



Foothill Transit

EXECUTIVE BOARD MEETING

West Covina, CA
Friday, October 25, 2024



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.



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 48 시간 전에 (626) 931-7300 내선 7204 번으로 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 សូមទាក់ទងការិយាល័យនាយកភ្នាក់ងារប្រតិបត្តិការទូរស័ព្ទលេខ (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

သင်သည် ဘာသာပြန် ဝန်ဆောင်မှုများကို လိုအပ်ပါက အစည်းအဝေးမစတင်မီ အနည်းဆုံး 48 နာရီအလို၌ အလုပ်အမှုဆောင်အရာရှိချုပ်ရုံး၊ ဖုန်းနံပါတ် (626) 931-7300 လိုင်းခွဲ 7204 သို့ ဆက်သွယ်ပေးပါ။

如果您需要翻譯服務，請至少在會議開始前 48 小時撥打(626) 931-7300 轉 7204，聯繫首席執行官辦公室。

اگر ضرورت به خدمات ترجمانی دارید، لطفاً حداقل 48 ساعت قبل از برگزاری جلسه، با دفتر مدیر عامل ذریعة نمبر (626) 931-7300 و نمبر داخلی 7204 به تماس شوید.



در صورت نیاز به خدمات ترجمه، لطفا حداقل 48 ساعت
قبل از جلسه از طریق شماره 931-7300 (626) داخلی
7204 با دفتر مدیر عامل تماس بگیرید.

Inā pono e loa 'a iā 'oe kekahi kōkua 'unuhi 'ōlelo 'ē, 'olu'olu e ka 'a 'ike aku me ka Pouhana ma (626) 931-7300 ma ka laina 7204, e kelepona au ho 'i ma kahi o 48 mau hola ma mua o ka hui pū 'ana aku me lākou.

अगर आपको अनुवाद सेवाओं की आवश्यकता है, तो कृपया बैठक से कम से कम 48 घंटे पहले, मुख्य कार्यपालक अधिकारी के कार्यालय का संपर्क (626) 931-7300 एक्सटेंशन 7204 नंबर पर करें।

No kasapulam ti serbisio ti panagipatarus, maidawat nga kontakem ti opisina ti Chief Executive Officer iti (626) 931-7300 extension 7204, di kumurang a 48 nga oras sakbay ti miting

နမူနာလုပ်ငန်း တပ်တော်မဟုတ်ဘဲ တပ်ကတိကျစွာအစီအစဉ်, ဝမ်းစူးဆေးကျဘက် ပါဆွါအံ့ကွပ်
မူဒါလုပ် အဝဲဒါး ဖဲ (626) 931-7300 လီတဲစီနိုက်ဂံဒွဲ 7204, အစုကတော် 48 နာရီ
တချိုးတပ်ထံလိာ်အိပ်ဖိုဉ်သကိးနာတကွပ်.

ຖ້າທ່ານຕ້ອງການບໍລິການແປພາສາ, ຕິດຕໍ່ຫ້ອງການຫົວໜ້າຜູ້ບໍລິຫານທີ່ເປີ (626) 931-7300 ຕໍ່ຫາ 7204 ຢ່າງ
ໜ້ອຍ 48 ຊົ່ວໂມງກ່ອນການປະຊຸມ.

如果您需要翻译服务，请至少在会议
开始前 48 小时拨打(626) 931-7300 转
7204，联系首席执行官办公室。

Afai ete manaomia ni auaunaga faaliliu, faamolemole faafesoota'i le ofisa o le Pule Sili i le (626) 931-7300 extension 7204, a itiiti mai i le 48 itula a'o le'i faia le fono.

Tercüme hizmetine ihtiyacınız varsa, lütfen toplantıdan en az 48 saat önce (626) 931-7300 dahili 7204 numaralı telefondan İcra Kurulu Başkanının ofisiyle irtibata geçin.

Agar siz tarjima xizmatlariga ehtiyoj sezsangiz, uchrashuvdan kamida 48 soat oldin (626) 931-7300 raqamining 7204 kengaytmasi orqali Markaziy Boshqaruv Ofisiga murojaat qiling.



Foothill Transit

Executive Board Meeting **AGENDA**

EXECUTIVE BOARD MEETING
8:00 AM, OCTOBER 25, 2024
Foothill Transit Administrative Office
2nd Floor Board Room
100 South Vincent Avenue
West Covina, CA 91790

1. CALL TO ORDER
2. ROLL CALL: MEMBERS ALVAREZ, CALAYCAY, MOSS, SHEVLIN, STERNQUIST
3. CONFIRMATIONS OF AGENDA BY CHAIR AND CHIEF EXECUTIVE OFFICER
4. PRESENTATIONS
 - 4.1. Introduction of Foothill Transit Business Partners
 - 4.2. Contractors' Employee Recognition
5. PUBLIC COMMENT

Public Comment: Any individual may request to address the Executive Board at this time. Public comments are allowed only during the Public Comment portion of the agenda. Speakers may speak only once for up to 3 minutes total time during which they may address both on- and off- agenda items. If there are any public hearings scheduled, individuals will be given an additional opportunity to comment under said items. Speakers are not permitted to yield their time to another speaker. 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, emailing board.secretary@foothilltransit.org, 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.

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



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CONSENT CALENDAR: Items 6 through 11 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.

6. APPROVAL OF MINUTES FOR THE REGULAR MEETING OF SEPTEMBER 27, 2024

7. OCTOBER 2024 PROCUREMENT MONTHLY REPORT

Recommended Action: Receive and file the Procurement Monthly Report for October 2024.

8. OCTOBER 2024 LEGISLATIVE UPDATE

Recommended Action: Receive and file the October 2024 Legislative Update.

9. RESOLUTION ADOPTING EXECUTIVE BOARD AND GOVERNING BOARD MEETING SCHEDULE FOR 2025

Recommended Action: Adopt Resolution No. 2024-10, the Executive and Governing Board Meeting Schedule for 2025.

10. AUTHORIZATION TO ISSUE INVITATION FOR BIDS FOR FLEET AUDITS AND INSPECTIONS

Recommended Action: Authorize the Chief Executive Officer to issue Invitation for Bids (IFB) No. 25-053 for a contractor to perform quarterly fleet audits, turnover fleet audits, and in-plant fleet inspections.

11. TITLE VI ANALYSIS FOR LINE 492

Recommended Action: Receive and file the Title VI analysis report for Line 492 pilot.

REGULAR AGENDA:

12. ALLIANCE FOR RENEWABLE CLEAN HYDROGEN ENERGY SYSTEMS (ARCHES) SUBRECIPIENT AWARD AGREEMENT REPORT

Recommended Action: Receive and file Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES) Subrecipient Award Agreement Report.



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13. LOS ANGELES COUNTY SHERIFF'S DEPARTMENT CONTRACT AMENDMENT FOR SUPPLEMENTAL LAW ENFORCEMENT SERVICES

Recommended Action: Authorize the Chief Executive Officer to execute a First Amendment to the existing five-year Agreement with the Los Angeles County Sheriff's Department for Supplemental Law Enforcement Services.
14. FISCAL YEAR 2025 FIRST QUARTER KEY PERFORMANCE INDICATORS

Recommended Action: Receive and file the Fiscal Year 2025 First Quarter Key Performance Indicators Report.
15. CHIEF EXECUTIVE OFFICER COMMENT
16. BOARD MEMBER COMMENT
17. ADJOURNMENT

**The next Regular Meeting of the Executive Board
is scheduled for
Friday, December 13, 2024, at 8:30 a.m.**



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

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

**Friday, September 27, 2024
8:00 a.m.**

DRAFT

1. CALL TO ORDER

The meeting was called to order by Chair Moss at 8:11 a.m.

2. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Chair Moss.

3. ROLL CALL

Roll call was taken by Christina Lopez, Board Secretary.

Present: Member Gary Boyer, Member Corey Calaycay, Member Cynthia Sternquist, Chair Cory Moss

Vice Chair Becky Shevlin temporarily absent.

Vice Chair Shevlin joined the meeting at 8:12 a.m.

4. CONFIRMATION OF AGENDA BY CHAIR AND CHIEF EXECUTIVE OFFICER

After discussion, by Common Consent, the Chair and Chief Executive Officer confirmed the agenda as presented.

5. PRESENTATIONS

5.1. Introduction of Foothill Transit Business Partners

There were no presentations by Foothill Transit business partners.

5.2. Contractors' Employee Recognition

Jeffrey Moore, Assistant General Manager, introduced the Pomona location Keolis employees of the month.

Lorena Serrano – Employee of the Month
Rosa Molina – Operator of the Month

Shawn Chavira, General Manager, introduced the Arcadia location Transdev employees of the month.

Dina Reab – Employee of the Month
Vivian Morales – Operator of the Month

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

6. PUBLIC COMMENT

No members of the public addressed the Foothill Transit Executive Board.

CONSENT CALENDAR

The Executive Board took action on a single motion on items 7-13.

7. APPROVAL OF MINUTES FOR THE REGULAR MEETING OF AUGUST 30, 2024

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

8. AUGUST 2024 FINANCIAL STATEMENTS AND INVESTMENT SUMMARY

Recommendation: Receive and file the Financial Statements and Investment Summary year-to-date report through August 31, 2024. The attached Financial Statements and Investment Report summarize Foothill Transit's unaudited operations and financial condition as of August 31, 2024, for the fiscal year (FY) ending June 30, 2025.

The Executive Board received and filed the August 2024 Financial Statements and Investment Summary.

9. **SEPTEMBER 2024 PROCUREMENT MONTHLY REPORT**

Recommendation: Receive and file the Procurement Monthly Report for September 2024.

The Executive Board received and filed the September 2024 Procurement Monthly Report.

10. **MT. SAN ANTONIO COLLEGE BALLOT MEASURE V**

Recommendation: Adopt a SUPPORT position on November 2024 Ballot Measure V.

Motion by Vice Chair Shevlin, second by Member Sternquist, to adopt. Motion carried 4-0. Member Calaycay abstained.

11. **TRANSPORTATION FUND EXCHANGE - CITY OF SAN DIMAS**

Recommendation: Authorize the Chief Executive Officer to enter into an agreement with the City of San Dimas to exchange Foothill Transit general use funds for Proposition A Transportation Local Return funds and to negotiate final terms and conditions.

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

12. **RESOLUTION FOR THE CALIFORNIA STATE OF GOOD REPAIR PROGRAM**

Recommendation: Adopt the following resolution: Resolution No. 2024-09: Authorization for the Execution of the Certifications and Assurances for the California State of Good Repair Program (Attachment A).

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

13. **TITLE VI ANALYSIS UPDATE FOR POMONA TRANSIT STORE**

Recommendation: Receive and file the Title VI analysis update report for the closure of Pomona Transit Store (PTS).

The Executive Board received and filed the Title VI Analysis Update for Pomona Transit Store.

REGULAR AGENDA

14. **PUBLIC TRANSPORTATION AGENCY SAFETY PLAN UPDATE - THIRD REVISION**

Recommendation: Adopt Foothill Transit's Public Transportation Agency Safety Plan (PTASP).

John Curley, Chief of Safety and Security, presented this item.

Mr. Curley presented an overview and reviewed proposed revisions to Foothill Transit's formal tacking of bus operator assaults. He also reviewed the safety performance categories, which include fatalities, preventable collisions, injuries, safety events, system reliability, and transit worker assaults.

Staff responded to questions and comments from the Executive Board regarding recent incidents, and the Metro bus hijacking.

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

15. **AUTHORIZATION TO PURCHASE 12 ADDITIONAL BATTERY ELECTRIC DOUBLE-DECK BUSES**

Recommendation: In lieu of the previous purchase of 12 Battery Electric Double Deck buses, authorize the Chief Executive Officer to purchase a total of 24 Electric Double-Deck buses under Contract No. 24-055 with Alexander Dennis for the total amount of Forty-Five Million Four Hundred Twenty-One Thousand Five Hundred Fifty-Four (\$45,421,554), exclusive of California sales and use tax.

Roland Cordero, Director of Maintenance and Vehicle Technology, presented this item.

Mr. Cordero reported that the Fiscal Year 2025 Life of Project budget for the zero emissions double-deck buses has increased to \$48 million. This would allow for the purchase of 12 additional buses, bringing the grand total to 24 zero emissions double-deck buses. The new buses will be operated on the Silver Streak route.

Staff responded to questions regarding the buses longevity, warranty, and bike racks.

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

16. **DUARTEBUS SERVICE AGREEMENT NO. 18-007 – OPTION EXERCISE**

Recommendation: Authorize the Chief Executive Officer to enter into the second of two three-year options on our Agreement No. 18-007 with the City of Duarte to operate the duartEbus service.

Joe Raquel, Director of Planning, presented this item.

Mr. Raquel reported that Foothill Transit assumed operations of the city's fixed route bus service six years ago. The first three-year option of the Memorandum of Understanding with the city expires on October 31, 2024. At Duarte's last council meeting the council approved exercising the second three-year option to have Foothill Transit to continue to operate the service through October 31, 2027.

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

17. **AUTHORIZATION TO ISSUE REQUEST FOR PROPOSALS FOR TEMPORARY MOBILE REFUELER**

Recommendation: Authorize the Chief Executive Officer to issue Request for Proposals (RFP) No. 25-022 for a temporary mobile refueler at the Arcadia/Irwindale Operations and Maintenance Facility.

Roland Cordero, Director of Maintenance and Vehicle Technology, presented this item.

Mr. Cordero reported that construction of the hydrogen infrastructure at the Arcadia/Irwindale facility is scheduled for completion in the third quarter of 2026. Delivery of the 19 fuel cell buses is scheduled to begin in November 2025. The temporary mobile refueler is needed in order to do acceptance testing of the buses and the mobile refueler will stay for six months, once the hydrogen infrastructure is complete in case of any system failures.

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

18. **AUTHORIZATION TO AWARD SOLE SOURCE CONTRACT FOR BUS ROUTER REPLACEMENT**

Recommendation: Authorize the Chief Executive Officer to enter into a sole

source agreement with Avail Technologies, Inc. in the amount of \$2,327,180 for the replacement and support of the Cradle Point Routers on the Foothill Transit fleet.

Joe Raquel, Director of Planning, presented this item.

Mr. Raquel reported that the mobile routers are one of the key components of the computer aided dispatch and automatic vehicle location (CAD/AVL) system. They transmit data between buses and the Avail system. The current routers on the buses were installed over ten years ago. The new routers support the 5G cellular network, which will transmit data faster.

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

19. **PUENTE HILLS MALL TRANSIT CENTER UPDATE**

Recommendation: Receive and file the Puente Hills Mall Transit Center Update.

Joe Raquel, Director of Planning, presented this item.

Mr. Raquel provided an update on the Puente Hills Mall Transit Center. The mall was sold to RCB Equities in August 2024. The new mall owners have reached out to Foothill Transit indicating their desire to extend the lease for another year at the same rate of \$5,000 per month.

The Executive Board received and filed the Puente Hills Mall Transit Center Update.

20. **CHIEF EXECUTIVE OFFICER COMMENT**

Comments by Mr. Doran J. Barnes, Chief Executive Officer, Foothill Transit.

Mr. Barnes reported the following:

- Rose Bowl shuttle services have begun for UCLA football games.
- Clean Air Day is October 2, and Foothill Transit will be offering free rides.
- A celebration of Congresswoman Grace Napolitano is scheduled on November 7, 2024.
- A presentation on the ARCHES Program will be presented at the next board meeting.



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- The APTA TRANSform Conference is taking place September 29 through October 2. Chair Moss and Member Sternquist will be participating.
 - Mr. Barnes will be participating in the Transit Research Board meeting and the California Joint Powers Insurance Authority – Risk Management Forum.
 - The December 13, 2024, Executive Board Meeting start time may be adjusted.
 - A draft of the 2025 Meeting Schedule will be sent to the Executive Board for feedback.

21. **BOARD MEMBER COMMENT**

Comments by Members of the Foothill Transit Executive Board.

- Member Shevlin stated she is thankful for Foothill Transit's de-escalation training. She expressed that mental health issues need to be addressed.

22. **ADJOURNMENT**

Adjournment for the September 27, 2024, Foothill Transit Executive Board Meeting.

There being no further business, the Foothill Transit Executive Board meeting adjourned at 9:33 a.m.



October 25, 2024

To: Executive Board

Subject: **October 2024 Procurement Monthly Report**

Recommendation

Receive and file the Procurement Monthly Report for October 2024.

Awarded Procurements:

Since the previous month's Executive Board meeting on September 27, 2024, there have been no awards of agreements over \$100,000.00 but below the Executive Board's approval threshold of \$250,000.00.

Upcoming Procurements:

Since the previous month's Executive Board meeting, the Procurement Department has not initiated any procurements over \$100,000.00 but below the Executive Board's approval threshold of \$250,000.00.

Sincerely,

Christopher Pieper
Director of Procurement

Doran J. Barnes
Chief Executive Officer



October 25, 2024

To: Executive Board

Subject: **October 2024 Legislative Update**

Recommendation

Receive and file the October 2024 Legislative Update.

Analysis

Federal Update:

Congress returned to the Hill on September 9 after the August Recess, and on September 25, managed to reach a bipartisan agreement to pass H.R. 9747, the Continuing Appropriations and Extensions Act, 2025, with a 78-18 vote in the Senate and a 341-82 vote in the House. This continuing resolution (CR) prevented a government shutdown that would have otherwise occurred if the FY 2025 appropriations bills were not enacted when the federal fiscal year for 2025 began on October 1, 2024. The CR provides continuing FY 2025 appropriations for federal agencies, provides additional funding for the U.S. Secret Service, and extends various expiring programs and authorities through December 20, 2024. Upon the passage of the CR, Congress adjourned until after the elections, and will resume on November 12, 2024. Congress will must then negotiate another CR or pass the FY 2025 appropriations bills in order to prevent a shutdown by the new December 20, 2024 deadline.

Despite the bipartisan agreement to extend FY 2024-level funding in the current CR, the House and Senate FY 2025 Transportation, Housing and Urban Development, and Related Agencies (THUD) Appropriations bill markups made in July were vastly different, and remain to be negotiated between the two houses when Congress returns in November. Final deliberations must also take place in order to determine which earmarks will be selected for inclusion in the FY 2025 Budget. Foothill Transit's community project funding requests for \$3 million, advanced by Congresswoman Linda Sánchez, and \$850,000, advanced by Congresswoman Judy Chu are among what both chambers are reconciling for inclusion in the final FY 2025 Appropriations Bill.



State Update:

In Sacramento, the Legislature adjourned on September 30 after coming back on August 31 from its final recess of the 2023-24 Regular Legislative Session. Governor Newsom had until September 30 to sign or veto bills that were passed by the Legislature before September 1. Among the bills signed into law by the Governor were SB 1418 (Hydrogen-fueling stations: expedited review) and SB 1420 (Hydrogen production facilities: certification and environmental review), which the Foothill Transit Executive Board took support positions on at its August 30 and June 28 meetings, respectively. Both bills broadly support the advancement of the hydrogen fuel industry in California as Foothill Transit continues to expand its hydrogen fuel cell bus fleet and fueling infrastructure.

A state legislative update provided by our state advocate, Steve Wallauch is also attached to this report.

November 5, 2024 General Election

In addition to the statewide ballot measures and presidential and congressional races to be voted upon in the upcoming November 5, 2024 General Election, various local city council elections will also appear on the ballot. The cities that are part of Foothill Transit's joint powers authority that will appear on the ballot are the Cities of: Arcadia (City Councilmember - 4th District), Azusa (City Councilmember - 2nd, 4th and 5th Districts), Baldwin Park (City Councilmember – three seats), Claremont (City Councilmember - 1st and 5th Districts), Duarte (City Councilmember - 2nd, 3rd, and 7th Districts), El Monte (Mayor; City Councilmember - 1st, 4th, and 5th Districts), Glendora (City Councilmember - 3rd District), Irwindale (City Councilmember – three seats), Pomona (City Councilmember – 4th and 6th Districts), South El Monte (Mayor; City Councilmember – two seats), Walnut (City Councilmember – three seats), and West Covina (City Councilmember – 1st and 3rd Districts).

Sincerely,

Yoko J. Igawa
Director of Government Relations

Doran J. Barnes
Chief Executive Officer

Attachment

PLATINUM | ADVISORS

October 15, 2024

TO: Foothill Transit Executive Board
Doran Barnes, Chief Executive Officer

FR: Steve Wallauch
Platinum Advisors

RE: State Legislative Update

Sign/Veto: The Governor completed actions on all the measures sent to his desk the day before the September 30th deadline. This year the legislature sent a record number of bills to the Governor, with 1,206 bills approved by the legislature this year alone. Of these bills the Governor vetoed 189, or 16%, which is consistent with prior veto rates. While the Governor signed several artificial intelligence bills, he vetoed the most far-reaching proposal, SB 1047 (Wiener), which would have required safeguards to be placed on the use of artificial intelligence models. Other high-profile measures vetoed included legislation related to housing assistance to undocumented immigrants, a reparations bill on eminent domain, and measures on pharmaceutical regulations. Considering the state's fiscal situation, most bills were vetoed based on cost impacts.

With the completion of the Governor's actions and the end of the Special Session on Fuel Prices, the legislature has adjourned until December 2nd when they will return for a brief session to swear-in new and re-elected members and organize both houses. The legislature will likely reconvene on January 2nd to begin the 2025-2026 session.

Fiscal Outlook: The Department of Finances monthly revenue bulletins continue to illustrate a stable fiscal outlook. The month of August receipts were \$710 million, or 5.5 percent, above the Budget Act forecast for August. Strength in August was driven by sales tax and personal income tax which exceeded the forecast by \$435 million and \$332 million, respectively. For the fiscal year to date revenue exceeds projections by \$1.7 billion, or about 7.5% above the forecast. Initial reports on September revenues are also strong, with personal income tax receipts so far being \$1.8 billion, or 20%, above the forecast for the month.

- Personal income tax cash receipts were \$332 million, or 4.1 percent, above forecast in August and \$2.1 billion above forecast cumulatively since April.
- Corporation tax cash receipts were \$1 million, or 0.4 percent, below forecast in August as strength in estimated payments and other payments were offset by lower pass-through entity elective tax (PTET) payments and higher refunds.

Corporation tax receipts remain \$1.9 billion above forecast cumulatively since April.

- Preliminary sales and use tax receipts were \$435 million, or 12.1 percent, above forecast in August. This strength in August is primarily related to the timing of collections as higher-than-expected cash receipts shifted from July to August.

Special Session: After holding two informational hearings, the Assembly Committee on Petroleum & Gasoline Supply advanced two bills to the Assembly Floor for consideration. At the hearing, lawmakers rejected a third bill, proposed by the Assembly's top Republican, to exempt gasoline from the state's cap-and-trade program, which GOP legislators argued would have immediately cut the price of gas and saved drivers' money.

The main bill approved, ABXX 1 (Hart & Aguiar Curry), was proposed by Newsom in the final days of the legislative session. This bill would require oil refineries to maintain a supply of gas using existing storage. It would direct the California Energy Commission to produce specific regulations. The goal is to have larger reserves in case refiners go offline for maintenance, whether planned or unplanned. In recent years, such maintenance has led to sharp price hikes at the pump. Market regulators say the price spikes have cost California drivers up to \$2 billion and directly profit oil companies. Two Democrats on the 19-member committee abstained from voting on the measure and said they want stronger assurances from state regulators that the proposals will bring down the cost of gasoline in California.

The second bill approved was ABXX 9, authored by the committee chair, Assemblymember Petrie-Norris. ABXX 9 urges the Air Board to proceed with the rule making process to allow the sale of E15, which is gasoline with 15% ethanol content as opposed to current gasoline formula that contains 10% ethanol. California is the only state that does not allow the sales of E15, which has been proven to be a cleaner fuel, but also a cheaper fuel, by about 20 cents per gallon.

Both ABXX 1 and ABXX 9 were approved by the Assembly and sent to the Senate for consideration. Although ABXX 9 was unanimously approved by the Assembly, Senate leadership decided not to hear the bill, but pledged to work on this issue in the next session. The primary bill, ABXX 1, was heard in the Senate and an agreement was reached with the Governor's office on amendments. As amended the Senate approved ABXX 1 last week and the Assembly concurred in the amendments this week. Governor Newsom signed ABXX 1 into law a few hours after the Assembly vote.

LEGISLATION

Complete Streets: Senator Wiener was successful once again in moving legislation forward to place in statute requirements that Caltrans must address complete streets needs in its transportation programming. While previous efforts were vetoed, this time the Governor signed SB 960 into law.

While Caltrans has adopted similar policies, Senator Wiener, and an extensive list of supporters believe Caltrans has failed to fully implement those policies. SB 960 requires inclusion of bicycle, pedestrian, and transit priority facilities in the Transportation Asset Management Plan, the State Highway System Management Plan, and the plain language performance report of the State Highway Operation and Protection Program (SHOPP). While the amendments provide some flexibility to Caltrans to phase in these requirements, the overall intent of the bill remains in place.

Warehouse Setback Legislation: AB 98 (Juan Carrillo), one of the session's most controversial measures, was signed into law. The bill mandates a 300-foot setback between new warehouses and sensitive areas, such as homes, schools, and hospitals, in an effort to reduce air pollution from truck traffic. It also requires large warehouses to implement energy-efficient measures like cool roofing, solar power, and electric vehicle infrastructure.

While environmental advocates see the bill as a step toward addressing the negative health impacts of warehouse operations, industry groups warned it could stifle economic development. On the other side, environmental justice advocates criticized the bill's setbacks as insufficient.

Hydrogen Production Streamlining: In another step toward clean energy, Senator Anna Caballero's [SB 1420](#) was signed into law. This bill would streamline the permitting process for hydrogen production projects that align with state and federal clean energy goals. SB 1420 focuses on expediting projects that avoid fossil fuel inputs and benefit from state or federal funding, including through the Biden Administration's Bipartisan Infrastructure Law. With the award of \$1.2 billion in federal funds for renewable hydrogen initiatives, this legislation is a key step toward advancing the state's hydrogen economy.

One element removed from SB 1420 was language to clarify the definition of clean hydrogen. This was a change supported by CARB but opposed by environmental groups who believe electrolytic hydrogen powered solely by solar or wind energy should be the only type of hydrogen that qualifies as a clean transportation fuel source. This is an effort that will be revisited next year.

LEGISLATION

	Subject	Status
<u>AB 1904</u> <u>(Ward D)</u> Transit buses: yield right-of- way sign.	AB 1904 was approved by the Senate Transportation Committee and is now pending on the Senate Floor. Existing law allows Santa Clara VTA and Santa Cruz Metropolitan Transit District to equip buses	Signed Into Law Chapter 555, Statutes of 2024

	Subject	Status
	<p>with a “yield right-of-way” sign to inform motorists when the bus re-entering a traffic lane.</p> <p>This bill would expand the above authorization to allow any transit operators to equip its bus with yield right-of-way signs. Under AB 1904 these signs could be an illuminated sign or a static decal.</p>	
<p><u>AB 2043</u> <u>(Boerner D)</u> Medi-Cal: nonmedical and nonemergency medical transportation</p>	<p>AB 2043 was held on the Senate Appropriations Committee’s Suspense File and will not be moving forward this year.</p> <p>AB 2043 direct the State Department of Health Care Service to do the following:</p> <ul style="list-style-type: none"> • Ensure the fiscal burden of providing nonemergency Medi-Cal trips is not unfairly placed on public paratransit providers. • Direct Medi-Cal managed care plans to reimburse public paratransit providers at the state’s fee for service rates. • Engage with public paratransit providers to understand the unique challenges the paratransit providers face, and by June 1, 2026, provide updated guidance that ensures the fiscal burden is not placed on public paratransit providers. 	<p>Senate Appr.</p> <p>Held on Suspense</p> <p>Dead</p>
<p><u>AB 2719</u> <u>(Wilson D)</u> Vehicles: commercial vehicle inspections.</p>	<p>AB 2719 would create an alternative safety inspection process for public transit vehicles to ensure their safety and maintains the transit agency's ability to provide reliable, on-time transit service.</p> <p>AB 2719 is sponsored by NVTa and SolTrans. The purpose of this bill is to create an alternative inspection process that will exempt public transit buses from being required to stop at any roadside inspection station.</p>	<p>Assembly Appropriations</p> <p>Held on Suspense File</p> <p>Dead</p>
<p><u>AB 2824</u> <u>(McCarty D)</u> Battery; Public Transportation Provider</p>	<p>AB 2824 would expand the application of existing provisions for battery of a bus operator to also include an agent, employee, or contractor to a public transit operator. The existing penalty for battery includes a fine of up to \$10,000, or up to one year in county jail, or both. The bill would also</p>	<p>Assembly Public Safety</p> <p>Dead</p>

	Subject	Status
	<p>include imprisonment in state prison for up to 16 months, or 2 years, or 3 years.</p> <p>AB 2824 will not move forward this year. The author and the sponsors could not reach an agreement on adding provisions to the bill that would allow transit operators to issue prohibition orders.</p>	
<p><u>AB 3214</u> (Fong, Mike D) Public transit: advertising.</p>	<p>AB 3214 would require the state to prioritize purchasing advertising space offered by public transit operators for public awareness campaigns.</p>	<p>Assembly Transportation</p> <p>Dead</p>
<p><u>SB 960</u> (Wiener D) Transportation : planning: transit priority projects: multimodal.</p>	<p>SB 960 would place in statute the requirement for Caltrans to include “complete street” improvements to all transportation projects.</p> <p>The bill was amended on July 3rd to reflect suggested changes by Caltrans. While the amendments provide some flexibility to Caltrans, the overall intent of the bill remains in place. Caltrans suggesting amendments bodes well for SB 960 being signed into law.</p> <p>This bill also requires inclusion of bicycle, pedestrian, and transit priority facilities in the Transportation Asset Management Plan, the State Highway System Management Plan, and the plain language performance report of the State Highway Operation and Protection Program (SHOPP). This bill requires any project in the SHOPP to include bicycle, pedestrian, and transit priority projects unless a specified exception applies.</p>	<p>Signed Into Law Chapter 630, Statutes of 2024</p>
<p><u>SB 961</u> (Wiener D) Vehicles: safety equipment.</p>	<p>SB 961 would require starting with the 2030 model year that certain passenger vehicles, motortrucks, and <u>buses</u> manufactured or sold in the state to be equipped with a passive intelligent speed assistance system.</p> <p>Governor Newsom stated, “<i>While I appreciate the intent to improve traffic safety, this bill presents several challenges. Federal law, as implemented by the National Highway Traffic Safety Administration (NHTSA), already regulates vehicle safety standards,</i></p>	<p>Vetoed</p>

	Subject	Status
	<p><i>and adding California-specific requirements would create a patchwork of regulations that undermines this longstanding federal framework. NHTSA is also actively evaluating intelligent speed assistance systems, and imposing state-level mandates at this time risks disrupting these ongoing federal assessments.”</i></p> <p>SB 961 was amended to exempt motor trucks with a weight rating over 8,500 pounds that are already subject to federal rules, and passenger vehicles that are not equipped with GPS or front facing camera. <i>However, the bill was not amended to exempt public transit buses.</i></p>	
<u>SB 1420</u> <u>(Caballero D)</u> Hydrogen.	<p>As amended, SB 1420 would add hydrogen production facilities and onsite storage and processing facilities to the types of facilities that existing law makes eligible for centralized permitting and expedited review under the California Environmental Quality Act (CEQA).</p> <p>While an agreement could not be reached on clarifying the definition of clean hydrogen, it is a topic of growing interest and will likely be addressed in legislation next year.</p>	Signed Into Law Chapter 606, Statutes of 2024
<u>SB 1418</u> <u>(Archuleta D)</u> Hydrogen-fueling stations: expedited review.	<p>SB 1418 would require cities and counties to create an expedited, streamlined permitting process for hydrogen-fueling stations at a properly zoned location, or at an existing gas station.</p>	Signed Into Law Chapter 607, Statutes of 2024



October 25, 2024

To: Executive Board

Subject: **Resolution Adopting Executive Board and Governing Board Meeting Schedule for 2025**

Recommendation

Adopt Resolution No. 2024-10, the Executive and Governing Board Meeting Schedule for 2025.

Analysis

The schedule of Executive Board and Governing Board meetings are shown on the attached meeting schedule (Attachment A). Foothill Transit's Joint Powers Agreement (JPA) requires that meetings be fixed by resolution (Attachment B).

Upon adoption, the resolution and meeting schedule will be filed with the JPA member cities and Los Angeles County.

Due to business issues that may arise, it may be necessary to modify the meeting schedule. Notification will be provided in a timely manner of any possible date or time changes and proper notifications will be posted.

Sincerely,

Christina Lopez
Board Secretary

Doran J. Barnes
Chief Executive Officer

Attachments

**Attachment A****DRAFT 2025 Executive Board & Governing Board Meetings Schedule**

January 2025	Friday, January 31 at 8:00 a.m. – Governing Board Meeting Friday, January 31 at 8:00 a.m. – Executive Board Meeting
February 2025	Friday, February 28 at 8:00 a.m. – 3:00 p.m. – Strategic Planning Workshop, Kellogg House (Cal Poly Pomona)
March 2025	Friday, March 28 @ 8:00 a.m. – Governing Board Meeting Friday, March 28 @ 8:00 a.m. – Executive Board Meeting
April 2025	Friday, April 25 at 8:00 a.m. – Executive Board Meeting
May 2025	Friday, May 30 at 8:00 a.m. – Annual Governing Board Meeting Friday, May 30 at 8:00 a.m. – Executive Board Meeting
June 2025	Friday, June 27 at 8:00 a.m. – Executive Board Meeting
July 2025	No meetings scheduled in July
August 2025	Friday, August 29 at 8:00 a.m. – Governing Board Meeting Friday, August 29 at 8:00 a.m. – Executive Board Meeting
September 2025	Friday, September 26 at 8:00 a.m. – Executive Board Meeting
October 2025	Friday, October 24 at 8:00 a.m. – Governing Board Meeting Friday, October 24 at 8:00 a.m. – Executive Board Meeting
November 2025	No meetings scheduled in November
December 2025	Friday, December 12 at 8:30 a.m. – Executive Board Meeting

Adopted:

RESOLUTION NO. 2024-10
A RESOLUTION OF THE EXECUTIVE BOARD OF
FOOTHILL TRANSIT ADOPTING THE 2025 MEETING
SCHEDULE

The Executive Board of Foothill Transit does resolve as follows:

1. Findings. The Executive Board hereby finds and declares the following:

A. The Joint Exercise of Powers Agreement governing Foothill Transit requires that the dates of the regular meetings of the Governing Board and Executive Board fixed by resolution.

B. It is most convenient and useful to the agency and its members to fix the dates of the regular meetings and of other significant meetings through the adoption of an annual schedule.

2. Action.

A. The Executive Board adopts the 2025 Executive Board and Governing Board Meeting Schedule attached as Attachment A.

3. Adoption. PASSED AND ADOPTED at a Regular Meeting of the Executive Board held on October 25, 2024, by the following vote:

AYES:

NOES:

ABSTAIN:

CORY MOSS, CHAIR

APPROVED AS TO FORM:
DAROLD PIEPER, GENERAL COUNSEL

ATTEST:
CHRISTINA LOPEZ, BOARD SECRETARY

By:_____

By:_____



October 25, 2024

To: Executive Board

Subject: **Authorization to Issue Invitation for Bids for Fleet Audits and Inspections**

Recommendation

Authorize the Chief Executive Officer to issue Invitation for Bids (IFB) No. 25-053 for a contractor to perform quarterly fleet audits, turnover fleet audits, and in-plant fleet inspections.

Analysis

Maintenance of Foothill Transit's fleet of 357 buses operated from the Pomona and Arcadia/Irwindale Operations and Maintenance facilities are conducted by service contractors as part of the Operations and Maintenance service contracts. Keolis maintains 147 buses at the Pomona Operations and Maintenance facility (Pomona) consisting of 33 fuel cell buses and 114 compressed natural gas buses. Transdev maintains 210 buses at the Arcadia/Irwindale Operations and Maintenance facility (Arcadia) consisting of 19 battery electric buses and 191 compressed natural gas buses.

Quarterly Fleet Audits

In ensuring the fleet is properly maintained, the contractor will conduct periodic partial fleet maintenance audits. These audits will be conducted at least two times per calendar year and a maximum of four times per calendar year. The contractor will inspect approximately thirty vehicles at each facility randomly selected by Foothill Transit.

The contractor will perform a physical inspection of each randomly selected vehicle to verify that its cosmetic appearance meets Foothill Transit's standards. The contractor will also inspect the mechanical conditions of each vehicle to determine if each vehicle meets or exceeds Foothill Transit standards.

Turnover Fleet Audits

The contractor will be requested to conduct a full fleet maintenance audit of the total fleet assigned to a specific Operations and Maintenance facility during service contract and/or contractor change. The contractor will perform



an inspection of each vehicle assigned to the facility being audited to certify that the current cosmetic appearance, cleanliness, safety, and mechanical conditions of each vehicle meets or exceeds Foothill Transit standards.

In-Plant Inspections

The Federal Transit Administration requires that any grantee that purchases revenue service rolling stock with a contract amount that exceeds \$100,000 is required to conduct a Buy America pre-award and post-award audit contained in 49 CFR part 663. Included in that requirement is to have an on-site resident inspector to monitor the production process to verify compliance with final assembly requirements identified in the Buy-America pre-award audit. It is the agency's discretion to engage a transit agency staff or a contract inspector or a combination of both to act as resident inspectors. The resident inspector must be at the manufacturing site throughout the period of manufacturing and prepare a report with accurate records of all vehicle manufacturing activities.

The typical inspections performed by the resident inspector on each bus are:

- Water test
- Road test
- Interior inspection
- Hoist/undercarriage
- Exterior
- Electrical
- Wheelchair ramp

Budget Impact

Funding for the quarterly fleet audits and turnover inspection are included in the Maintenance and Vehicle Technology department's operating budget while the resident inspector is funded under capital project no. 0229 in the approved Fiscal Year 2025 Business Plan and Budget.

Sincerely,

Roland M. Cordero
Director of Maintenance and Vehicle Technology

Doran J. Barnes
Chief Executive Director

Joyce Rooney
Director of Finance

Christopher Pieper
Director of Procurement



October 25, 2024

To: Executive Board

Subject: **Title VI Analysis for Line 492 Pilot**

Recommendation

Receive and file the Title VI analysis report for Line 492 pilot.

Summary

This Title VI analysis report is a Federal Transit Administration (FTA) Title VI Circular 4702.1B requirement. FTA requires agencies to evaluate major service and fare changes in their planning or pilot phases to determine whether these changes will produce a disparate impact or disproportionate burden on Black, Indigenous, and other People of Color (BIPOC)¹ or on low-income populations within their service area.

The Line 492 pilot approved by the Executive Board in March 2024, increased Line 492's frequency for the April 2024 service change from 30 minutes to 20 minutes all day on weekdays. The increase in frequency resulted in over a 25 percent change in service hours; therefore, this change is considered a major service change according to Foothill Transit's major service change policy.

The results of the Title VI analysis of the Line 492 pilot is that the increased frequency to Line 492 caused no disparate impact nor disproportionate burden to BIPOC or low-income populations.

Line 492

Line 492 is a Foothill Transit local line that travels between the Cities of El Monte, Covina, Montclair, and Claremont during peak and non-peak hours on weekdays and weekends.

For the April 2024 service change, the frequency of Line 492's weekday service was increased from thirty minutes to twenty minutes to incorporate Line 492 into Foothill Transit's Frequent Transit Network. Foothill Transit's Frequent Transit Network is comprised of lines that travel on key corridors in the service area at twenty minutes or better frequency.

¹ BIPOC populations include, but are not limited to Black, African, Hispanic, Latino/a, Asian, South Asian, Native American, American Indian, Indigenous, and multi-racial individuals.



Since the implementation of the increased of frequency, Line 492 has seen an eighteen percent increase in ridership when compared to the same period last year (see Table 1).

Table 1

Line 492's Weekday Ridership

Before Change		After Change		Percentage Change
Month	Ridership	Month	Ridership	
Apr-23	39,800	Apr-24	49,509	24%
May-23	42,639	May-24	51,193	20%
Jun-23	42,461	Jun-24	46,094	9%
Jul-23	40,257	Jul-24	48,853	21%
Aug-23	44,442	Aug-24	52,439	18%
Sept-23	43,243	Sept-24	51,539	19%
Total	252,842	Total	299,627	19%

The Line 492 pilot has increased weekday ridership for Line 492. Although the ridership results of the Line 492 pilot prove to be successful, Foothill Transit staff will abide to its major service change policy and conduct public outreach and a public hearing to gather the opinions and comments from the public. In addition, Foothill Transit staff will examine whether the increase in frequency for Line 492 has a disparate impact or disproportionate burden on BIPOC or on low-income populations within Foothill Transit's service area through the following Title VI analysis.

Title VI Analysis

Introduction

This Title VI analysis report is in accordance with the FTA's Title VI Circular 4702.1B, which states that agencies shall evaluate major service and fare changes at the planning and pilot stages to determine whether these changes produce a disparate impact or disproportionate burden on BIPOC or on low-income populations within their service area. The Line 492 pilot approved by the Executive Board in March 2024 increased Line 492's frequency from 30 minutes to 20 minutes all day on weekdays. The increase in frequency resulted in over a 25 percent change in service hours; therefore, this change is considered a major service change according to Foothill Transit's major service change policy. The following Title VI analysis report will analyze whether the increased frequency to Line 492 produces a disparate impact or disproportionate burden on BIPOC or on low-income populations within Foothill Transit's service area.



Methodology

Foothill Transit staff utilized the 2018-2022 American Community Survey 5-Year Estimates data at the block group level to determine the impacts that the increased frequency of Line 492 might have on populations who identify as BIPOC and/or on populations with low-incomes. This report provides a demographic analysis, comparing Line 492's BIPOC and low-income populations within the ¼-mile and 1-mile radius of the line in comparison to Foothill Transit's service area's BIPOC and low-income populations. In addition, this report analyzes Foothill Transit's existing Frequent Transit Network and examines the BIPOC and low-income cities that benefit from the increase of frequency added to Line 492.

BIPOC and Low-Income Definitions

BIPOC populations include, but are not limited to Black, African, Hispanic, Latino/a, Asian, South Asian, Native American, American Indian, Indigenous, and multi-racial individuals. According to the 2018-2022 American Community Survey B03002 Hispanic or Latino Origin by Race table, 83% of Foothill Transit's service area identifies as BIPOC.

Foothill Transit considers low-income to be a household that earns 30 percent or less of the median household income in its service area. According to the 2018-2022 American Community Survey S1901 Income in the Past 12 Months table, the average median household income in Foothill Transit's service area is \$87,684; therefore, the low-income threshold is \$26,305.20. Because the U.S. Census reports household income in \$5,000 increments, Foothill Transit considers any household with an income less than \$30,000 as low-income.

Demographic Analysis

Quarter-mile radius analysis

Figures 1 and 2 below visually depict the BIPOC and low-income populations that are a quarter-mile from Line 492. Table 2 -Line 492 vs Overall Service Area: Quarter-mile radius analysis summarizes the proportion of BIPOC and low-income populations' quarter-mile from Line 492 versus Foothill Transit's overall service area.

The population quarter-mile from Line 492 represents nine percent of the overall service area. Line 492's population is diverse. Table 2 below demonstrates that the proportion of Line 492's BIPOC population is only five percent less than Foothill Transit's overall service area and the low-income population is 2 percent less than Foothill Transit's overall service area.



Figure 1

BIPOC Populations (0.25-mile from Line 492)

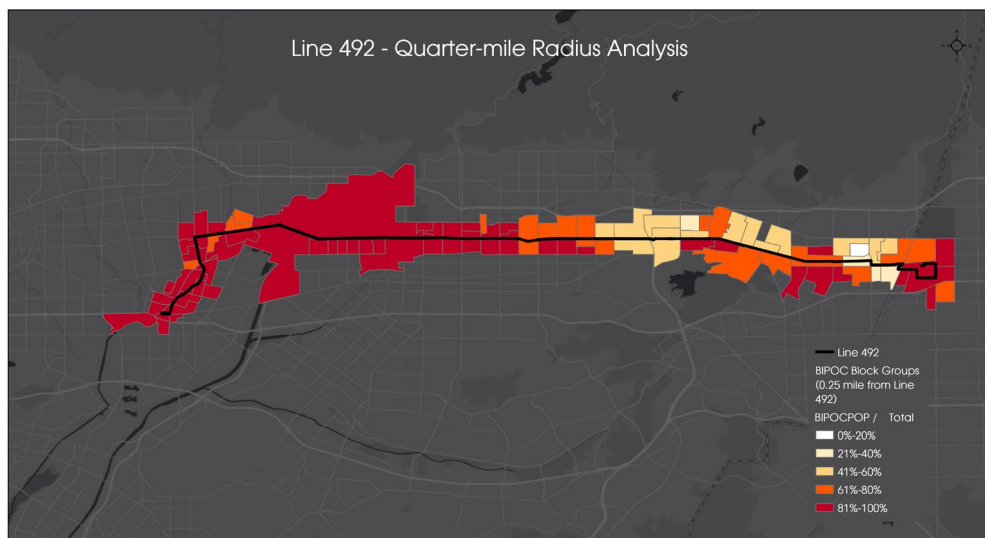


Figure 2

Low-Income Populations (0.25-mile from Line 492)

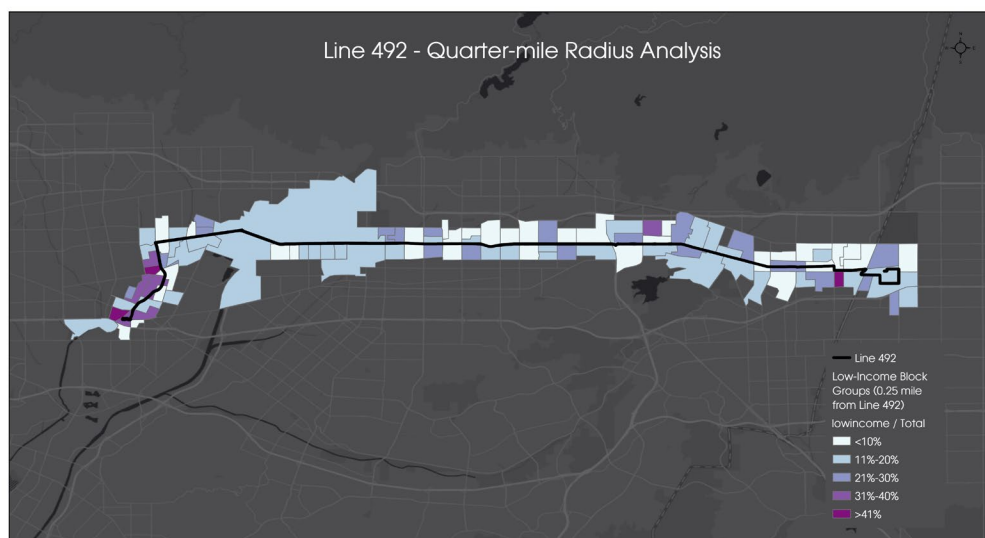




Table 2

Line 492 vs Overall Service Area: Quarter-mile radius analysis

	Population	BIPOC proportion of population	Difference from overall service area	Number of Households	Proportion of Low-Income Households	Difference from overall service area
¼-mile radius of Line 492	168,526	78%	-5%	54,176	16%	-2%
Overall Service Area	1,850,463	83%		590,939	18%	

One-mile radius analysis

Figures 3 and 4 below visually depict the BIPOC and low-income populations that are one-mile from Line 492. Table 3 -Line 492 vs Overall Service Area: One-mile radius analysis summarizes the proportion of BIPOC and low-income populations one-mile from Line 492 versus Foothill Transit's overall service area.

The population one-mile from Line 492 represents twenty-two percent of the overall service area. Table 2 below demonstrates that the proportion of Line 492's BIPOC population is only two percent less than Foothill Transit's overall service area and the low-income population is two percent less than Foothill Transit's overall service area.



Figure 3

BIPOC Populations (1-mile from Line 492)

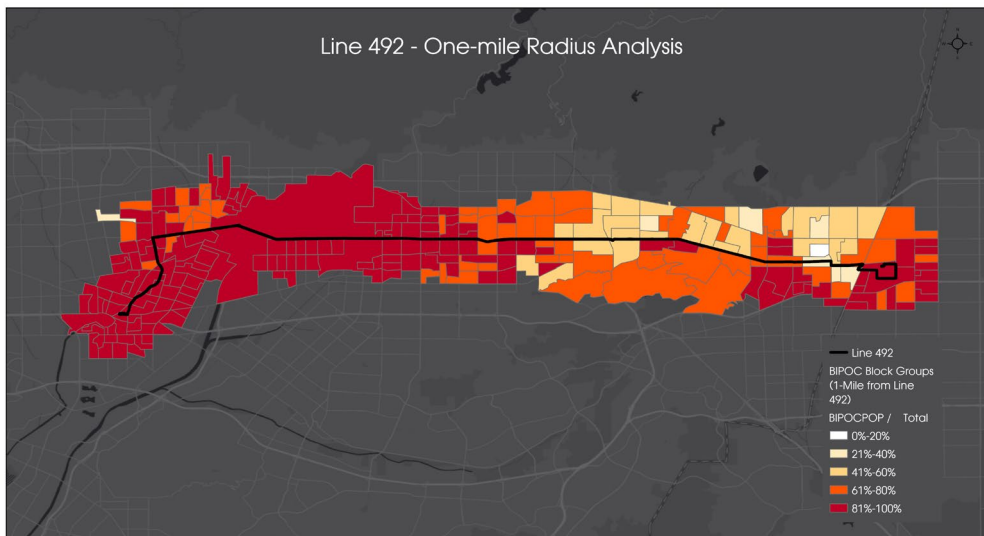


Figure 4

Low-Income Populations (1-mile from Line 492)

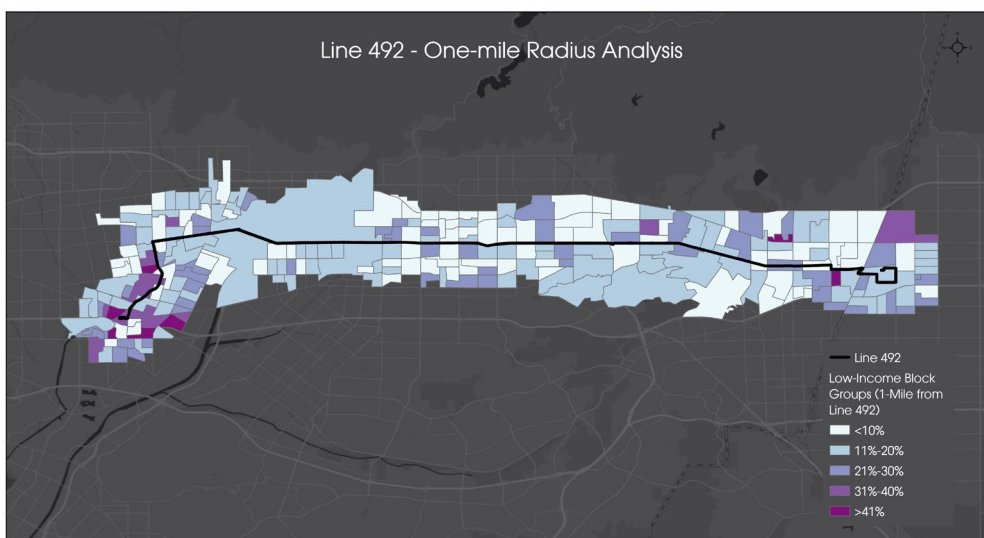




Table 3

Line 492 vs Overall Service Area: One-mile radius analysis

	Population	BIPOC proportion of population	Difference from overall service area	Number of Households	Proportion of Low-Income Households	Difference from overall service area
1-mile radius of Line 492	399,268	81%	-2%	122,369	16%	-2%
Overall Service Area	1,850,463	83%		590,939	18%	

Demographic Analysis Results

Based on the 15% threshold set forth by the agency's disparate impact and disproportionate burden policy, Foothill Transit found that the increased frequency added to Line 492 has 1) no disparate impact on BIPOC populations, and 2) no disproportionate burden on low-income populations.

Existing Frequent Transit Network Analysis

Foothill Transit's existing Frequent Transit Network is comprised of eight lines that travel on key corridors in the service area at twenty minutes or better frequency. All eight lines serve different portions of Foothill Transit's service area. Figures 5 and 6 below visually depict Foothill Transit's existing Frequent Transit Network to Foothill Transit's BIPOC and low-income population block groups.



Figure 5

Frequent Transit Network and BIPOC Block Groups

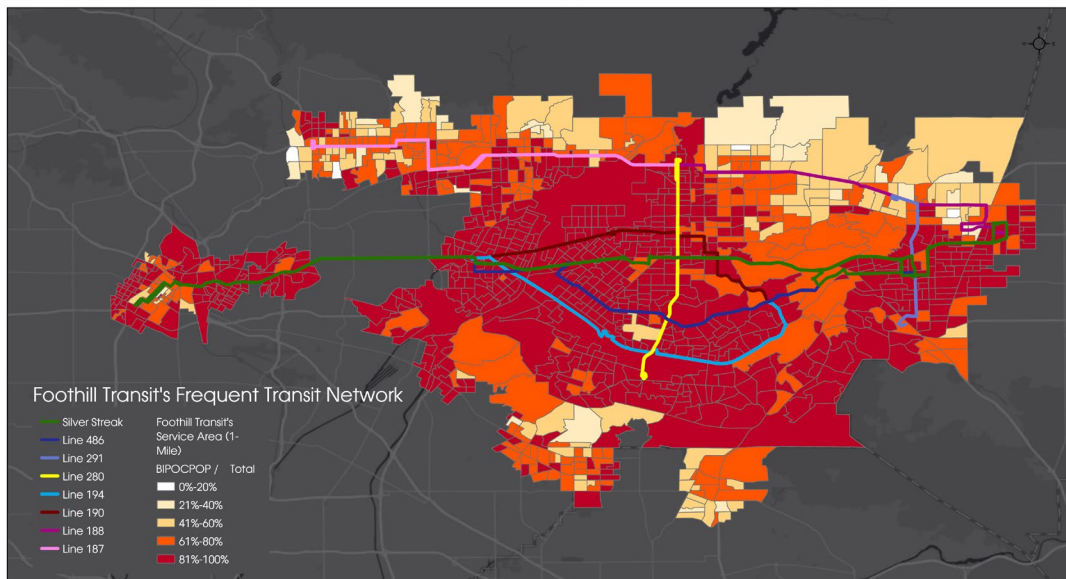
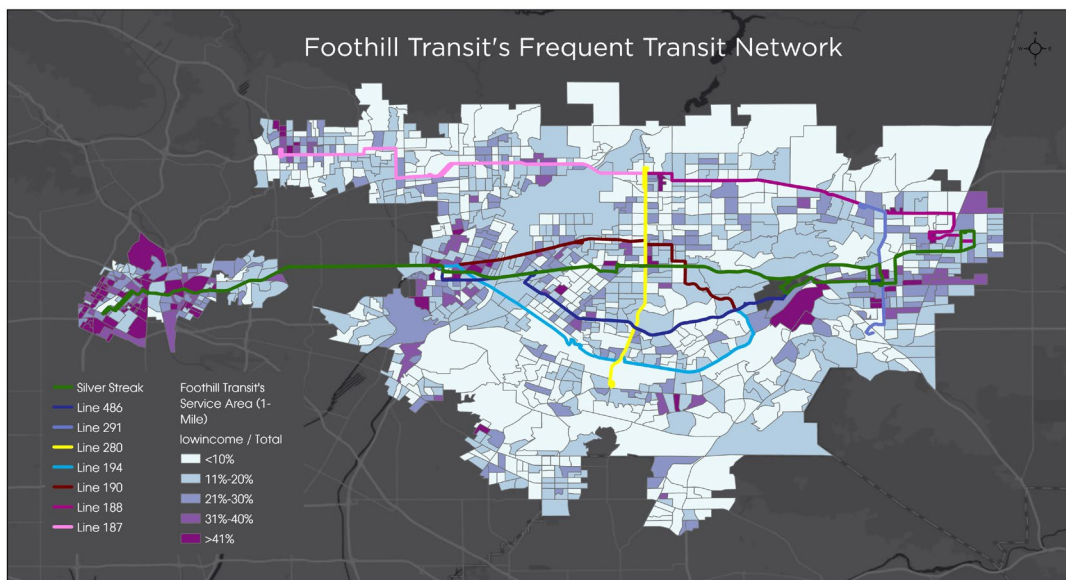


Figure 6

Frequent Transit Network and Low-Income Block Groups



The addition of Line 492 to Foothill Transit's existing Frequent Transit Network would provide frequent service east to west in the northern portion of Foothill Transit's service area. Figures 7 and 8 visually depict Foothill Transit's existing Frequent Transit Network with the addition of Line 492.



Figure 7

Frequent Transit Network and Line 492

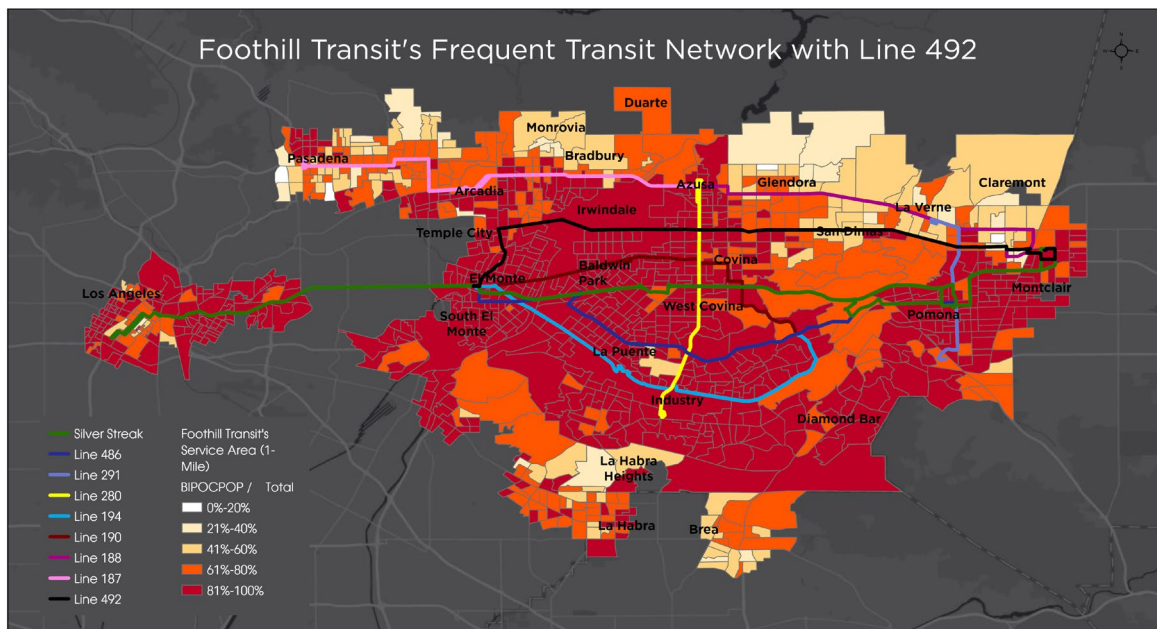
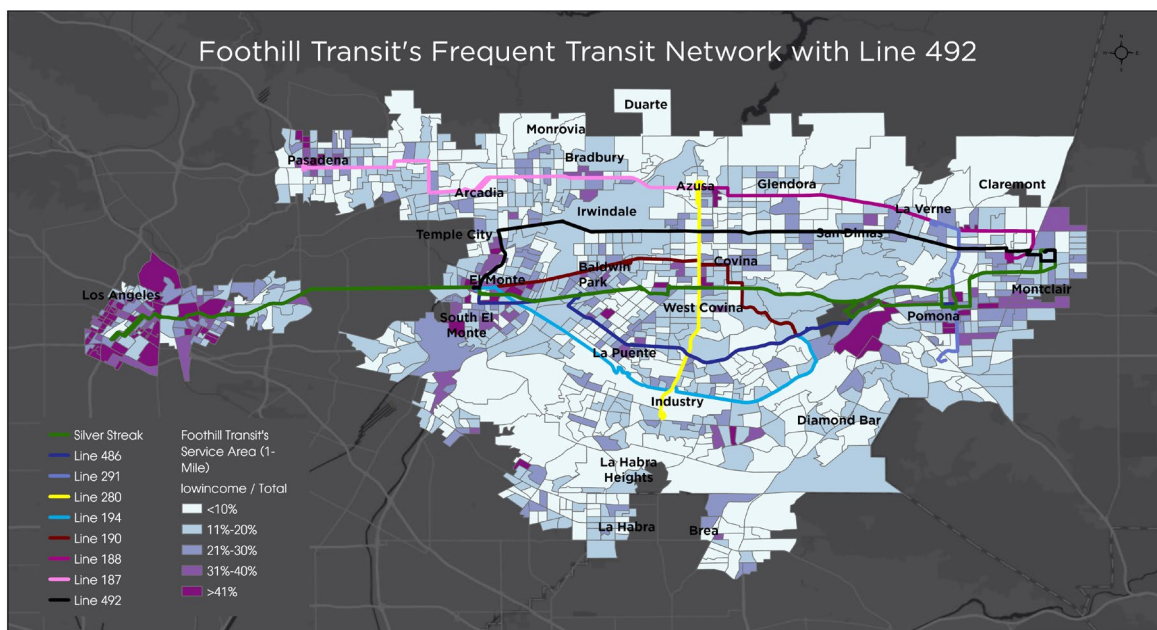


Figure 8

Frequent Transit Network and Line 492



Foothill Transit's highest BIPOC populations are located throughout the service area mostly concentrated in the cities of El Monte, Baldwin Park,

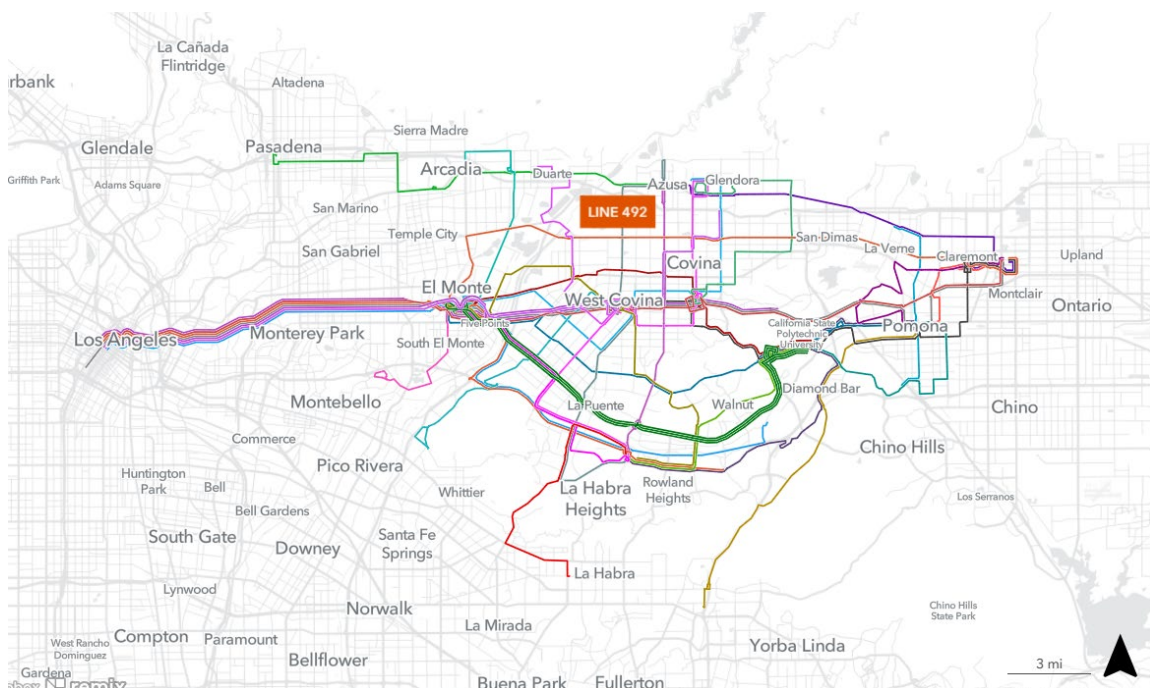


Pomona, West Covina, Irwindale, La Puente, and Diamond Bar. The addition of Line 492 to Foothill Transit's existing Frequent Transit Network would provide high frequency service to the high BIPOC cities of El Monte and Irwindale.

Foothill Transit's highest low-income populations are located in pockets throughout the service area. The cities of El Monte and Pomona have the highest proportions of low-income populations in the service area. The addition of Line 492 to Foothill Transit's existing Frequent Transit Network would provide high frequency service to the low-income city of El Monte.

In addition, adding Line 492 to the existing Frequent Transit Network would support more frequent service in an east to west corridor that is only supported by Line 492. Figure 9 depicts Line 492 in orange. While Foothill Transit had the opportunity to benefit other lines with increased frequency, other portions of the service area traveling east to west either are already being serviced by an existing Frequent Transit Network line or have multiple local lines traveling through the area.

Figure 9
Foothill Transit's Service





Conclusion

The Line 492 pilot offers additional service for the populations in El Monte, Irwindale, San Dimas and Claremont. The increased frequency added to Line 492 provides service to the BIPOC cities of El Monte and Irwindale and the low-income city of El Monte. According to the demographic analysis conducted at the quarter-mile and one-mile radius of Line 492, the BIPOC and low-income populations surrounding Line 492 reflect the make up the overall service area; it is Foothill Transit's general consensus that this additional frequency added to Line 492 will not cause a disparate impact or disproportionate burden on BIPOC or low-income populations.

Sincerely,

Lourdes Alvarez
Transit Planner

Doran J. Barnes
Chief Executive Officer



October 25, 2024

To: Executive Board

Subject: **Alliance for Renewable Clean Hydrogen Energy Systems
(ARCHES) Subrecipient Award Agreement Report**

Recommendation

Receive and file Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES) Subrecipient Award Agreement Report.

Analysis

The Alliance for Renewable Clean Energy Systems (ARCHES) is a State of California public-private partnership serves as the applicant and organizer for a statewide Hydrogen Gas (H₂) hub. California is slated to be one of the regional H₂ hubs established to create a network of H₂ producers, consumers, and infrastructure to deliver clean H₂ at a reduce cost and to support the technology demonstrations.

In October 2023, ARCHES and the United Sates Department of Energy (DOE) completed an agreement establishing \$12.6 billion to build a clean renewable H₂ hub in California. Included in the ARCHES project is the goal to deploy 1,000 fuel cell electric buses across 13 California transit agencies during the next 5-8 years. This project also includes renewable hydrogen production, upgrade to hydrogen fuel cell powered equipment at Ports of Long Beach, Los Angeles and Oakland, and deploying 5,000 fuel cell electric trucks.

Foothill Transit is one of the agencies selected to receive funding under this agreement and was awarded a grant of up to \$62 million to support the continuation of the agency's hydrogen fuel cell program. This agreement would provide \$300,000 per hydrogen fuel cell electric buses (190 buses) purchased through 2031; \$4 million toward the infrastructure construction at the Arcadia/Irwindale Operations and Maintenance Facility, \$1 Million for upgrades to H₂ infrastructure at the Pomona Operations and Maintenance Facility.

Foothill Transit Staff has been working with the Center for Transportation and Environment (CTE) who is spearheading the bus initiative as well as outside legal counsel to review the requirements, terms and conditions of the award detailed on the more than 127 page draft agreements and to plan for



compliance to those requirements. The final subrecipient agreement was released last week for additional review, affirmation and signatures.

The agreement outlines compliance requirement of both the Department of Energy and the Federal Transit Administration. The agreement is presented in four sections:

- DOE Standards Terms and Conditions,
- DOE Award: Specific Terms and Conditions
- ARCHES Terms and Conditions
- Attachments

Within these sections are 106 Sections that provide guidance on the requirements in several areas including:

- development of plans (project management, staffing, cybersecurity, maintenance, cost, etc.)
- procurement requirements
- required reviews and approval of plans (progress, modification, cost, etc.)
- required audits;
- information and site access;
- data management needs
- administrative/procurement reviews
- performance management requirements
- insurance requirements
- intellectual property provisions
- reporting checklists/requirements

The project team will continue to work with CTE and legal counsel on reviewing the final subrecipient agreement, confirming compliance with the requirements as well as developing systems and processes to facilitate compliance.

Sincerely,

LaShawn King Gillespie
Deputy Chief Executive Officer

Doran J. Barnes
Chief Executive Officer



October 25, 2024

To: Executive Board

Subject: **Los Angeles County Sheriff's Department Contract Amendment
for Supplemental Law Enforcement Services**

Recommendation

Authorize the Chief Executive Officer to execute a First Amendment to the existing five-year Agreement with the Los Angeles County Sheriff's Department for Supplemental Law Enforcement Services.

Analysis

Foothill Transit desires to continue Supplemental Law Enforcement Services with the Los Angeles County Sheriff's Department (LASD). The current five-year Agreement between Foothill Transit and LASD is set to expire on June 30, 2026.

The current contract only provides for "as needed" uniformed law enforcement services. This means that Foothill Transit does not contract for any specific number of deputies nor are we guaranteed any specific level of service. The First Amendment will amend the scope of services to add "full-time" uniformed law enforcement services in addition to "as needed" services. This commits Foothill Transit to a minimum specific level of services for FTE's, and it guarantees us the availability of those services. It does not commit us to providing 24/7 coverage.

The duties requested of LASD include but are not limited to, conducting investigations of vandalism, routine transit patrol, mitigation of fare evasion, and any other general law enforcement activities related to public transportation within the confines of the County and neighboring counties related to the Foothill Transit service territory.

The amendment will allow Foothill Transit specific hours of law enforcement services to address any security or crime-related concerns that may arise. On a typical day, bus operators and staff observe trespassing, abandoned property, alcohol/narcotics usage, and unruly passengers to name a few.



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In preparation for the agenda report, staff presented the benefits of this proposed amendment at the February 2024 strategic planning workshop with the Executive Board. Once direction was provided staff worked with the Los Angeles County Sheriff's Department and communicated proposed changes with staff and contractors at the June 2024 Security and Emergency Preparedness Planning meeting.

Budget Impact

Funding for Amendment Number One of the LASD supplemental law enforcement services contract is included in the approved FY 2025 Business Plan – Safety and Security budget program. The estimated total annual cost is \$1,850,939.20.

Sincerely,

John Curley
Chief of Safety and Security

Doran J. Barnes
Chief Executive Officer



October 25, 2024

To: Executive Board

Subject: **Fiscal Year 2025 First Quarter Key Performance Indicators Report**

Recommendation

Receive and file the Fiscal Year 2025 First Quarter Key Performance Indicators Report.

Analysis

This report provides an analysis of Foothill Transit's performance indicators for the First Quarter of Fiscal Year 2025 (FY2025). Foothill Transit monitors a number of factors in evaluating the service provided to the public. These are key performance indicators that record the bus system safety, courtesy, and reliability standards, along with industry-standard measurements that are monitored to assess transit operations.

Through the First Quarter, Foothill Transit achieved six out of eight key performance indicator goals. The performance indicator targets met include, Preventable Vehicle Collisions on Road per 100,000 Miles, Schedule Adherence, Miles between Technical Roadcalls, Customer Complaints per 100,000 Boardings, Farebox Recovery Ratio, and Average Cost per Vehicle Service Hour.

Further detail on each performance measure including a description and analysis to account for the variances between reporting periods follows in this section of the item. Foothill Transit's performance indicators are summarized below:

- **Boardings** – Total boardings recorded through the First Quarter was 2,474,157 – which is 15 percent higher than the same period last fiscal year.
- **Fare Revenue** – Total fare revenue through the First Quarter was \$2,446,850. The average fare was \$0.99 per boarding.
- **Operating Expenses** – Operating expenses incurred through the Third Quarter totaled \$37.3 million, resulting in an average cost per service hour of \$174.13.
- **Collisions** – The system averaged 0.90 preventable vehicle collisions on road per 100,000 miles through the First Quarter.



- **Customer Complaints** – Foothill Transit received an average of 24.9 complaints per 100,000 boardings through the First Quarter. This is a 47 percent improvement compared to same period last fiscal year.
- **Schedule Adherence** – On-time performance averaged 80.8 percent through the First Quarter, which is a four percent improvement compared to same period last fiscal year.

Analysis

In order to accomplish its mission, Foothill Transit focuses on the following goals:

Goal 1: Operate a safe transit system.

Goal 2: Provide outstanding customer service.

Goal 3: Operate an effective transit system.

Goal 4: Operate an efficient transit system.

These goals provide a framework for performance indicators to quantify and measure how well Foothill Transit is performing. Performance indicators are derived from data collected from a variety of sources including the farebox, automatic passenger counters (APCs) on buses, the SMARTBus system, reports from the operations contractors, and financial performance data.

Foothill Transit is a member of the American Bus Benchmarking Group also known as “ABBG”, which is comprised of 24 transit agencies located in various states. The purpose of ABBG is to collaborate with other transit agencies to identify best practices and to use fixed-route data to see how we measure amongst our peers. Several performance indicator graphs in this report include the latest ABBG average to demonstrate how we are performing compared to the group.

Overall System Performance

Foothill Transit’s overall system performance is based on several key indicators. These include total ridership, fare revenues, vehicle service hours, and total operating expenses.

Total Boardings and Total Fare Revenues

Through the First Quarter in FY2025, Foothill Transit buses had 2,474,157 total boardings. When compared to the same time during the previous fiscal year, ridership increased by 15 percent. Foothill Transit continues to explore

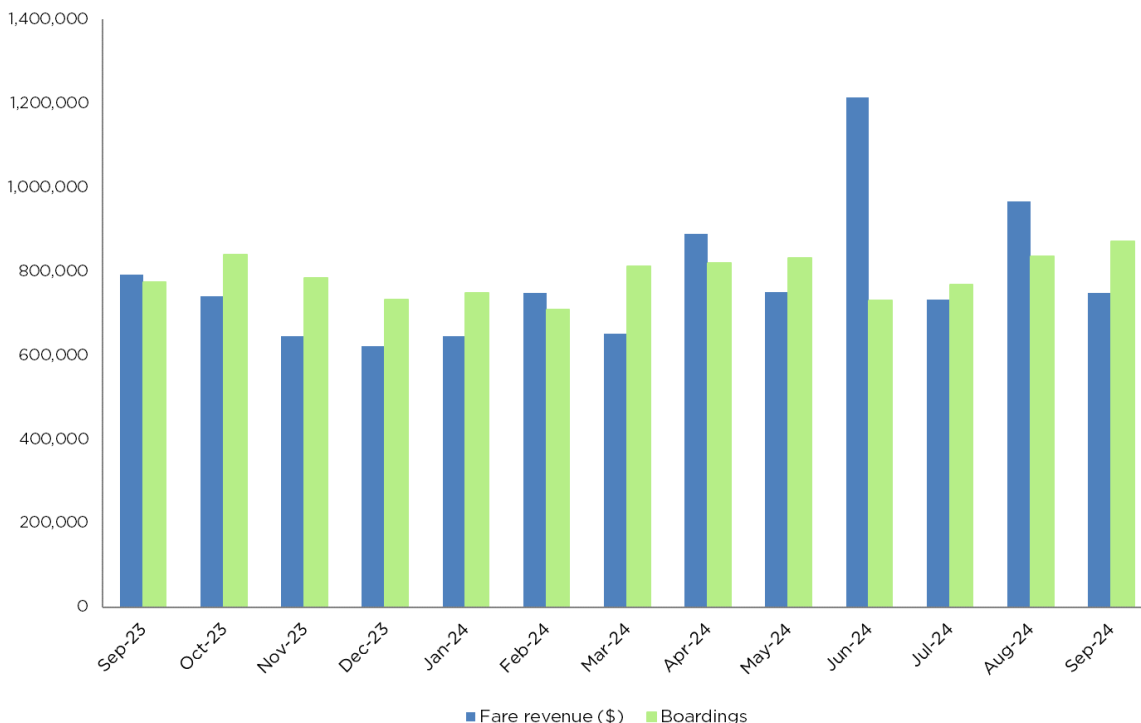


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Page 3

opportunities to increase ridership and implement new initiatives that relate to ridership.

Total fare revenue recorded in the First Quarter was \$2,446,850. This is 10 percent higher compared to the same period last fiscal year.

Total Boardings and Fare Revenues



Vehicle Service Hours and Operating Expenditure

Foothill Transit operated 182,159 service hours through the First Quarter. This represents a six percent increase compared to the same period last fiscal year.

Foothill Transit incurred \$37.3 million in operating expenses, which is 18 percent higher than the same period last fiscal year.

Goal 1: Operate a Safe Transit System

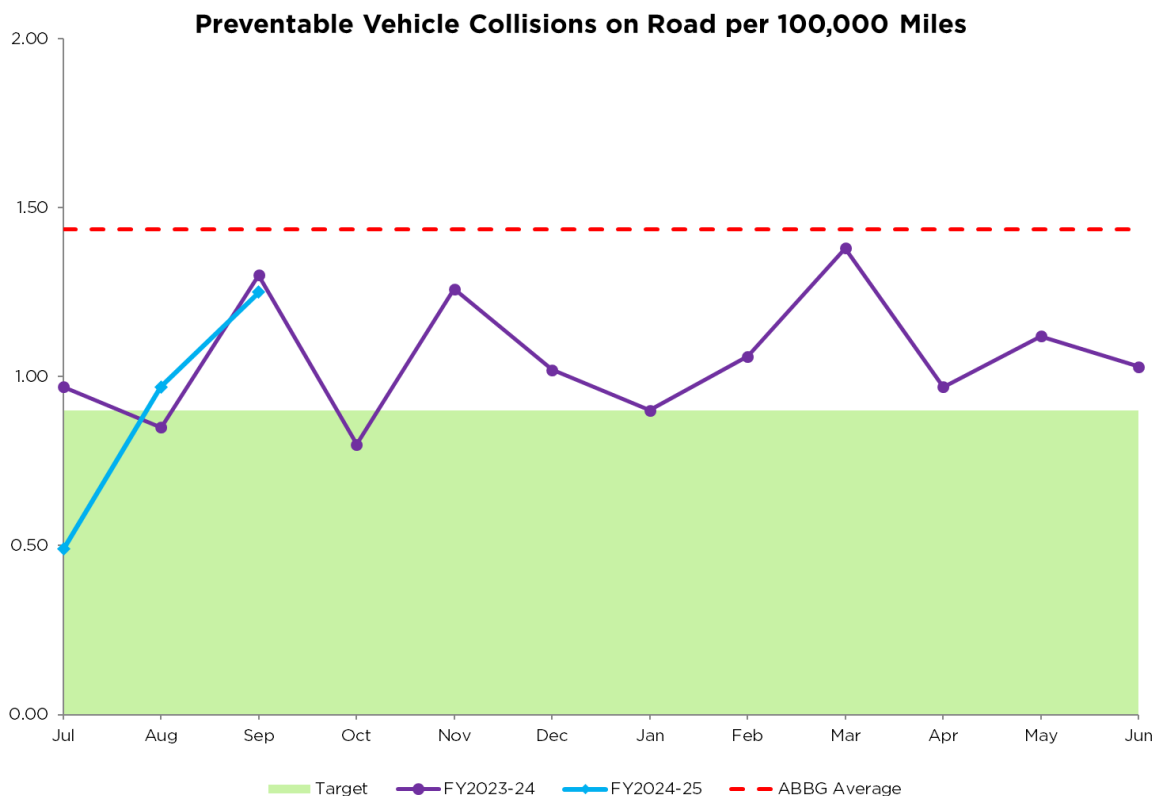
Foothill Transit's primary goal is to operate a safe transit system. Foothill Transit monitors system safety by tracking the number of preventable vehicle collisions incurred for every 100,000 miles of vehicle operation.



Preventable Vehicle Collisions per 100,000 Miles

In the First Quarter, Foothill Transit met the adopted performance standard of 0.90 or fewer preventable vehicle collisions on road per 100,000 miles with exactly 0.90 preventable vehicle collisions on road per 100,000 miles. The preventable vehicle collisions on road resulted primarily from coaches making contact with fixed objects, partially because of the reduced lane widths on arterial roadways and on freeways.

Keolis' and Transdev's safety committees, which are comprised of operators and administrative staff members, meet on a monthly basis to review collision trends, hazardous locations, facility improvements, and other safety related matters. The General Managers, Safety Managers, Trainers, and Operations staff are actively involved in the development of safety action plans and implementation. These plans include operator safe driver training, which focuses on topics such as following distance and driver awareness. In addition, monthly safety blitzes are conducted which address high-risk driving patterns in real-time.





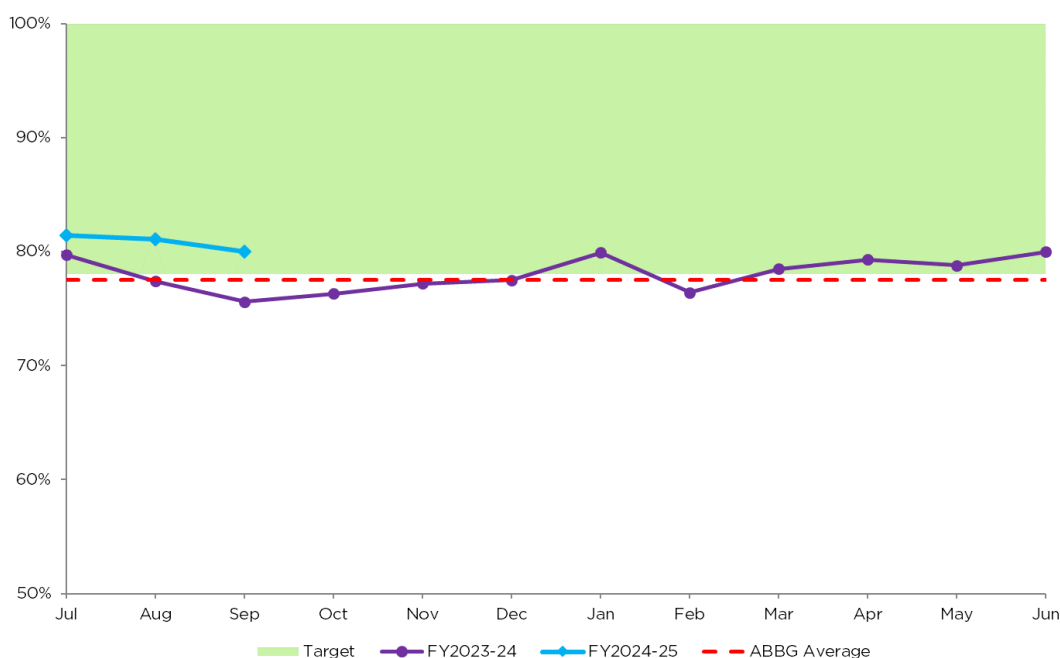
Goal 2: Provide Outstanding Customer Service

Foothill Transit measures this goal by monitoring the following categories: schedule adherence, average miles between technical roadcalls, and complaints per 100,000 boardings.

Schedule Adherence

Foothill Transit measures its schedule adherence using the industry standard metric of on-time performance (OTP). OTP is calculated by evaluating a vehicle's adherence to time points in the planned schedule. A trip is considered on time if it did not depart early and if it departed the time point before the five-minute late threshold. Foothill Transit adopted a goal of 78 percent or higher OTP for this fiscal year. Through the First Quarter, the OTP goal was met at 80.8 percent; this represents a four percent increase compared to same period last fiscal year. Quality Assurance staff continue to monitor the SMARTBus system in real-time and work with both operations and maintenance contractors to ensure that the bus service runs in accordance with the schedule. With the OTP data readily available from the SMARTBus system, we can effectively monitor low performing routes and work with both contractors to identify areas of improvement. This includes evaluating GPS positioning of each time point to reflect the bus arrivals and departures accurately.

Schedule Adherence

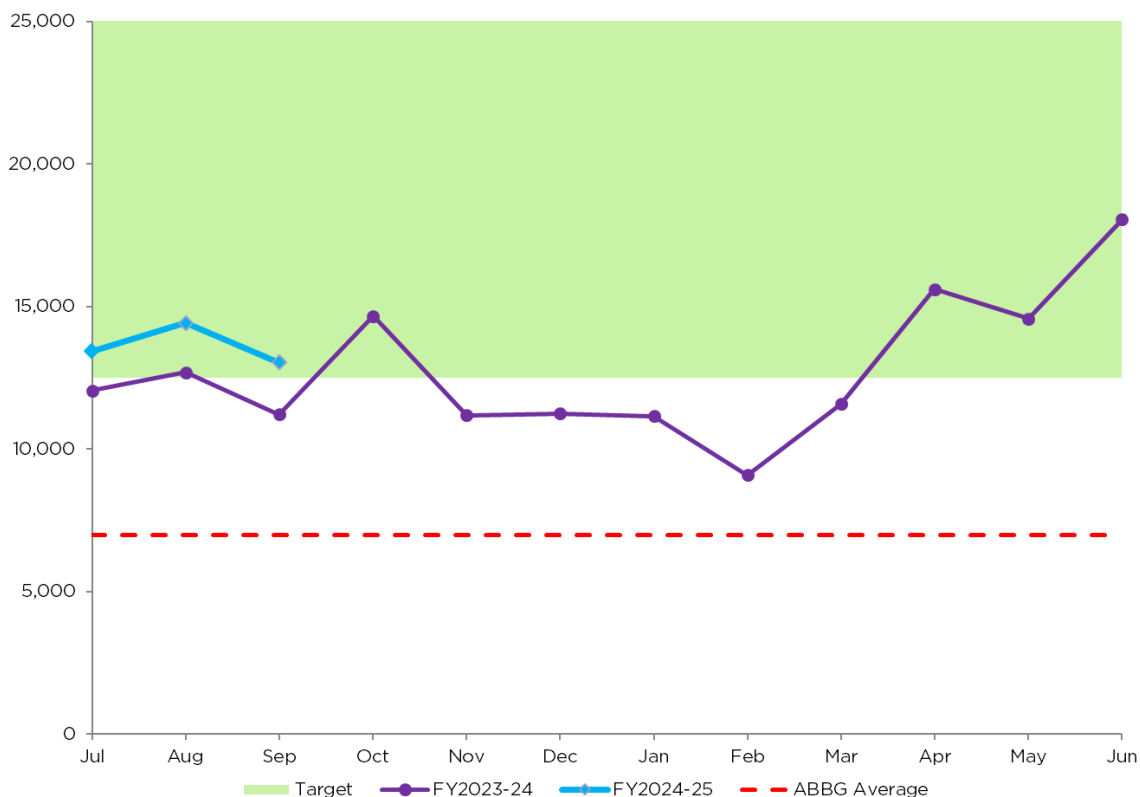




Average Miles between Technical Roadcalls

Average miles between technical roadcalls is a maintenance performance indicator. This adopted measure tracks any mechanical breakdown that occurs, whether a bus is in revenue service or not. Foothill Transit averaged 13,618 miles between technical roadcalls in the First Quarter, meeting the maintenance reliability goal of at least 12,500 miles between technical roadcalls. This represents a 14 percent improvement compared to the same period last fiscal year. Maintenance data is analyzed frequently to identify trends related to roadcall types and specific bus series, in efforts to establish appropriate action plans to minimize mechanical issues. The top technical roadcalls experienced during the First Quarter were coolant leaks and engine related issues. Transdev and Keolis teams have implemented various strategies to mitigate roadcalls, issuing campaigns and proactively inspecting buses more frequently such as investigating for leaks during the fueling process. In addition, contractors have been able to reduce the turnaround time for an engine repower service from 3 to 4 months to 3 to 4 weeks by switching to a new vendor, allowing buses to be back in service more timely.

Average Miles between Technical Roadcalls

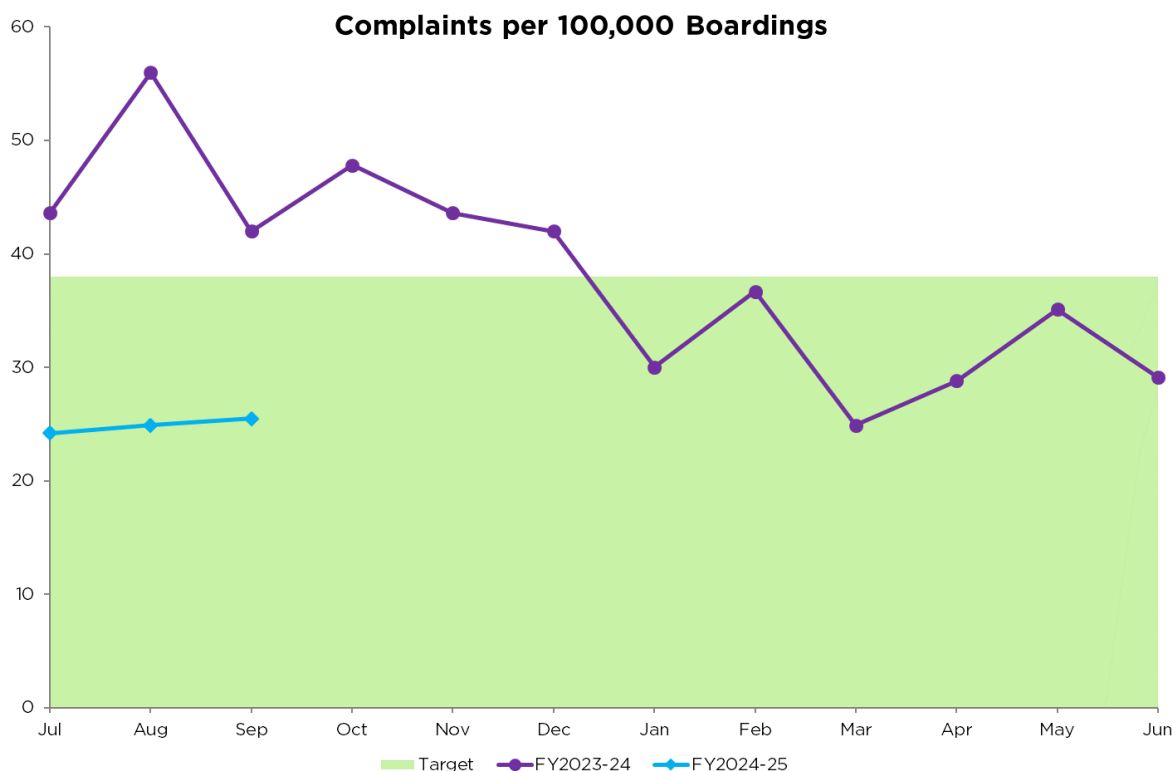




Complaints per 100,000 Boardings

Customer complaints are counts of incidents where a customer reports dissatisfaction with the service. All customer complaints received by Foothill Transit are subject to a thorough investigative process and allows Foothill Transit to determine if a complaint is valid. Investigations include contacting the customer and reviewing the SMARTBus system, dispatch logs, on-board videos, and/or verbal communication with the coach operator.

In the First Quarter, Foothill Transit met the performance target of 38 or less complaints per 100,000 boardings with 24.9 complaints per 100,000 boardings. This represents a 47 percent improvement compared to same period last fiscal year. The majority of complaints received during the First Quarter were related to schedule adherence, however, schedule adherence complaints did decrease by 45 percent compared to the same period last fiscal year. Keolis' and Transdev's customer service committees continue to implement various strategies to mitigate customer complaints which include de-escalation training, on-board evaluations, and operator incentive programs. Our transit service contractors continue to monitor the complaint trends and explore new initiatives to enhance the customer experience.





Goal 3: Operate an Effective Transit System

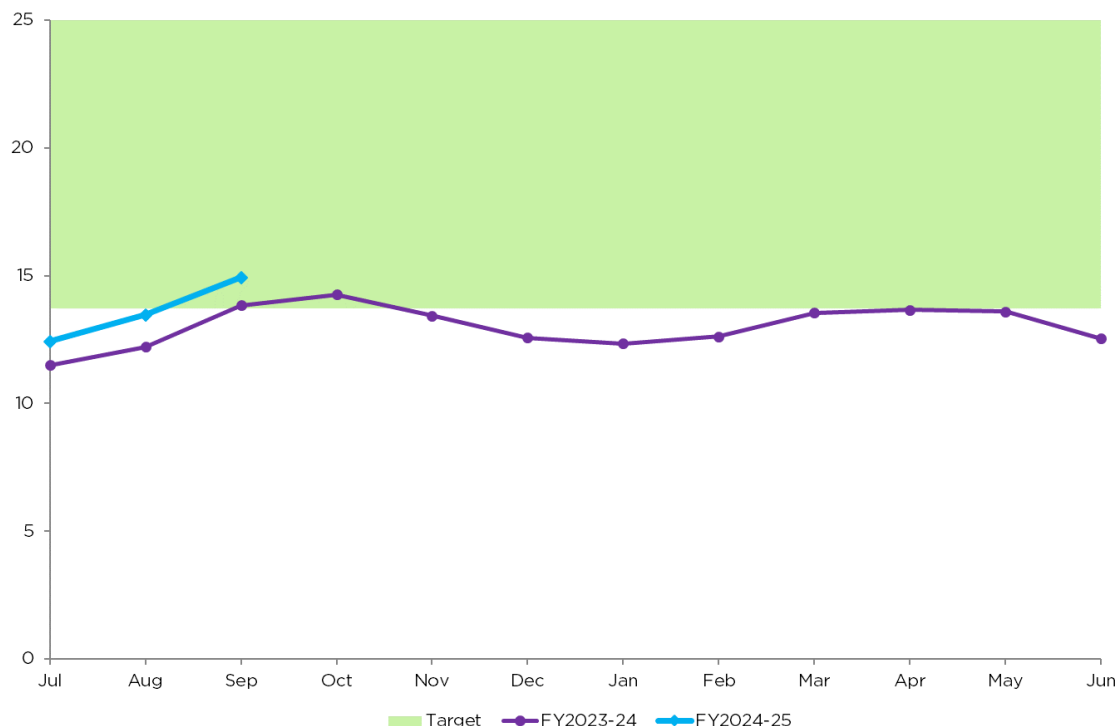
Foothill Transit measures service effectiveness by monitoring boardings per vehicle service hour and average weekday boardings.

Boardings per Vehicle Service Hour

Boardings per vehicle service hour is the total number of boardings divided by the total number of service hours in a given period. In the First Quarter, there was 13.58 boardings per vehicle service hour, nearly missing the performance target of 13.71 or more boardings per service hour. This is nine percent higher compared to the same period last fiscal year.

Foothill Transit continues to encourage increased ridership by targeting specific demographics of customers through the Class Pass program and marketing at various schools and community events. Improved data analysis allows Foothill Transit staff to better understand travel demand throughout the service area, therefore assisting them with planning routes and schedules. In addition, the recent Foothill Transit Forward study focused on creating a more effective, efficient, equitable, and sustainable transit system that will get people where they need to go in the shortest time possible.

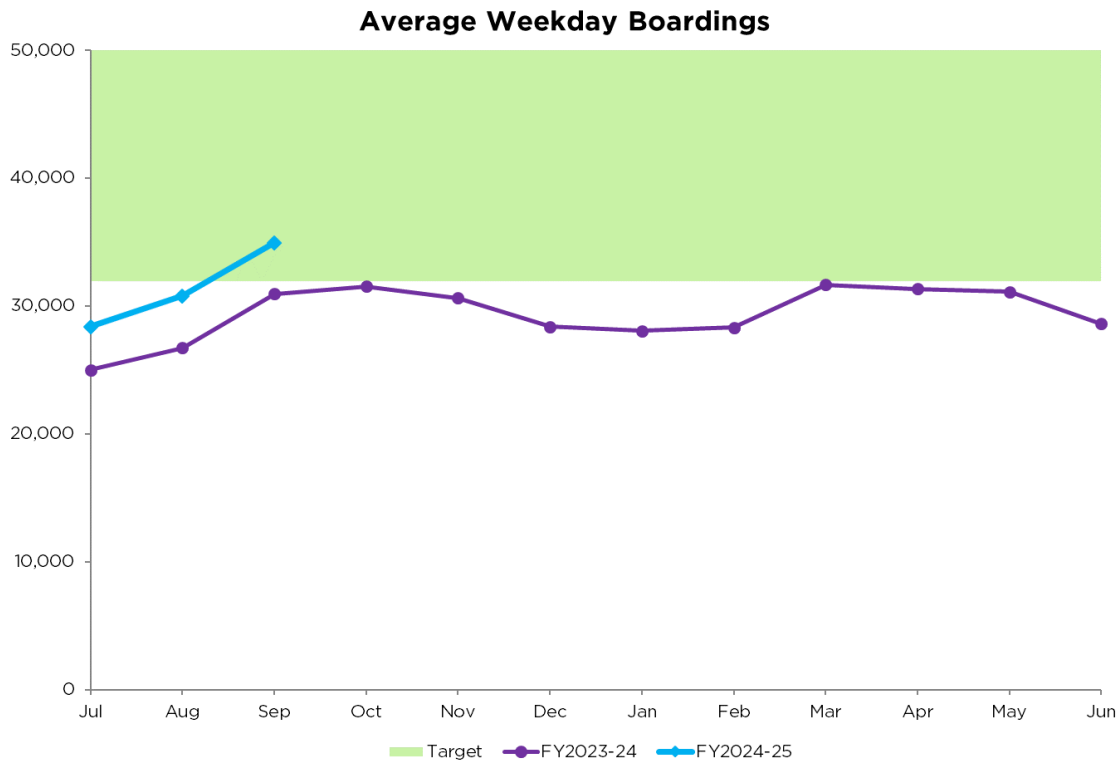
Boardings per Vehicle Service Hour





Average Weekday Boardings

The number of average weekday boardings is calculated by dividing the total number of weekday boardings by the number of days with weekday service in a given period. During the First Quarter, Foothill Transit missed the performance target of at least 31,964 average weekday boardings with an average of 31,262 weekday boardings. This represents a 14 percent increase compared to the same period fiscal year and approximately 80 percent of the ridership experienced prior to the COVID-19 pandemic.





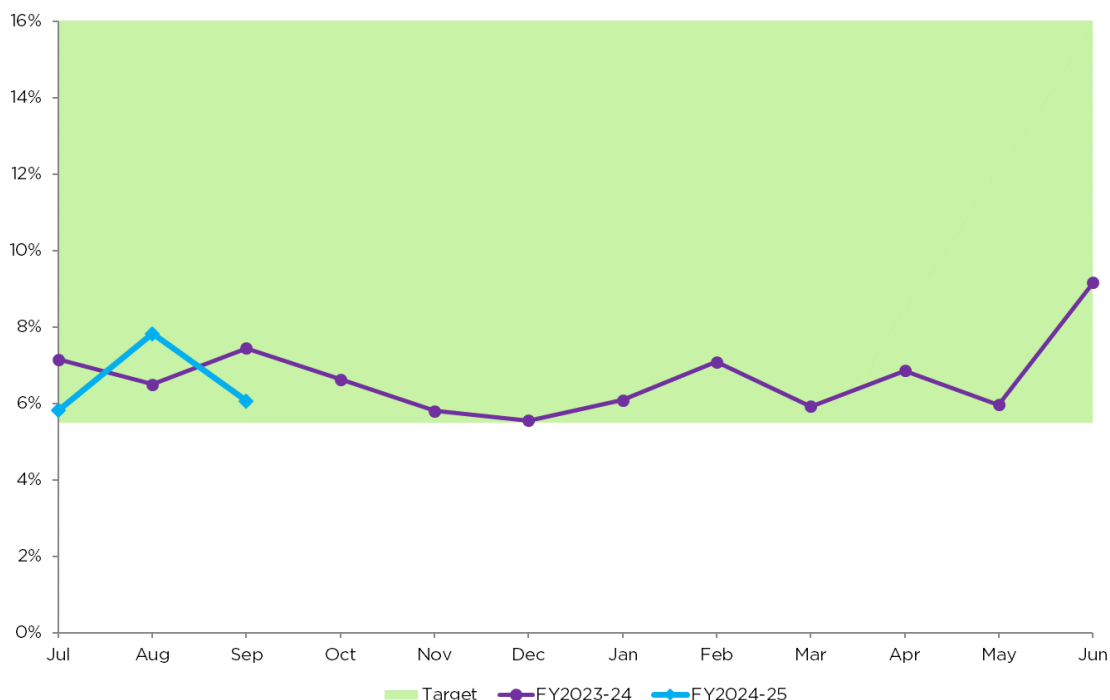
Goal 4: Operate an Efficient Transit System

Foothill Transit measures its overall efficient use of available resources by monitoring the average cost per vehicle service hour and farebox recovery ratio.

Farebox Recovery Ratio

Farebox recovery ratio is a measure of the proportion of operating costs recovered by passenger fares. The farebox recovery ratio is calculated by dividing total fare revenue by total operating expense. In the First Quarter, the farebox recovery ratio was 6.56 percent, which meets the target of 5.5 percent. This represents a seven percent decrease compared to same period last fiscal year.

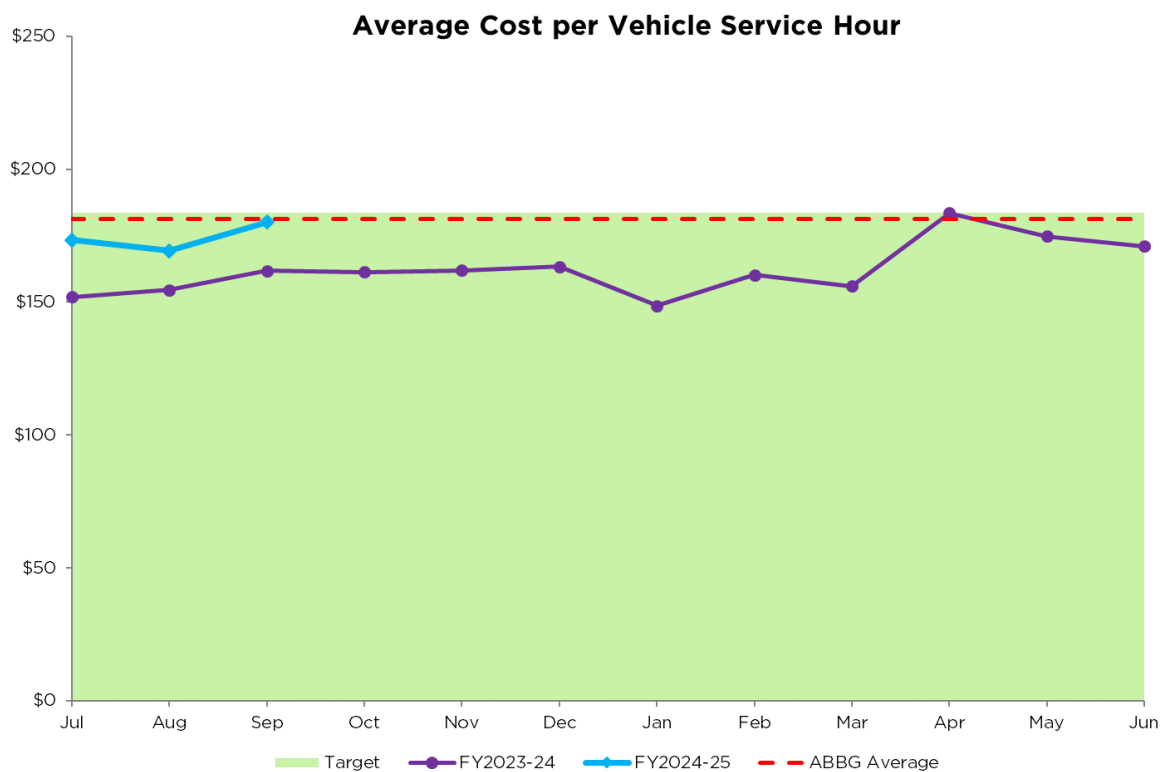
Farebox Recovery Ratio





Average Cost per Vehicle Service Hour

Average cost per vehicle service hour is an industry standard utilized to measure the cost efficiency of transit service. It is derived by dividing operating expenses by vehicle service hours. In the First Quarter, Foothill Transit did meet the average cost per vehicle service hour target of less than \$183.55, with \$174.13. This represents a 12 percent increase compared to the same period last fiscal year.



Sincerely,

Paulina Ruiz
System Performance
and Improvement Manager

Doran J. Barnes
Chief Executive Officer

Foothill Transit
First Quarter Key Performance Indicators
FY 2024-2025

Goal	Performance Indicator	First Quarter FY24-25	Met Target?	First Quarter FY23-24	% Improvement Over Same Quarter Last Year	FY24-25 YTD	Met Target?	FY23-24 YTD	% Improvement YTD	Performance Target
Overall System Performance	Total Boardings	2,474,157	-	2,157,155	15%	2,474,157	-	2,157,155	15%	
	Vehicle Service Hours	182,159	-	172,536	6%	182,159	-	172,536	6%	
	Total Fare Revenue	\$2,446,850	-	\$2,226,115	10%	\$2,446,850	-	\$2,226,115	10%	
	Total Operating Expense	\$37,316,028	-	\$31,676,762	(18%)	\$37,316,028	-	\$31,676,762	(18%)	
Safety	Preventable Vehicle Collisions per 100,000 Miles	0.90	Yes	1.03	13%	0.90	Yes	1.03	13%	≤ 0.90
Customer Service	Schedule Adherence	80.8%	Yes	77.6%	4%	80.8%	Yes	77.6%	4%	≥ 78%
	Miles Between Technical Roadcalls	13,618	Yes	11,937	14%	13,618	Yes	11,937	14%	≥ 12,500
	Complaints per 100,000 Boardings	24.9	Yes	47.2	47%	24.9	Yes	47.2	47%	≤ 38.00
Effectiveness	Boardings per Vehicle Service Hour	13.58	No	12.50	9%	13.58	No	12.50	9%	≥ 13.71
	Average Weekday Boardings	31,262	No	27,528	14%	31,262	No	27,528	14%	≥ 31,964
Efficiency	Farebox Recovery Ratio	6.56%	Yes	7.03%	(7%)	6.56%	Yes	7.03%	(7%)	≥ 5.50%
	Average Cost per Vehicle Service Hour	\$174.13	Yes	\$156.06	(12%)	\$174.13	Yes	\$156.06	(12%)	≤ \$183.55