



Foothill Transit

GOVERNING BOARD MEETING

West Covina, CA
Friday, October 1, 2021



Foothill Transit

Foothill Transit MISSION

To be the premier public transit provider committed to:

SAFETY

COURTESY

QUALITY

RESPONSIVENESS

EFFICIENCY

INNOVATION



Foothill Transit VALUES

SAFETY

We educate, encourage, and endorse a strong culture of safety at all levels of the organization, valuing the responsibility entrusted in us by the communities that we serve.

RESULTS

We value the achievement of organizational goals and initiatives as defined in our business plan and involving all levels of the organization.

INTEGRITY

We are committed to high ethical standards based on accountability, honesty, respect, transparency, and a high level of fiscal responsibility.

GRATITUDE

We are a team united in thankfulness for each other; we express gratitude for our many opportunities by investing our time and energy in our community and industry, and through the open expression of appreciation.

DIVERSITY

We create an environment rich with talented people and differing viewpoints, valuing the unique perspectives that everyone brings.

TEAM MEMBERS

Our team members are the key to Foothill Transit's success and we are committed to supporting them through education, development, and recognition.

COMMUNICATION

We value and are committed to open honest respectful discussion which is responsive, informative, and constructive.

SUSTAINABILITY

We embrace sustainability because it benefits all aspects of our business while helping our communities by protecting the environment through measured and responsible stewardship of resources.



Foothill Transit

Governing Board Meeting AGENDA

GOVERNING BOARD MEETING - TELECONFERENCE

7:45 AM, OCTOBER 1, 2021

Foothill Transit Administrative Office

2nd Floor Board Room

100 South Vincent Avenue

West Covina, CA 91790

FOOTHILL TRANSIT IS TAKING ALL PRECAUTIONS POSSIBLE TO PREVENT THE SPREAD OF COVID-19. FOR THE HEALTH AND SAFETY OF ALL GOVERNING BOARD MEMBERS, FOOTHILL TRANSIT STAFF, AND THE PUBLIC, PARTICIPATION IN THE MEETING WILL BE DONE REMOTELY VIA TELECONFERENCE USING THE FOLLOWING ZOOM MEETING LINK: <https://foothilltransit.zoom.us/j/82185172917>. ALTERNATIVELY, TO PARTICIPATE VIA PHONE, DIAL (669) 900-6833 AND ENTER MEETING ID: 821-8517-2917.

1. CALL TO ORDER
2. PLEDGE OF ALLEGIANCE
3. ROLL CALL
4. CONFIRMATION OF AGENDA BY CHAIR AND CHIEF EXECUTIVE OFFICER
5. REMARKS BY CONGRESSWOMAN JUDY CHU (INVITED)
6. ACCESS SERVICES OVERVIEW
7. APPROVAL OF MINUTES FOR THE GOVERNING BOARD MEETING OF AUGUST 27, 2021
8. INTRODUCTION OF FOOTHILL TRANSIT BUSINESS PARTNERS

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 two 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) 967-3147 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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9. GENERAL PUBLIC COMMENT

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. Presentations shall not exceed two minutes in length. The Board will take public comment under this agenda item for a maximum of 30 minutes. Public Comment will resume later in the meeting if there are members of the public who did not get an opportunity to speak because of the 30-minute limit.

Action may be taken on any item identified on the agenda.

IF PARTICIPATING VIA ZOOM, CLICK ON “RAISE HAND” TO INDICATE YOU WOULD LIKE TO SPEAK. IF PARTICIPATING VIA PHONE CALL, SUBMIT A REQUEST TO BOARD.SECRETARY@FOOTHILLTRANSIT.ORG BY CLOSE OF BUSINESS ON SEPTEMBER 30, 2021.

9.1. Chief Executive Officer Response to Public Comment

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 Chief Executive Officer’s office at (626) 931-7300 extension 7204, at least 48 hours prior to the meeting.

Si necesita servicios de traducción, comuníquese con la oficina del Director Ejecutivo llamando al (626) 931-7300, extensión 7204, al menos 48 horas antes de la reunión.

若需要翻譯服務，請在會議前至少48小時聯絡執行長辦公室 (626) 931-7300分機7204

Nếu quý vị yêu cầu dịch vụ dịch thuật, vui lòng liên hệ với văn phòng Giám Đốc Điều Hành theo số (626) 931-7300, số máy lẻ 7204, ít nhất 48 giờ trước cuộc họp

Kung kailangan mo ng serbisyong pagsasalin, mangyaring makipag-ugnayan sa tanggapan ng Punong Ehekutibong Opisyal sa numerong (626) 931-7300 ekstensyon 7204, hindi bababa ng 48 oras bago ang pagpupulong

번역 서비스가 필요한 경우, 회의가 시작되기 최소 48시간 전에 (626) 931-7300 내선 7204번으로 최고경영자실에 연락하십시오.

通訳／翻訳サービスが必要な際は、ミーティング48時間前までに、CEO/最高経営責任者事務所までに連絡してください。CEO事務所連絡先：
(626) 931-7300内線7204

اگر به خدمات ترجمه نیاز دارید، لطفاً دست کم 48 ساعت قبل از شروع جلسه با دفتر مدیر عامل به شماره تلفن (626) 931-7300 داخلی (626) 931-7300 تماس بگیرید

Եթե Ձեզ թարգմանչական ծառայություններ են հարկավոր, հանդիպումից առնվազն 48 ժամ առաջ զանգահարեք Գլխավոր գործադիր տնօրենի գրասենյակ (626) 931-7300 լրացուցիչ 7204 հեռախոսահամարով:

ប្រសិនបើលោកអ្នកត្រូវការសេវាកម្មបកប្រែភាសា សូមទាក់ទងការិយាល័យនាយកភ្នាក់ងារប្រតិបត្តិកាមន្ទរស័ព្ទលេខ (626) 931-7300 លេខភ្ជាប់បន្ត 7204, ដែលមានរយៈពេលយ៉ាងតិច 48 ម៉ោងមុនកិច្ចប្រជុំ

في حالة الحاجة لخدمات الترجمة، يرجى الاتصال بمكتب الرئيس التنفيذي على رقم الهاتف (626) 931-7300 (الرقم الداخلي 7204) وذلك قبل 48 ساعة على الأقل من الاجتماع

หากคุณต้องการบริการล่าม โปรดติดต่อสำนักงานประธานเจ้าหน้าที่บริหารที่ (626) 931-7300 ต่อ 7204 อย่างน้อย 48 ชั่วโมงก่อนการประชุม



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10. SEPTEMBER 2021 LEGISLATIVE UPDATE

Recommended Action: Receive and file the September 2021 Legislative Update.

11. COVID-19 TRANSIT OPERATIONS UPDATE

Recommended Action: Receive and file an update on Foothill Transit operations during the COVID-19 pandemic.

12. MT. SAN ANTONIO COLLEGE TRANSIT CENTER PROJECT UPDATE

Recommended Action: Receive and file the report on Mount San Antonio College (Mt. SAC) Transit Center Project Update.

13. FUEL CELL BUS AND INFRASTRUCTURE PROCUREMENT

Recommended Action: Receive and file the Fuel Cell Bus and Infrastructure Procurement update.

14. FISCAL YEAR 2021 YEAR-END BUDGET UPDATE

Recommended Action: Receive and file the year-end budget update for the fiscal year ending June 30, 2021.

15. CONTINUED GENERAL PUBLIC COMMENT

This time is reserved for those members of the public who were unable to speak earlier in the agenda because of the 30-minute time restriction.

16. CHIEF EXECUTIVE OFFICER COMMENT

17. GOVERNING BOARD MEMBER COMMENT

18. ADJOURNMENT

**The next meeting of the Governing Board
is scheduled for
Friday, October 29, 2021 at 7:45 a.m.**



Foothill Transit

**STATEMENT OF PROCEEDINGS FOR THE
REGULAR MEETING OF THE
FOOTHILL TRANSIT GOVERNING BOARD
TELECONFERENCE VIA ZOOM**

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

**Friday, August 27, 2021
7:45 a.m.**

1. CALL TO ORDER

The meeting was called to order by Chair Sternquist at 7:45 a.m.

2. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Member Alvarez.

3. ROLL CALL

Roll call was taken by Christina Lopez, Board Secretary.

Present: Member Corey Calaycay, Member Victor Preciado, Member Emmett Badar, Member Linda Freedman, Member Edward Alvarez, Member John King, Member Gary Boyer, Member Dario Castellanos, Member Richard Barakat, Member Tzeitel Paras-Caracci, Member Becky Shevlin, Member Felicia Williams, Member Fernando Vizcarra, Member Steve Tye, Member Jessica Ancona, Member Cory Moss, Member Hector Delgado, Member Sam Pedroza, Member Jimmy Lin, Member Cynthia Sternquist

Absent: Member Rick Crosby, Member Daniel Damian, Member Albert Ambriz, Member Roger Chandler, Member Valerie Munoz,

4. CONFIRMATION OF AGENDA BY CHAIR AND CHIEF EXECUTIVE OFFICER

Mr. Barnes requested that item 13, ExpressLanes Update - I-10 ExpressLanes Busway HOV5+ Pilot Program, be presented after Item 9, Line 270 Pilot Extension.

**5. REMARKS BY LUKE H. KLIPP, SENIOR TRANSPORTATION DEPUTY FOR
LOS ANGELES COUNTY SUPERVISOR JANICE HAHN**

Member Lin introduced Mr. Klipp and stated that although Supervisor Hahn is unable to be present at today's meeting that she sends her regards. Mr. Klipp spoke on Supervisor's Hahn priorities which includes Metro's Fareless System Initiative, zero emission buses, and the zero emission goods movement.

6. REVIEW & APPROVAL OF THE MINUTES

Approval of the minutes for the Governing Board Meeting of July 24, 2021.

Motion by Vice Chair Calaycay, second by Member Shevlin, the minutes for the Regular Meeting of June 25, 2021 were approved. Motion carried 20-0.

7. INTRODUCTION OF Foothill TRANSIT BUSINESS PARTNERS

Brian Otchis, General Manager - Arcadia Irwindale Facility, Transdev reported that 70 percent of staff at the Arcadia Irwindale Facility have been vaccinated. He also stated that a vaccination incentive program has been implemented and he hoped to see the percentage of those vaccinated move up. Recently, the Los Angeles County Department of Health conducted an inspection and he was happy to report that they received a 100 percent compliance rating. He thanked the Executive Board for their support.

Christopher Bryan, Vice President of Business Solutions, Transdev addressed the Governing Board. He spoke on a new tool called Command Console that is being implemented at the Arcadia/Irwindale facility that will consolidate a few dispatch functions. He thanked Foothill Transit for being a technology leader in transit.

8. GENERAL PUBLIC COMMENT

Daisey Ortiz, Coach Operator, Transdev expressed her concerns over the verbal abuse she's received from customers and concern over her safety. Lupe Carranza, ATU 1756, stated that Ms. Ortiz was recently physically assaulted. He also reported that over the past week that two operators had been assaulted. He stated that Transdev's standard operating procedures are not up to par with Foothill Transit standards. Carey Ellis, ATU 1756, stated that drivers are aware of the situation of Line 194 and they are scared for their safety. He said Foothill Transit needs to improve the safety of drivers. Christian, Coach Operator, stated he was assaulted while operating Line 194. He stated he was not allowed to take time off from work, and is very stressed and is not getting support from Transdev. Angel Ramirez, Coach Operator, expressed concern about coach operator safety. He would

appreciate anything Foothill Transit could do to help improve coach operator safety. Augustin Pantoja, Coach Operator, stated that he was attacked with a knife the day before. Mr. Pantoja stated he had to call the L.A. County Sheriff's himself and expressed that he is very afraid to return to work. Lorrence Bradford, ATU 1756, addressed the increase in coach operator assaults and the need for a better plan on what dispatchers are to do when these incidents occur.

8.1. Chief Executive Officer Response to Public Comment

Mr. Barnes stated that Chief Curley's is looking into the incidents. He asked Mr. Curley to make comments. Mr. Curley stated that the data is being tracked, and they are working with law enforcement on the recent incidents.

REGULAR AGENDA

9. **LINE 270 PILOT EXTENSION**

Recommendation: Authorize the Chief Executive Officer to: 1) Operate a one-year pilot to extend Line 270 to the Arcadia Gold Line Station at the October 24, 2021 service change. 2) Seek public comment and conduct a public hearing during the one-year pilot of the Line 270 extension to the Arcadia Gold Line Station.

Josh Landis, Planning Manager, presented this item.

Mr. Landis reported that Foothill Transit began operation of Line 270 in 2016 after Metro transferred Line 270 along with Lines 190 and 194. Line 270 operates every hour between the El Monte Transit Center and the City of Monrovia.

In response to feedback from the community, Foothill Transit is proposing a one-year pilot to extend Line 270 to start and end at the Arcadia Gold Line Station. The proposed extension would impact more than 25 percent of the existing line and would require a Public Hearing. Mr. Landis provided an overview of the outreach schedule, with adoption of the changes by the Governing Board in summer 2022.

There was no Public Comment on this presentation. Member Shevlin thanked staff for addressing this situation, specifically with the unsafe bus stop.

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

Motion carried 18-0. Member Williams and Member Tye temporarily absent.

10. **BUS STOP ENHANCEMENT PROGRAM**

Recommendation: Receive and file the Bus Stop Enhancement Program update.

Lourdes Álvarez, Transit Planner, presented this item.

Ms. Álvarez, presented an overview of Foothill Transit's Bus Stop Enhancement Program. She reported that there are 1,809 bus stops and 99.9 percent of them are owned by city and county entities. The program provides funding for Foothill Transit bus stop improvements. Qualified applicants can be reimbursed up to \$40,000 for their bus stop improvements.

City and county entities must submit an application. Applications will be reviewed by staff and graded on a point system. Applications will be accepted starting September 1, 2021 and grant award decisions will be made by March 2022.

There was no Public Comment or Governing Board comment on this presentation.

The Governing Board received and filed this presentation.

11. **RIDERSHIP AND SERVICE LEVELS UPDATE**

Recommendation: Receive and file an update on our ridership and service levels.

Joe Raquel, Director of Planning, presented this item.

Mr. Raquel reported on how the pandemic has affected ridership and service levels. When comparing Fiscal Year 2021 to Fiscal Year 2019, ridership levels in Fiscal Year 2021 were 51 percent of pre-pandemic levels. By the end of Fiscal Year 2021 local ridership was slightly over 50 percent pre-pandemic levels. Express ridership at the end of Fiscal Year 2021 was at 20 percent pre-pandemic levels. Weekly ridership for May 2, 2021 through August 1, 2021 show local ridership is trending up and express ridership has remained flat.

In July, the Summer Sale was launched. Passes sold during the summer months outsold the months of May and June combined. There is anticipation

that the increase in pass sales will translate to higher ridership.

There was no Public Comment or Governing Board comment on this presentation.

The Governing Board received and filed this presentation.

12. **COMPREHENSIVE OPERATIONAL ANALYSIS (COA) UPDATE**

Recommendation: Receive and file the Comprehensive Operational Analysis (COA) Update.

Joe Raquel, Director of Planning, presented this item.

Mr. Raquel reported that Foothill Transit's Comprehensive Operations Analysis will now be known as Foothill Transit Forward. Foothill Transit received funding from CalTrans through the Sustainable Transportation Planning Grant to help fund the study. The study will include a detailed review of existing service and include robust community outreach. The outcome of Foothill Transit Forward will guide Foothill Transit service improvements over the next five years.

The study is anticipated to be completed by August 2022. Staff will provide updates to the board throughout the process.

There was no Public Comment or Governing Board comment on this presentation.

The Governing Board received and filed this presentation.

13. **EXPRESSLANES UPDATE - I-10 EXPRESSLANES BUSWAY HOV5+ PILOT PROGRAM**

Recommendation: Receive and file the ExpressLanes Update on the I-10 ExpressLanes Busway HOV5+ Pilot Program.

Yoko Igawa, Director of Government Relations, introduced Mark Linsenmayer, Deputy Executive Officer, Metro Congestion Reduction, and Alice Tolar, Senior Manager, Transportation Planning, HOV5+ Pilot Project Manager, and Daniel Tran, Transportation Planning Manager, who made this presentation.

Ms. Tolar reported on the pilot program and the implementation plan that

had been developed. In January 2020, the Metro Board approved a phased pilot implementation plan for the program. The pilot objectives include keep transit moving in the ExpressLanes, move people more efficiently in the ExpressLanes, and reduce occupancy misrepresentation in the ExpressLanes. The estimated cost for the pilot is \$7.7 million.

Mr. Tran reported on the strategies to promote carpool, vanpool, and transit use along the I-10 corridor. He also reviewed the timeline for implementation and indicated that Phase 1 is expected to go live in June 2022.

There was no Public Comment on this presentation. Member Preciado expressed interest in learning more about this project and requested a meeting to learn more.

The Governing Board received and filed this report.

14. **CONTINUED GENERAL PUBLIC COMMENT**

Public comment was not reopened as the Public Comment period was concluded earlier in the agenda (Item 8).

15. **CHIEF EXECUTIVE OFFICER COMMENT**

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

Mr. Barnes reported the following:

- COVID continues to be ongoing daily topic for Foothill Transit. TSA has extended the mask mandate for transportation vehicles.
- Foothill Transit's Summer Sales continues through the end of September 2021.
- September's board meetings will be held on October 1, 2021.
- Introduced Mike Lewis, a founding Foothill Transit Board Member, who spoke on the recent passing of former L.A. County Supervisor Pete Schabarum's and his impact on Foothill Transit.

16. **GOVERNING BOARD MEMBER COMMENT**

There were no comments by Members of the Foothill Transit Governing Board.



17. **ADJOURNMENT**

Adjournment for the August 27, 2021, Foothill Transit Governing Board Meeting.

There being no further business, the Foothill Transit Governing Board meeting adjourned in the memory of Pete Schabarum and the soldiers and civilians that lost their lives in Afghanistan at 9:28 a.m.



October 1, 2021

To: Executive Board

Subject: **September 2021 Legislative Update**

Recommendation

Receive and file the September 2021 Legislative Update.

Federal Issues:

Infrastructure Legislation - Infrastructure Investment and Jobs Act (H.R. 3684)

The Senate passed a \$1.2 trillion bipartisan infrastructure legislation, the Infrastructure Investment and Jobs Act (IIJA), on August 10 with a 69-30 vote. The bill has since moved back to the House, where a floor vote is expected by a September 27 deadline agreed upon within the House for the consideration of the package. IIJA is a Senate amendment to H.R. 3684 (DeFazio), which was previously referred to in the House as the Investing in a New Vision for the Environment and Surface Transportation (INVEST) in America Act. The INVEST in America Act passed the House on July 1 with a bipartisan vote of 221-201 as a \$715 billion surface transportation reauthorization and water infrastructure bill. The bill was renamed IIJA in the Senate following amendments to include funding for broadband access, clean water, and electric grid renewal. IIJA serves as an alternative to reauthorizing the Fixing America's Surface Transportation (FAST) Act, which is set to expire at the end of September.

This IIJA package introduces approximately \$550 billion in new spending for infrastructure over the next five years, including \$39.15 billion of new funding for public transit. In total, the new investments combined with the continuation of existing transit programs and advanced annual Appropriations funding amounts accounted for in IIJA include \$91.15 billion over five years in public transit funding, including \$33.54 billion for Urbanized Area Formula Grants, \$23.14 billion for State of Good Repair Grants, and \$5.62 billion for Low or No Emission Bus Grants.

A key policy provision of IIJA for awarding Bus and Bus Facilities Grants includes a requirement for applicants to submit a zero-emission transition plan that demonstrates a long-term fleet management plan with a strategy for how the applicant intends to use the current application with future acquisitions, and a requirement placed on the Federal Transit Administration



to only consider non-zero-emission vehicles and related facilities for 25 percent of available funds.

Budget Reconciliation - Build Back Better Budget

On August 11, the Senate approved a \$3.5 trillion budget resolution in a 50-49 party-line vote using the budget reconciliation process requiring a simple majority. The measure broadly directed committees to draft legislation to establish \$3.5 trillion in long-term climate initiatives that expand green energy, transit improvements, clean transportation tax incentives, childcare, education, and healthcare investments that are offset by new tax revenues, healthcare savings, and long-term economic growth.

In the House, the transportation component of the budget reconciliation was released on September 10, and after a 15-hour markup on September 14, the House Committee on Transportation and Infrastructure passed its title of the budget reconciliation bill by a party-line vote of 37-29. The public transportation investments included in this Transportation and Infrastructure title provides:

- \$10 billion to support access to enhance mobility for low-income riders and residents of disadvantaged communities through competitive grants for zero-emission buses and infrastructure deployment related to the establishment of new transit routes, expansion of service areas, improved frequency on existing routes; the construction of, or state of good repair for transit facilities; research and workforce development activities; route planning, and projects to improve accessibility;
- \$4 billion to reduce surface transportation-related greenhouse gas (GHG) emissions, including support for zero-emission transportation, reducing single-occupant vehicle trips, reducing GHGs related to surface transportation facilities or projects; and carbon reduction incentive grants for states that make significant progress in reducing emissions or adopt strategies to achieve net-zero surface transportation emissions by 2050;
- \$6 billion to advance local transportation projects with project eligibility language not yet defined within the bill

The House Committee on the Budget will compile the markups of all of the House committees into one budget reconciliation bill entitled the Build Back Better Act. In the coming weeks, the House could bring this budget bill for consideration on the Floor.



The California Transit Association, of which Foothill Transit is a member, has stayed engaged as the House continues to work on the IIJA and budget reconciliation bills as they move through the legislative process, strongly advocating for language rewarding states and transit agencies that have made a commitment to transition to fully zero-emission fleets by granting them access to a funding set-aside for Low or No Emission Program grants, consistent with the INVEST in America Act.

State Issues:

The first year of the 2021-22 Regular Legislative Session ended on September 10, which was also the deadline for bills to be passed by the Legislature for submission to the Governor's desk. The last day for the Governor to sign or veto bills passed by the Legislature is October 10.

Earlier this summer, Governor Newsom signed AB 128 (Ting), the "main" budget bill, SB 129 (Skinner), known as the "Budget Bill Jr," and a transportation budget trailer bill, AB 149 (Committee on Budget) on June 28, July 12, and July 16, respectively. These budget bills comprised the provisions of the State's \$262.6 billion Fiscal Year 2021-22 Budget, including the following investments and statutory relief measures that ensure that transit agencies are not penalized in state funding programs for ridership and farebox recovery data that reflect pandemic conditions and not the underlying performance of transit:

- \$2.7 billion for Zero-Emission Vehicles and Infrastructure, which invests in supporting zero-emission vehicle deployment, including those by transit agencies;
- \$10 million for the UC Institute of Transportation Studies;
- Extension of the hold harmless provisions through fiscal year 2022-23 for the calculation and allocation of State Transit Assistance (STA) Program, Low Carbon Transit Operations Program, and STA State of Good Repair allocations included last year through AB 90 (Committee on Budget);
- Extension through fiscal year 2022-23 of the AB 90-enacted suspension of financial penalties associated with the Transportation Development Act (TDA) farebox recovery requirements that transit agencies obtain specified fixed percentages of their operating budgets from passenger fares;
- Extension through fiscal year 2022-23 of the AB 90-enacted suspension of financial penalties associated with the STA efficiency criteria



requirement that transit agencies' operating cost per revenue vehicle hour may not exceed operating cost per revenue vehicle hour adjusted by regional CPI, year over year;

- Extension through fiscal year 2022-23 of the flexibility for the use of STA State of Good Repair funds included last year in AB 107 (Committee on Budget and Fiscal Review);
- Institution of a review of TDA performance audit requirements to identify opportunities for streamlining and creating more effective measures;
- Authorization of federal funds to be counted as “local funds” for calculating TDA farebox recovery and STA efficiency criteria;
- Authorization of discount and fare-free transit passes to be counted at their full retail value for calculating TDA farebox recovery;
- Suspension through July 1, 2026 of TDA farebox recovery requirements and STA efficiency criteria for transit agencies that can demonstrate that they maintained their existing commitments of local funds for transit operations at an amount not less than the expenditures from local funds for transit operations during fiscal year 2018-19; and
- Exclusion from the definition of “operating cost” with respect to TDA farebox recovery and STA efficiency, the cost of:
 - zero-emission transition;
 - compliance with state and federal mandates;
 - security services and public safety contracts;
 - planning for improvements in transit operations;
 - integration with other operators and agencies;
 - funding or improving payment and ticketing systems and services;
 - any expense greater than the actuarially determined contribution associated with pensions and other post-employment benefits as required by the Governmental Accounting Board Statements 68 and 75;
 - operating ADA paratransit services; and
 - operating demand-response and microtransit services that expand access to transit service beyond fixed-route corridors.



This Fiscal Year 2021-22 State Budget implements an unprecedented level of state-level economic stimulus to accelerate California's recovery from the pandemic. However, various supplemental transportation investments accounted for within SB 129, including for public transit and rail capital projects, required the enactment of further bills appropriating the funds in order to move forward. Unfortunately, negotiations detailing these investments failed between the Newsom Administration and the State Legislature, and the Legislature failed to introduce the required supplemental bills to the Governor by the September 10 deadline. In the absence of this additional legislation, the following investments previously introduced in July as part of the Fiscal Year 2021-22 Budget will revert to the General Fund on October 10:

- \$2.5 billion for Transit and Intercity Rail Capital Program;
- \$500 million for the Active Transportation Program;
- \$400 million for Climate Adaptation on Transportation Infrastructure

As the beginning of the second year of the 2021-22 Regular Legislative Session approaches, it is expected that negotiations on these supplemental transportation infrastructure investments between the Newsom Administration and State Legislature will re-commence.

Sincerely,

Yoko J. Igawa
Director of Government Relations

Doran J. Barnes
Chief Executive Officer



October 1, 2021

To: Governing Board

Subject: **COVID-19 Transit Operations Update**

Recommendation

Receive and file an update on Foothill Transit operations during the COVID-19 pandemic.

Analysis

The Governing Board has been updated on Foothill Transit operations in response to the COVID-19 pandemic at several meetings since Governor Gavin Newsom proclaimed a State of Emergency in March 2020. Each update provided an overview of the actions taken at Foothill Transit in response to the pandemic and the national, state, and local orders to control the spread of the virus. This report will provide the most recent activities and impacts.

Ridership and Service Levels:

Average weekday ridership for the month of August was 21,732, which is approximately 56 percent of the ridership levels in the months prior to the Safer-At-Home Executive Order issued in March 2020. During this same time period, ridership on the local lines was approximately 68 percent and ridership on the Commuter Express lines was 24 percent of the ridership experienced prior to COVID-19.

Ridership levels continue to be evaluated regularly. For September 1 – 21 (excluding the Labor Day Holiday), average weekday boardings were 23,682, which is 61 percent of the boardings prior to COVID-19. Analyzing the average weekday boardings for August and September 1-21 indicates a nine percent increase compared to prior the prior month. This increase can be attributed to students returning to in-person learning, customers returning to more pre-COVID activities, and the success of the Foothill Transit Summer Sale.

Service Suspensions:

Beginning on January 11, 2021 all Commuter Express Lines (490, 493, 495, 498, 499, and 699) began running at reduced service levels to provide a more reliable level of service to Foothill Transit customers while both operations and maintenance contractors began experiencing higher numbers of call-offs by employees due to COVID-19. These new schedules resulted in



approximately 20-minute trip frequencies on each commuter route during the morning and evening commutes. Working with both operations and maintenance contractors, these modified schedules resulted in a 35 percent reduction in Express service. It was anticipated that service level adjustments would allow for significant improvement in service reliability as it allowed for more standby operators to be available to provide coverage for trips that would otherwise have been missed due to operator call-offs that occurred that particular day.

Operational Challenges:

Since the pandemic began, the teams from each of the operating divisions and the administrative team have been monitoring staffing levels. Over the past several weeks, additional challenges in having an adequate number of operations and maintenance staff available to deliver the service has occurred. Both contractors have experienced a high number of call-offs or absences due to COVID-19 related issues. Recruiting operators has also been a challenge. This trend is being reported by transit agencies across the country.

Due to these staffing challenges approximately two to five percent of the total trips scheduled are being missed, directly impacting customers. The teams continue to recognize the impact that even a single trip has on Foothill Transit customers and are working to develop appropriate communications to customers

The operations teams are working around the clock to anticipate, and when possible minimize, staffing challenges by using standby operators and incentivizing operators who would normally not be scheduled to work or who are on vacation to work overtime. When possible, dispatchers are exploring opportunities to extend the trips for operators who may be in the field to cover a trip and that potentially could be missed. Other qualified staff are also requested to provide coverage, when possible.

Both Keolis and Transdev have emphasized their campaigns for operator retention and recruitment including incentives for referrals and training.

CDC Mask Order

On January 21, 2021 an Executive Order on Promoting COVID-19 Safety in Domestic and International Travel was issued. The order requires that masks be worn in compliance with Centers for Disease Control (CDC) guidelines on all forms of public transportation. Following this order, the Transportation



Security Administration (TSA) developed specific requirements in consultation with the Department of Transportation and the CDC.

The TSA order which became effective on February 1, gives specific actions required under this security directive.

- “Owners/Operators must notify passengers with prominent and adequate notice of the mask requirements to facilitate awareness and compliance.”
- The messaging must include that Federal law requires wearing a mask while on the conveyance and failure to comply may result in denial of boarding or removal.
- The owners/operators must notify passengers that refusing to wear a mask is a violation of federal law and that passengers may be subject to penalties under federal law.

In addition to notifying passengers, the order states that owner/operators must require that individuals wear a mask in a public transportation, passenger railroad, or bus conveyance as well as while in public areas of transportation facilities.

On August 20, 2021, the Executive Order requiring masks, which was scheduled to conclude on September 13, was extended to January 18, 2022.

The Marketing and Communications teams have been working on additional bus signage and communications strategies to support the mask mandate extension to customers, and Keolis and Transdev management continue to communicate the requirements for masks to be worn while on board the bus and in transit centers to their operators. Our Safety and Security team is monitoring issues related to mask mandate compliance and continues to communicate that information with TSA as required under the law.

COVID-19 Vaccine

Foothill Transit has continued to support the management teams at Transdev and Keolis on their efforts related to COVID-19 vaccinations. Between the Foothill Transit directly employed as well as the Keolis and Transdev employees, nearly 70 percent of Foothill Transit personnel are fully vaccinated.



The Los Angeles County Board of Supervisors approved an executive order on August 10, 2021 requiring all L.A. County employees to be fully vaccinated by October 1st. On September 9, 2021 an Executive Order on Requiring COVID 19 Vaccination for Federal Employees was issued. LA County public health officials also announced that proof of COVID-19 vaccinations for patrons and workers at some establishments would begin on October 7. Effective November 1, 2021, Los Angeles Metro employees are required to be fully vaccinated for COVID-19.

The executive and management teams at Keolis and Transdev are tracking and evaluating the COVID-19 vaccine trends, throughout their world-wide markets as well as local trends to determine policies related to their employees with the goal of providing a safe, reliable service to Foothill Transit Customers.

Operator Barriers:

The installation of the operator barriers on all Foothill Transit buses was completed earlier this year. These barriers were installed as one physical means of preventing the spread of COVID-19 as well as providing protection for the operators and meeting state and local safety guidelines for operating vehicles. The installation of a retrofitted operator barrier that will provide an extended level of protection on several of the buses began this month. It is anticipated that this installation will be complete within the next few weeks.

Sincerely,

LaShawn King Gillespie
Director of Customer Service and Operations

Doran J. Barnes
Chief Executive Officer



October 1, 2021

To: Governing Board

Subject: **Mt. San Antonio College Transit Center Project Update**

Recommendation

Receive and file the report on Mount San Antonio College (Mt. SAC) Transit Center Project Update.

Analysis

In March 2017, the MOU between Foothill Transit and Mt. San Antonio Community College District was executed. Since then, staff has been working with the College to begin the conceptual, detail, and final design of the transit center.

The Transit Center will consist of ten bus bays with five canopy shelters on the west side of the pedestrian bridge, a new traffic signal, vehicular and pedestrian circulation improvements adjacent to the transit center area, a driver restroom, signage, and off-site improvements. The connection of the transit center to the new pedestrian bridge, stairwell and elevator towers will be built by the College.

Below is a summary of completed project milestones on the Mt. SAC Transit Center:

- September 2016: Foothill Transit was awarded a \$7.24 million grant through the Federal Transit Administration (FTA) Bus and Bus Facilities competitive grant process to help support the construction of the 10-bay bus transit center.
- March 2017: MOU executed between Foothill Transit and MT. SAC.
- December 2017: Contract award for architectural and engineering design services for the transit center.
- February 2018: Mt. SAC steering committee convenes and staff from Mt. SAC, Foothill Transit, architectural engineering consultants meet throughout the year to develop preliminary and conceptual designs while discussing the future parking structure and pedestrian bridge design to be constructed by the College.



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Mt. San Antonio College Transit Center Project Update
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- December 2018: Both the National Environmental Policy Act (NEPA) and California Environmental Quality (CEQA) environmental documents are approved and certified.
- July 2019: The Transit Center design plans were submitted to the Division of State Architects (DSA). DSA approved the Transit Center design plans after several comments and updates were provided since the initial submittal in April 2020.
- January 2020: The Walnut Planning Commission reviewed the conceptual plans during their public hearing meeting in addition to the other separate projects to be constructed by Mt. SAC. Transit Center Off-Site Improvement plans were submitted to the City of Walnut in March 2020 and approved in November 2020.
- September 2020: Transit Center plans resubmitted for final DSA approval. Plans incorporate revised foundation design of the overhead pedestrian bridge to be constructed by Mt. SAC. Final written approval of the DSA Addendum 1 plans approved in July 2021.
- October 2020: Issuance of Invitation for Bids seeking qualified bidders for construction of the transit center.
- May 2021: Authorization to award a construction contract to build the Transit Center
- July 2021: Groundbreaking event and commencement of construction of the Transit Center.

The final major upcoming milestone is the late fall 2022 completion of construction of the Transit Center. This is anticipated in November 2022. Meanwhile, the overhead pedestrian bridge, which is being built by Mt. SAC, is slated for completion in October 2022.

Sincerely,

Sharlane R. Bailey
Director of Capital Projects and Facilities

Doran J. Barnes
Chief Executive Officer



October 1, 2021

To: Governing Board

Subject: **Fuel Cell Bus and Infrastructure Procurement**

Recommendation

Receive and file the Fuel Cell Bus and Infrastructure Procurement update.

Analysis

Foothill Transit has been exploring the use of grid-powered battery electric buses for the past decade. Many advancements have been made in this technology and much work is still yet to be done. Charging infrastructure is still evolving. In some cases, range is a challenging issue and the charging process can be complex. Foothill Transit continues to work on addressing these challenges while at the same time is exploring other zero emission transit bus solutions.

A new area of focus for Foothill Transit is zero emission hydrogen fuel cell buses. Operating data from other transit systems indicates that Fuel Cell buses have ranges that are comparable to conventional CNG buses allowing a one-to-one bus replacement with no adverse impacts on current operational activities.

Foothill Transit was awarded a \$5 million Transit and Intercity Rail Capital Program (TIRCP) grant specifically to fund the transition of Line 486 to a zero emission route with 20 zero-emission buses. Line 486 runs from Pomona to El Monte Station operating mainly on busy local streets, the perfect conditions under which to demonstrate the capabilities of a fuel cell bus.

In December 2020, we entered into a contract with the Center for Technology and the Environment (CTE) for fuel cell consulting services. Over the past seven months our Fuel Cell Electric Bus (FCEB) team, comprised of Foothill Transit staff and CTE, has met weekly. The project has advanced according to plan and schedule.

The specifications for a hydrogen fueling station and facility upgrade were developed by CTE and last April the Board authorized issuance of a Request for Proposals (RFP) No. 21-090 for a Hydrogen Fueling Station at the Pomona operations and maintenance facility and Request for Qualifications (RFQ) No.



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21-091 for Hydrogen Detection and Alarm Systems. Both procurements are currently active and proposals are scheduled to be received and evaluated in September.

Last June, the board authorized the CEO to enter into a contract with New Flyer for the purchase of 20 40-ft. fuel cell buses. That Contract No. 21-077 was signed last August and a pre-production meeting was held on September 7 to discuss bus specifications details. The buses are slated to be built and delivered by October 2022.

Our combined efforts to deploy both grid-powered battery electric buses and hydrogen fuel cell buses continues Foothill Transit's leadership in advancing zero emission transit buses. It also reaffirms our commitment to sustainability and the environment.

Sincerely,

Roland M. Cordero
Director of Maintenance and Vehicle Technology

Doran J. Barnes
Chief Executive Officer



October 1, 2021

To: Governing Board

Subject: **Fiscal Year 2021 Year-End Budget Update**

Recommendation

Receive and file the year-end budget update for the fiscal year ending June 30, 2021.

Analysis

As of June 30, 2021, Foothill Transit ended the fiscal year \$4.9 million under the approved operating budget of \$106.9 million despite \$1.4 million of additional expenses related to COVID-19 procurements. Please note that these are unaudited results and could change slightly once the Comprehensive Annual Financial Report (CAFR) has been finalized.

Operating Accomplishments

Similar to fiscal year 2020, all Foothill Transit team members worked to deliver service to Foothill Transit customers throughout the San Gabriel and Pomona Valleys. Foothill Transit continued its organization-wide emphasis on safety as many precautions were taken to allow customers to continue using the service in the safest manner possible.

Some operating accomplishments during FY2021 included the following:

- Continued operations of 97 percent pre-COVID service levels throughout the coronavirus pandemic;
- The resumption of fare collection as driver barriers provided additional safety to drivers and customers on-board the bus;
- Constant marketing and communication campaigns that promoted safety and kept customers informed of the ever-changing conditions brought forth by the pandemic;
- The commencement of a Comprehensive Operational Analysis that will identify recommendations for future improvements to Foothill Transit service;
- A partnership with Albertson's that allowed Foothill Transit to host COVID-19 vaccination clinics at the Covina Transit Center.



All team members played a vital role in mitigating the impacts of the coronavirus pandemic and ensured business continuity amid the COVID-19 pandemic while also remaining within fiscal constraints.

Capital Program Accomplishments

Some achievements during FY2021 in capital programs included

- Continuation of the bus heavy maintenance program;
- Delivery and deployment of 24 articulated buses, 18 40-foot buses, two 35-foot buses;
- Delivery and deployment of two Alexander Dennis Double Deck Electric Buses;
- The undertaking of a Hydrogen Fuel Cell Study that will lead to the purchase of 20 fuel cell electric buses and the supporting infrastructure; security equipment enhancements at Foothill Transit owned properties;
- Continuation of the Bus Stop Enhancement Program;
- Completion of the Security Information and Event Management (SIEM) system upgrade.
-

In addition to these planned capital expenditures, team members also procured equipment and supplies necessary to provide safe and effective service during the coronavirus pandemic.

Budget Impact

Foothill Transit experienced budget savings across each department throughout the fiscal year. Much of the savings were largely related to the adjustment of service levels to best meet the needs of the communities we serve, resulting in significant purchased transportation and fuel expense savings. Cancellations of many community events and trainings or the shift to virtual meetings resulted in additional savings. In addition, we saved funds by not enacting the lease for the Downtown LA 16th and Maple location; lower legal fees than initially expected; and not renewing several professional/technical services that were no longer needed. Despite \$1.4 million of additional COVID-related operating expenses, Foothill Transit ended the year under the approved operating budget.

Foothill Transit collected \$4.0 million of fare revenue through the end of the fiscal year. Fare revenues were approximately \$2.75 million less than the budgeted fare revenues of \$6.75 million, however, due to operating budget savings we did not have an overall revenue shortage. Revenue savings have



been reprogrammed to mitigate future fare revenue loss resulting from the ongoing pandemic.

The figures reported have been reviewed by internal staff and are unaudited. Foothill Transit's audited financial performance will be included in the Comprehensive Annual Financial Report (CAFR) for 2021.

Sincerely,

Jorge Quintana
Budget and Grants Analyst

Doran J. Barnes
Chief Executive Officer

Attachment

TOTAL BUDGET BY DEPARTMENT
FY2021 Quarterly Budget Variance Report QTR 4
07/01/2020 to 06/30/2021

DEPARTMENTS		Budget Y-T-D	Actual Y-T-D	Variance Fav(unf)
1	Customer Service & Operations	\$91,645,340	\$90,243,279	\$1,402,061
2	Maintenance & Vehicle Technology	815,060	778,492	36,568
3	Marketing and Communications	2,238,710	1,666,886	571,824
4	Information Technology	2,211,630	1,567,422	644,208
5	Administration	2,171,050	1,876,453	294,597
6	Procurement	859,220	713,635	145,585
7	Government Relations	957,110	627,655	329,455
8	Finance	1,887,510	1,590,836	296,674
9	Planning	1,607,470	925,347	682,123
10	Facilities	2,532,320	1,964,058	568,262
11	TOTAL	\$106,925,420	\$101,954,062	\$4,971,358