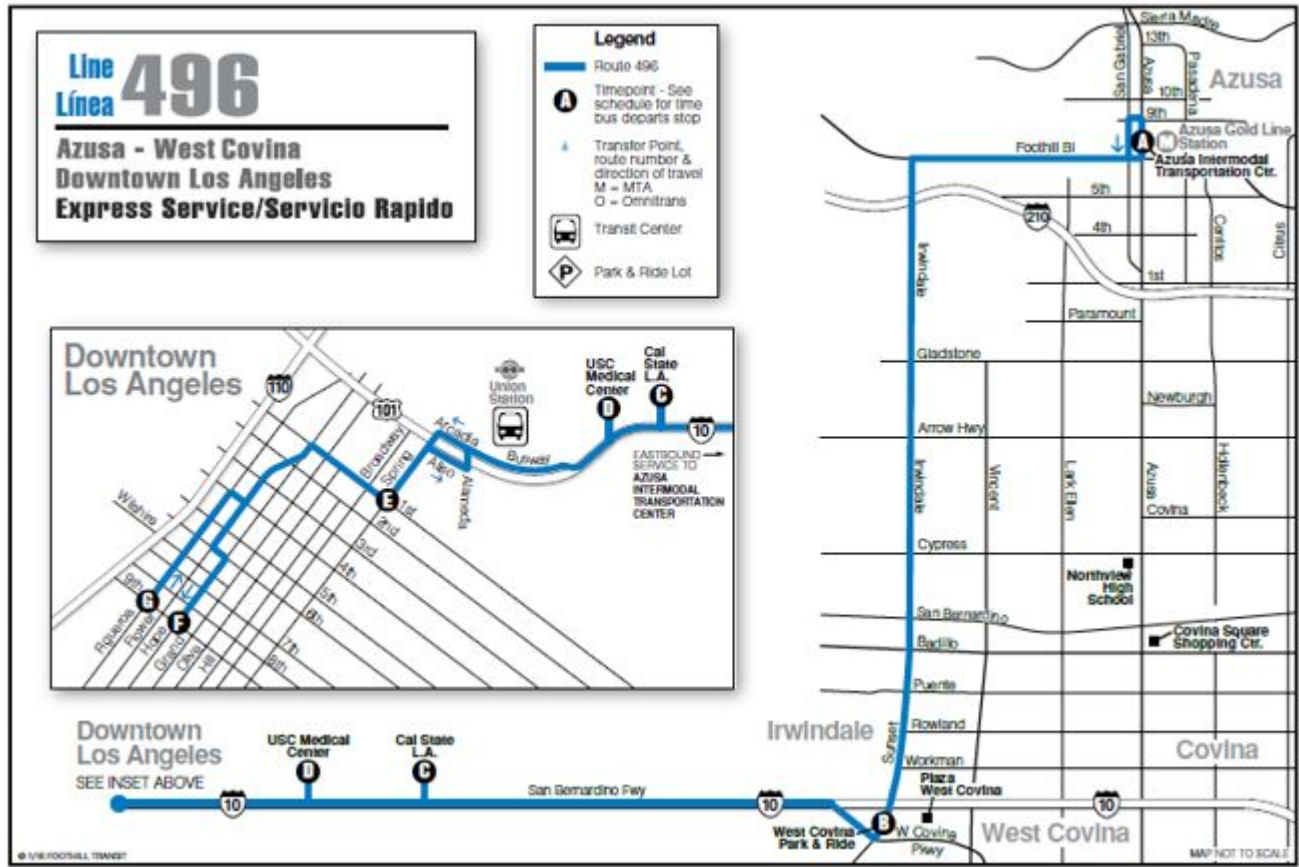
The chart below shows overall ridership on Line 496. It is important to note, however, that most of Line 496's current customers board the bus at the West Covina City Hall Park & Ride. For the upcoming service change in October, staff plans to add one westbound trip to Line 498, which also services the West Covina City Hall Park and Ride, to accommodate the current Line 496 customers who board that line in West Covina.



Ridership Line 496

Month	Ridership
January	2,188
February	4,462
March	4,341
April	3,291
May	3,267
June	3,406

Route Map - Line 496



Should the Board approve the cancellation, signage will be posted at the stops prior to cancellation of the line, and e-notices will be delivered in order to notify customers.



**Budget Impact**

The cancelation of the pilot Line 496 will result in an annual operating cost savings of \$1,070,484.

Sincerely,

A blue ink signature of Josh Landis, appearing as a stylized, cursive script.

Josh Landis  
Planning Manager

A blue ink signature of Doran J. Barnes, appearing as a stylized, cursive script.

Doran J. Barnes  
Executive Director



July 29, 2016

To: Executive Board

Subject: **Los Angeles County Fair Service**

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### **Recommendation**

Receive and file the report on 2016 Los Angeles County Fair service.

### **Analysis**

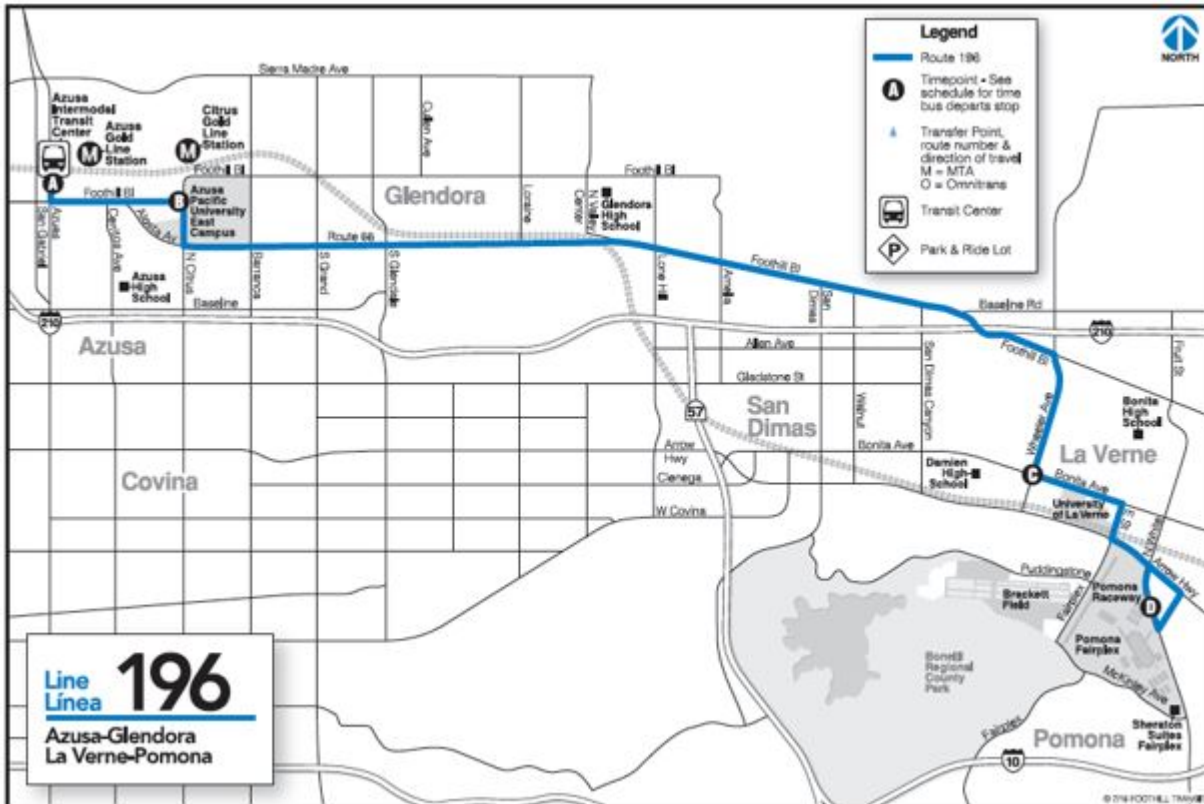
In our continuing effort to identify new ways of providing transportation options to customers throughout the San Gabriel Valley, Foothill Transit proposes the implementation of a special service designed for visitors to the L.A. County Fair during the month of September. This service will originate at the Azusa Intermodal Transit Center as a way for customers to safely travel from Los Angeles to the Fairplex using public transportation. Tapping into the popularity of the newly completed Los Angeles Metro Gold Line Foothill Extension, the new service will allow patrons wishing to attend the L.A. County Fair on weekends a transportation option to travel between the light-rail station and the L.A. County Fair.

The new Line 196 will operate all day on Saturday and all day on Sunday during the month of September, as well as on Labor Day on Monday September 5<sup>th</sup>. Service is proposed to start one hour before the fair opens, providing a viable transit option for customers as well as employees who may prefer not to use their personal cars. Customers will pay the current local fare of \$1.25 to ride the service. Adults and children will receive an \$8 discount on admission into the fair with the online advanced purchase of tickets. In addition, customers who utilize Foothill Transit will not have to pay the \$15 parking fee.

Given the potential demand for the L.A. County Fair service going to and from the Azusa Intermodal Transit Center, two additional stops are planned along the route that will serve some of the college campuses in the area. One stop will be located near Azusa Pacific University and Citrus College and a second stop will be located near the University of La Verne, which will allow students to utilize Foothill Transit's popular Class Pass program. Once the bus arrives at the designated drop-off point, a tram will take customers to admissions. The drop-off location will provide the bus safe entry and exit, while avoiding the automobile traffic from other entrances.



Below is a map of the new Line 196:

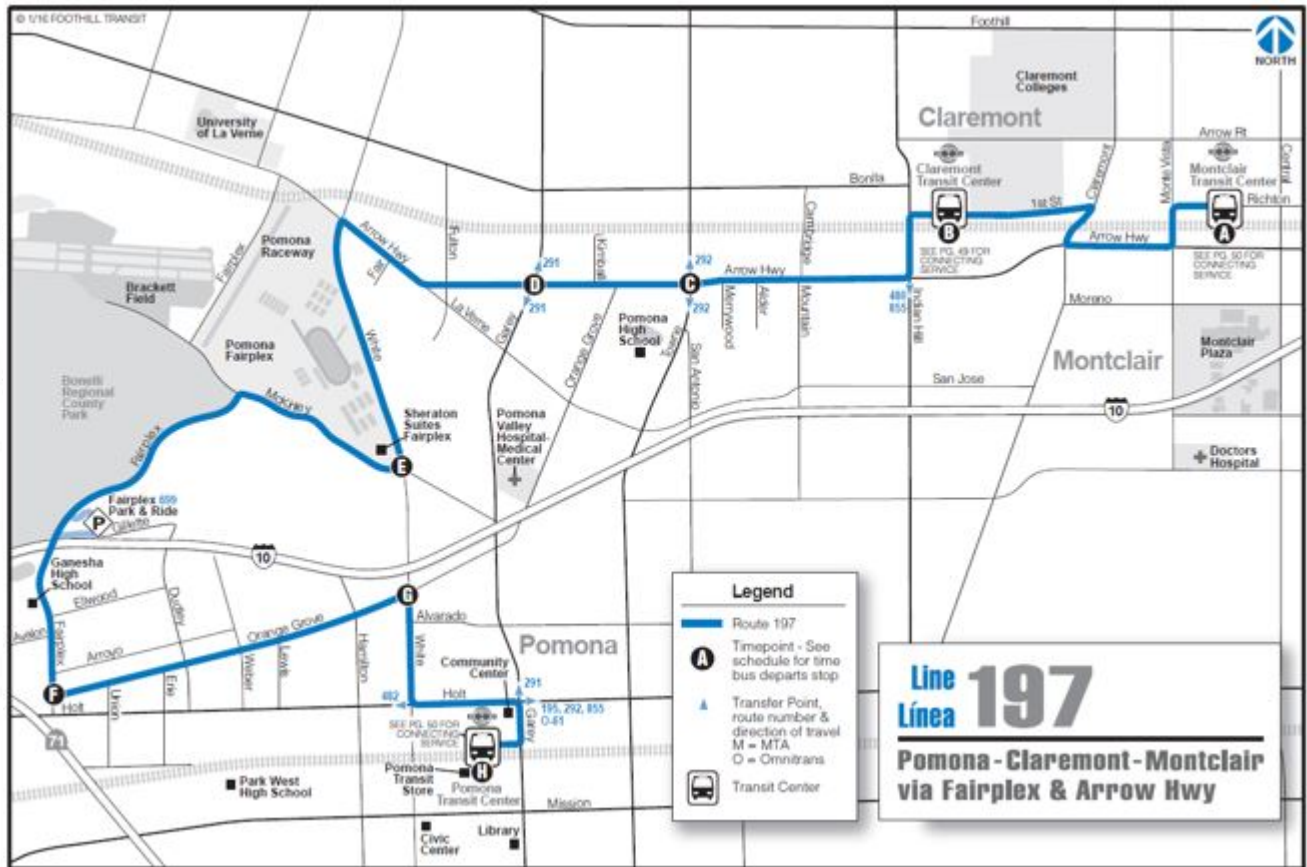


In addition to the L.A. County Fair specific route, Foothill Transit's Line 197 also serves the L.A. County Fair. Line 197 serves 10 stops surrounding the Fairplex Exposition Complex, along McKinley Avenue and White Avenue. The line starts at the Pomona Transit Center, travels along Fairplex Drive, and then terminates at the Montclair Transit Center. During the L.A. County Fair season in the month of September, ridership on this line increases significantly.

Currently, Line 197 operates at a 30-minute frequency from 5:30 a.m. to 8:00 p.m. during weekdays and at a 60-minute frequency from 6:00 a.m. to 7:00 p.m. during the weekends. The weekend frequency will change from 60 minutes to 30 minutes during the Fair's operating hours, while the weekday frequency will not change. This increase in frequency during the weekends will enable patrons to have more frequent bus service that meets their needs when wanting to attend the event via public transit.



Below is a map of the new Line 197:



Foothill Transit staff has been working closely with the Fairplex marketing and operations departments to ensure that customers are aware of this new route. Plans include adding information regarding the new service to L.A. County Fair marketing materials and inserting the Foothill Transit logo on items such as fair maps and performance schedules which are handed out daily during the event. We will also reach out to L.A. Metro to discuss the possibility of advertising the new line on the Gold Line.



**Budget Impact**

The implementation of the new Line 196, along with the additional trips for Line 197, will be achieved at a cost of \$100,000 (see table below for details). To help offset the cost of this service, Foothill Transit is actively pursuing a grant through the Air Quality Management District (AQMD), which is designed to reduce automobile emissions for special events.

Transit Operations Line 196	\$40,450
Transit Operations Line 197	\$14,800
Transit Supervisors	\$7,200
Advertising and Marketing	\$37,550
<b>Total</b>	<b>\$100,000</b>

Sincerely,



Joshua Landis  
Planning Manager



Doran J. Barnes  
Executive Director



July 29, 2016

To: Executive Board

Subject: **Double Decker Bus Demonstration**

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### **Recommendation**

Receive and file a report on Foothill Transit's plan to demonstrate a double decker bus.

### **Analysis**

Earlier this year, the Executive Board had the chance to tour an Alexander Dennis double decker bus. Since then, plans have been developed to demonstrate operation of a double decker bus in revenue service at Foothill Transit. The purpose of the demonstration will be to evaluate the operational feasibility of the vehicle and to collect customer feedback.

The Alexander Dennis double decker bus has been deployed at several agencies in the U.S., including at RTA in Las Vegas and Community Transit in Seattle. In addition, the bus is being tested by MARTA in Atlanta. AC Transit has completed a successful demonstration and is purchasing ten vehicles.

The demonstration bus will be diesel-powered. However, if the bus were to be deployed at Foothill Transit, it would be equipped with an electric propulsion system. An electric double decker would further Foothill Transit's 2030 fleet electrification goal, and further our participation in the U.S./China Race 2 Zero Emissions challenge. Grant applications have been submitted seeking funding from state and federal sources for these electric buses.



The demonstration is tentatively scheduled for this fall, for approximately six weeks in September and October. The vehicle will be on loan from the manufacturer. As currently envisioned, the demonstration will consist of the following components:

#### Route Selection

The bus will operate primarily on the Silver Streak line as this is the Foothill Transit line with the highest ridership. The passenger capacity of the double decker makes it a possible feasible replacement for a 60-foot articulated bus. In addition to the Silver Streak route, the bus will be tested





on express routes as well as local routes with high ridership, such as Line 486.

When the double decker was onsite earlier this year, a test run of the bus was performed along the Silver Streak route to confirm that there are no issues with bus height and to ensure that it clears all overpasses. No issues were identified during this initial test.

#### Customer Feedback

One goal of the demonstration is to see how customers react to the bus. Staff will collect feedback through surveys and comments, and will then compile and summarize the results.

Similar work has been done by AC Transit for their double decker bus demonstration. Staff will be reaching out to them to learn more about how they collected customer feedback, and what survey tools were used.

#### Feedback from Contractors

Feedback will be collected from coach operators and staff at the operating facilities on how well the bus performed, if it maneuvered well in the yards, if it was compatible with the bus wash and maintenance bays, and other relevant feedback.

#### Ridership Data

Ridership data will be collected throughout the demonstration, including the peak number of riders on the bus, and how much the upper deck is utilized.

#### Marketing and Customer Communication

The double decker bus style will be a new experience for most of our customers. Among other areas, we will provide information on when to use the top deck, how to check if there are seats available, and how to alight without missing your stops.

In addition, we will explore marketing opportunities as these buses will be visibly different from anything currently in service in the San Gabriel and Pomona Valleys. As such, this demonstration would be a high profile event, which could provide a significant marketing opportunity.



We will be exploring a bus decal or wrap that adds the Foothill Transit logo to the bus to help customers recognize the vehicle as their Foothill Transit bus when it is in service during the demonstration period.

By the end of the demonstration, we expect to gain insight into how well the bus performs and if it is compatible with Foothill Transit's operation.

**Budget Impact**

Alexander Dennis will provide the demonstration bus to Foothill Transit free of charge. Any additional funds that may be needed to implement the demonstration are available in the Maintenance and Vehicle Technology section of the FY 2016/2017 Business Plan.

Sincerely,



Roland M. Cordero  
Director of Maintenance & Vehicle Technology



Doran J. Barnes  
Executive Director



July 29, 2016

To: Executive Board

Subject: **Fare Restructuring Update**

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### **Recommendation**

Receive and file the update on the Fare Restructuring project.

### **Analysis**

In August 2015, the Executive Board authorized the issuance of RFP No. 16-016 for Foothill Transit to seek proposals from qualified firms to conduct a fare restructuring study. The purpose of the study is to evaluate Foothill Transit's current fare structure, provide recommendations to restructure, and perform predictive modeling for potential fare changes. The Executive Board authorized award of a contract to Four Nines Technologies in December 2015.

### **Current Status**

The consultants conducted stakeholder interviews and analyzed the data from the current fare structure during early 2016.

On April 15, 2016 the Governing Board met to discuss the goals of the new fare structure and to identify specific structural options to be modeled. The goals of the study are the following:

- Develop an overall fare policy
- Ensure operator and customer safety
- Create simplicity in overall fare collection
- Increase system ridership
- Increase total fare revenues
- Reduce cash transactions
- Align fares regionally

In order to move this project forward, a committee comprised of staff from various functional areas was formed. The committee analyzed four preliminary alternatives with slightly different modifications designed to meet the goals listed above. After the modeling has been completed, one of the alternatives will be selected as the preferred alternative according to the impacts on the individual goals.



The preferred alternative is recommended to be implemented in two phases. Phase 1 will begin in fall 2017 and Phase 2 will begin approximately two years later in 2019. The full impacts of the fare changes will be realized after completion of Phase 2 when the fare revenue is projected to meet the requirements of the ten-year forecast.

***Next Steps***

The consultants have completed nearly all of the milestones for the project and the original schedule called for public hearings this fall and implementation of the new fare structure in January 2017. The Fare Restructuring committee has identified several operational reasons why it will be more prudent for both Foothill Transit and our customers to change the implementation date from the originally planned date of January 2017 to fall 2017.

1. The newly implemented Lines 190, 194 and 270 will be in place for one year by July 2017. At this time, Foothill Transit will have satisfied our agreement to honor the Metro fares for the first year of operation. It will likely be confusing for our customers if the Foothill Transit fares were to be changed prior to conclusion of the Metro fare agreement.
2. The route and fare adjustment for Line 690 takes effect in November 2016. If the fare change were to be implemented in January, the new fares for Line 690 would only be honored for two months. Again, this could be confusing for our customers.
3. The timing of the implementation of Lines 190, 194 and 270 has made it impossible to conduct the surveys necessary to evaluate any possible equity or disparity issues by July 30, 2016. Implementing the fare restructuring later in 2017 will allow those lines to be included in the Title VI survey and will have the added advantage of lengthening the survey period to capture more student riders than during the summer months.
4. In order to complete all the required public hearings, present all findings and recommendations to the Executive and Governing Boards for approval, train all bus operators on the new fare structure and new fare collection requirements and adequately advise and inform the public about the changes, the committee recommends a Spring 2017 adoption with Fall 2017 implementation.



**Budget Impact**

The cost for implementation of the fare restructuring, including the cost to conduct the public hearings for the fare alternatives and the Title VI Analysis have been included in the FY 2016/2017 budget.

Sincerely,

A handwritten signature in blue ink that reads "Michelle Lopes Caldwell".

Michelle Lopes Caldwell  
Director of Finance & Treasurer

A handwritten signature in blue ink that reads "Doran J. Barnes".

Doran J. Barnes  
Executive Director



July 29, 2016

To: Executive Board

Subject: **Arcadia Operations and Maintenance Facility Improvements Update**

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### **Recommendation**

Receive and file the Arcadia Operations and Maintenance Facility Improvements Update.

### **Analysis**

In September 2015 the Executive Board authorized the Executive Director to enter into a contract for construction activities related to various facility upgrades throughout the Arcadia Operations and Maintenance Facility, including the installation of a new farebox canopy.

In February 2016, the first phase of the Arcadia facility improvements began with exterior stucco repairs, repainting of all buildings and repainting of the existing iron fencing at the perimeter of the facility. Interior spaces such as training rooms, break rooms, the reception lobby and copy room all received new cabinets, solid-surface countertops, paint and flooring. Then in July the roll-out inspection shelter was remodeled and reconfigured to better suit fleet roll-out activities. The new inspection shelter received new paint, doors, work surface counter tops and an adjustable sun shade system to shield staff from the afternoon sun. To coincide with the completion of the first phase of facility improvements, new furniture was delivered to replace all office desk chairs, dispatch staff chairs, maintenance desk chairs and quiet room recliners.

Phase two of the Arcadia facility improvements got underway with the Farebox Canopy project in June 2016. The location of the farebox canopy required that curb modifications be made to improve bus turning movement and farebox vaulting activities. In addition, ADA ramps, gate and walkway access were constructed to improve pedestrian access from Peck Road to the main entrance of the building. Currently under construction, the canopy structure adjacent to dispatch will match the architectural style of the facility. The farebox canopy will house the new farebox probing and vaulting



equipment. Construction is proceeding on schedule and slated for completion in August 2016.

**Budget Impact**

Project funding for construction activities is included in Foothill Transit's approved Fiscal Year 2015-2016 budget.

Sincerely,

A handwritten signature in blue ink, appearing to read 'V. Saucedo'.

Vincent Saucedo  
Construction Project Manager

A handwritten signature in blue ink, appearing to read 'D. Barnes'.

Doran J. Barnes  
Executive Director