



Foothill Transit

EXECUTIVE BOARD MEETING

West Covina, CA | Friday, June 26, 2026



Foothill Transit

MISSION

TO HELP PEOPLE GET TO THE PLACES THAT MAKE THEIR LIVES BETTER.

VISION

TO BE THE PREMIER PUBLIC TRANSIT PROVIDER COMMITTED TO SAFETY, COURTESY, QUALITY, RESPONSIVENESS, EFFICIENCY, AND INNOVATION.



VALUE

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.

EMBRACIVE

We are committed to creating a culture that enthusiastically embraces and supports the active participation of all team members, valuing the unique perspectives and life experiences 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 សូមទាក់ទងការិយាល័យនាយកគ្នាក្នុងការប្រតិបត្តិការមន្ទីរស័ព្ទលេខ (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 အစည်းအဝေးမတင်မီ 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 ذریعۀ نمبر (626) 931-7300 و نمبر داخلی 7204 به تماس شوید.



در صورت تیار به خدمات ترجمه، لطفا حداقل 48 ساعت قبل از جلسه از طریق شماره 931-7300 (626) داخلی 7204 یا 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

နမူလိန်ဘဉ် တၢ်တိၣ်စၢၤမၤတဖၣ်လၢ တၢ်ကတိၤကျိၣ်ထံအဂီၢ်န့ၣ်, ဝံသးစူၤဆဲးကျၢၤဘဉ် ပၤဆုၢအံးကွၢ် မူဒါခိၣ် အဝဲၤဒၢး ဝဲ (626) 931-7300 လီၤတဲစိနီၣ်ဂံၢ်ဒု 7204, အစ့ၤကတၢၢ် 48 န့ၣ်ရံၣ် တၢ်ချုးတၢ်ထံၣ်လိာ်အိၣ်ဖျိၣ်သကိးန့ၣ်တက့ၢ်.

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, JUNE 26, 2026
Foothill Transit Administrative Office
2nd Floor Board Room
100 South Vincent Avenue
West Covina, CA 91790

1. CALL TO ORDER
2. PLEDGE OF ALLEGIANCE
3. ROLL CALL
4. CONFIRMATION OF AGENDA BY CHAIR AND CHIEF EXECUTIVE OFFICER
5. PUBLIC COMMENT
6. PRESENTATIONS
 - 6.1. Introduction of Foothill Transit Business Partners
 - 6.2. Contractors' Employee Recognition

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 2 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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2nd Floor Board Room, 100 South Vincent Avenue, West Covina, CA 91790

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CONSENT CALENDAR: Items 7 through 16 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.

7. APPROVAL OF MINUTES FOR THE REGULAR MEETING OF MAY 29, 2026

8. MAY 2026 FINANCIAL STATEMENTS AND INVESTMENT SUMMARY

Recommended Action: Receive and file the Financial Statements and Investment Summary report through May 31, 2026. The attached Financial Statements and Investment Report summarize Foothill Transit's unaudited operations and financial condition as of May 31, 2026, for the fiscal year (FY) ending June 30, 2026.

9. JUNE 2026 PROCUREMENT MONTHLY REPORT

Recommended Action: Receive and file the Procurement Monthly Report for June 2026.

10. APRIL 2026 KEY PERFORMANCE INDICATORS REPORT

Recommended Action: Receive and file the April 2026 Key Performance Indicators Report.

11. PROPOSED REVISIONS TO EXECUTIVE BOARD COMPUTER POLICY

Recommended Action: Adopt revisions to the Executive Board Computer policy.

12. PUBLIC TRANSPORTATION AGENCY SAFETY PLAN UPDATE - FOURTH REVISION

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

13. PUBLIC PARTICIPATION PLAN 2026 UPDATE

Recommended Action: Receive and file the Public Participation Plan 2026 update.

14. TITLE VI ANALYSIS FOR COMMUTER EXPRESS LINE CHANGES

Recommended Action: Receive and file the Title VI analysis report for the Commuter Express Line changes.



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15. JUNE 2026 LEGISLATIVE UPDATE AND ADOPTION OF BOARD POSITIONS

Recommended Action: 1. Adopt SUPPORT positions on SB 741 and AB 1944; and 2. Receive and file the June 2026 Legislative Update.

16. AUTHORIZATION TO AWARD CONTRACT FOR FIREWALL REPLACEMENT

Recommended Action: Authorize the Chief Executive Officer to finalize contract terms and conditions and enter into an Agreement (No. 26-054) with Digital Scepter in the amount of four hundred eighty-seven thousand six hundred sixty-one dollars and twenty-three cents (\$487,661.23) for the purchase and installation of a replacement firewall for the Foothill Transit Data Center located at the administrative offices.

REGULAR AGENDA:

17. PUBLIC OUTREACH RESULTS ON PROPOSED CHANGES TO COMMUTER EXPRESS SERVICE

Recommended Action: Recommend to the Governing Board to Approve the following proposed changes to Commuter Express Service: Combine Lines 490 and 498, Cancel Line 493, Maintain Lines 499 and 699 as currently operated

18. LOS ANGELES COUNTY SHERIFF'S DEPARTMENT CONTRACT SUPPLEMENTAL LAW ENFORCEMENT SERVICES AUTHORIZATION

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

19. 2026 LA COUNTY FAIR SERVICE

Recommended Action: Receive and file the 2026 LA County Fair Service report.

20. CHIEF EXECUTIVE OFFICER COMMENT

21. BOARD MEMBER COMMENT

22. ADJOURNMENT

**The next Regular Meeting of the Executive Board
is scheduled for
Friday, August 28, 2026, at 8:00 a.m.**



Foothill Transit

**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, May 29, 2026
8:00 a.m.**

1. CALL TO ORDER

The meeting was called to order by Chair Shevlin at 8:08 a.m.

2. ROLL CALL

Roll call was taken by Christina Lopez, Board Secretary.

Present: Member Edward Alvarez, Member Corey Calaycay, Member Hector Delgado (Alternate), Vice Chair Cynthia Sternquist, Chair Becky Shevlin

Absent: Member Cory Moss

Chair Shevlin recessed the meeting at 8:09 a.m.

Chair Shevlin reconvened the meeting at 9:32 a.m.

3. 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.

4. PUBLIC COMMENT

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

5. **PRESENTATIONS**

5.1. Introduction of Foothill Transit Business Partners

There were no presentations by Foothill Transit business partners.

CONSENT CALENDAR

The Executive Board took action on a single motion on items 6 - 10.

6. **APPROVAL OF MINUTES FOR THE REGULAR MEETING OF MAY 1, 2026**

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

7. **MAY 2026 PROCUREMENT MONTHLY REPORT**

Recommendation: Receive and file the Procurement Monthly Report for May 2026.

The Executive Board received and filed the Procurement Monthly Report for March 2026.

8. **AUTHORIZATION TO ISSUE INVITATION FOR BIDS FOR FIREWALL REPLACEMENT**

Recommendation: Authorize the Chief Executive Officer to issue an invitation for bids (IFB No. 26-054) for the purchase and installation of a replacement Palo Alto firewall for the Foothill Transit data center located at the administrative offices.

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

9. **AUTHORIZATION TO ISSUE REQUEST FOR QUALIFICATIONS FOR ON-CALL ARCHITECTURAL AND ENGINEERING SERVICES**

Recommendation: Authorize the Chief Executive Officer to issue a Request for Qualifications for On-Call Architectural and Engineering Services.

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



10. **AUTHORIZATION TO ISSUE REQUEST FOR QUOTES FOR AUDIO VISUAL UPGRADES TO THE BOARD ROOM AND CONFERENCE ROOM**

Recommendation: Authorize the Chief Executive Officer to issue a Request for Quotes 25-115 (RFQ 25-115) for Audio Video Upgrades to the Board Room and Large Conference Room.

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

REGULAR AGENDA

11. **EXECUTIVE BOARD ELECTION FOR Foothill TRANSIT CHAIR AND VICE CHAIR**

Motion by Vice Chair Sternquist, second by Member Calaycay, to re-elect Chair Shevlin as Chair. Motion carried 5-0.

Motion by Chair Shevlin, second by Member Delgado (Alternate), to re-elect Vice Chair Sternquist as Vice Chair. Motion carried 5-0.

12. **HYDROGEN BUS RESEARCH PILOT PROJECT**

Recommendation: Direct staff to proceed with seeking funding and partners for the Hydrogen Bus Research Pilot Project report.

Doran Barnes, Chief Executive Officer, presented this item.

Mr. Barnes presented an overview of Foothill Transit's zero-emission bus deployment. He reported on the challenges facing the zero-emission bus industry, which include unpredictable funding, high cost of hydrogen buses and hydrogen fuel, state's mandate to adopt 100 percent zero-emission fleet, and the supply chain not yet being to scale.

Foothill Transit has been in communication with University of California, Irvine; University of California, Riverside; and staff formerly with the Alliance for Renewable Clean Hydrogen Energy Systems (ARCHES) to work on a hydrogen fuel cell transit bus retrofit pilot project. Foothill Transit anticipates donating two CNG buses and will present to the Executive Board for considerations if applicable any funding, partnership agreements, or actions associated to the pilot project.

Staff responded to questions from the Executive Board regarding partnering with institutions within Foothill Transit's service area and the significant cost of hydrogen buses. After discussion, the Executive Board expressed consensus support for Foothill Transit's participation in the research pilot project.

The Executive Board received and filed the Hydrogen Bus Research Pilot Project presentation.

13. **CITY OF WEST COVINA REQUEST FOR PROPOSITION A FUND TRADE**

Recommendation: Provide direction regarding the request by the City of West Covina to exchange Proposition A Transportation Local Return funds for Foothill Transit general use funds; if approved, authorize the Chief Executive Officer to execute an assignment agreement.

Joyce Rooney, Director of Finance, presented this item.

Ms. Rooney reported that the City of West Covina has requested a fund trade for \$3,500,000 of their uncommitted Proposition A Transportation Local Return funds with an exchange rate of \$.75 of Foothill Transit general funds. Foothill Transit would provide to the City of West Covina \$2,625,000 of general use funds.

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

14. **AUTHORIZATION TO APPLY FOR PARTICIPATION IN THE DEPARTMENT OF JUSTICE (DOJ) AND FEDERAL BUREAU OF INVESTIGATION (FBI) BACKGROUND CHECK LIVE SCAN PROCESS FOR EMPLOYMENT PURPOSES AND ADOPT RESOLUTION TO ACCESS STATE AND FEDERAL SUMMARY CRIMINAL HISTORY INFORMATION FOR EMPLOYMENT PURPOSES**

Recommendation: Adopt the following resolution: Resolution No. 2026-01: Authorization for Foothill Transit's participation in Department of Justice (DOJ) and Federal Bureau of Investigation criminal background check process through Live Scan fingerprinting to access state and federal criminal history for pre-employment purposes under Penal Code §11105(b)(11) (Attachment A).

Ashlien Savage, Human Resources Manager, presented this item.

Ms. Savage reported that implementing the Live Scan fingerprint process would strengthen Foothill Transit's existing hiring practices by providing access to the Department of Justice (DOJ) and Federal Bureau of Investigation (FBI) criminal background check process. Board authorization is mandated by California law to regulate access to criminal history information and protect privacy via a resolution.

Staff responded to comments from the Executive Board on Foothill Transit finally implementing Live Scan.

Motion by Member Calaycay, second by Member Alvarez, to adopt. Motion carried 5-0.

15. **CHIEF EXECUTIVE OFFICER COMMENT**

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

Mr. Barnes reported the following:

- Congratulated Chair Shevlin and Vice Chair Sternquist on their re-election as Chair and Vice Chair. respectively.
- Thanked Member Delgado for serving in place of Member Moss.
- Reported on Foothill Transit's participation in the California Transit Association (CTA) Spring Legislative Conference and thanked Member Alvarez and Member Lloyd for their participation.

16. **BOARD MEMBER COMMENT**

Comments by Members of the Foothill Transit Executive Board.

- Member Alvarez commented on California's proposed budget and noted that additional funding continues to be identified.
- Member Delgado commented that California's proposed budget includes funding related to artificial intelligence (AI) companies.

17. **ADJOURNMENT**

Adjournment for the May 29, 2026, Foothill Transit Executive Board Meeting.

There being no further business, the Foothill Transit Executive Board meeting adjourned at 10:13 a.m.



June 26, 2026

To: Executive Board

Subject: **May 2026 Financial Statements and Investment Summary**

Recommendation

Receive and file the Financial Statements and Investment Summary report through May 31, 2026.

The attached Financial Statements and Investment Report summarize Foothill Transit's unaudited operations and financial condition as of May 31, 2026, for the fiscal year (FY) ending June 30, 2026.

Balance Sheet Analysis (Attachment A):

Assets

The balance sheet, as of May 31, 2026, shows total assets at \$374.64 million. This total consists primarily of \$193.73 million in fixed assets, \$170.80 million in cash and investments and \$9.88 million in receivable and prepaid assets. Foothill Transit's cash position of \$170.80 million is \$6.56 million more than the previous month, and is \$32.95 million less than last year in May.

Liabilities

The accounts payable and accrued liabilities balance is \$16.80 million. Accounts payables and accrued liabilities include operation and maintenance expenses for \$13.39 million and \$1.53 million for fuel.

The deferred revenue of \$157.36 million represents funds reserved for planned capital expenditures, and \$0.62 million is allocated for GASB 87 lease obligations. Planned capital expenditures include upcoming bus procurements, security enhancements, and construction activities at the Arcadia-Irwindale and Pomona operations and maintenance facilities.

Current investments are held in financial instruments pursuant to Foothill Transit's investment policy. The cash balance includes \$40.01 million in liquid accounts held with Bank of Montreal (BMO) and \$56.82 million in interest bearing money market accounts with BMO.



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May 2026 Financial Statements and Investment Summary
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The current interest rates on all accounts are included on Attachment B. The Local Agency Investment Fund (LAIF) investment earns interest and are held for future capital and operating funding requirements. The balance of the LAIF account is \$73.96 million as of May 31, 2026. The breakdown of the investments is listed on Attachment B.

With volatility of interest rates and economic conditions, Foothill Transit has allocated more money from the general checking account to money markets accounts, and paused investments in certificate deposits (CDs) to ensure the organization strategy aligns with the Investment Policy.

Operating and Capital Revenues and Expense Analysis (Attachment C)

Fare revenues for the fiscal year to date are 18.44 percent lower than the prior year. Although TAP stored-value usage has remained stable, cash fare payments have continued to decline. This trend suggests that riders who previously relied on cash payments are transitioning to TAP and increasingly participating in the regional Low-Income Fare is Easy (LIFE) program, which reimburses Foothill Transit at a reduced fare rate.

Operating costs through May 2026 were \$149.42 million, which is \$9.77 million less than the budget and \$12.37 million more than May 2025. The variance in operating cost as the new contract for the Arcadia-Irwindale Operations and Maintenance facility started in late March 2024. Of the \$149.42 million expenditures, \$130.32 million reflects operating costs for the Arcadia-Irwindale and Pomona operations contractors. Other operating expenses include fuel, which was \$9.66 million through May 2026.

Capital expenditures through May were \$31.25 million compared with \$12.49 million last year at this time. The annual budget for capital expenditures includes the procurement of 19 fuel-cell electric buses, security enhancements at the Arcadia-Irwindale and Pomona operations and maintenance facilities, and CNG equipment replacement at the Pomona operations and maintenance facility. Capital expenditures through May also includes milestone payments for ongoing bus procurements.



Total Disbursements (Attachment D)

Total disbursements reflect invoices paid for the month of May 2026; they do not reflect the total expense incurred for the month. If an expense has been incurred but not yet invoiced or paid, Foothill Transit accrues the expense to track the expenses properly during the month in which they actually occurred. Total disbursements for May 2026 were \$12.66 million. Capital disbursements totaled \$2.45 million and other significant disbursements include \$1.48 million to Keolis and \$6.84 million to Transdev for bus operating services.

Sincerely,

Joyce Rooney
Director of Finance

Doran J. Barnes
Chief Executive Officer

Attachments

**Foothill Transit
Balance Sheet
as of May 31, 2026**

Assets

Current Assets:

| | |
|------------------------------|----------------------|
| Cash and Investments | \$170,795,923 |
| Due from government agencies | 6,502,956 |
| Other receivables | 2,445,976 |
| Other assets | 932,737 |
| Total Current Assets | \$180,677,592 |

Non current Assets:

| | |
|--|--------------------|
| Notes receivable | \$230,086 |
| Property & Equipment (net of depreciation) | 193,733,487 |
| Total Non Current Assets | 193,963,572 |

| | |
|---------------------|----------------------|
| Total Assets | \$374,641,164 |
|---------------------|----------------------|

Liabilities and Equity

Current Liabilities:

| | |
|--|----------------------|
| Accounts payable and accrued liabilities | \$16,803,480 |
| Deferred Revenue | 157,980,257 |
| Total Liabilities | \$174,783,737 |

Equity

Fund Balance:

| | |
|------------------------------|----------------------|
| Investment in Capital Assets | \$193,733,487 |
| Current Year Change | (31,241,485) |
| Reserve | 37,365,425 |
| Total Equity | \$199,857,427 |

| | |
|-------------------------------------|----------------------|
| Total Liabilities and Equity | \$374,641,164 |
|-------------------------------------|----------------------|

**Summary of Cash and
Investment Account
For May 31, 2026**

| | Interest Rate | Term | Principal/ Book & Market Value |
|--|------------------|----------------|--------------------------------------|
| Cash: | | | |
| Bank of Montreal-Reg. Checking | N/A | Demand Deposit | \$40,013,434 |
| Petty Cash | N/A | N/A | 600 |
| Revolving Fund - Transit Stores | N/A | N/A | 400 |
| Bank of Montreal-Prop A Exchange/Excise Tax/LCFS #1106 | 2.88% | Demand Deposit | 2,763,715 |
| Bank of Montreal-Money Market #1110 | 2.88% | Demand Deposit | 26,893,292 |
| Bank of Montreal-Money Market #1111 | 2.88% | Demand Deposit | 26,315,997 |
| Bank of Montreal-LCTOP #1108 | 2.88% | Demand Deposit | 849,099 |
| Total Cash | | | <u>\$96,836,536</u> |
| Investments: | | | |
| LAIF Investment #1141 | 3.98% | Demand Deposit | \$73,959,386 |
| Subtotal Investments | | | <u>\$73,959,386</u> |
| Total Cash and Investments | | | <u><u>\$170,795,923</u></u> |

Foothill Transit
Statement of Revenue and Expense
For Month Ended May 31, 2026

| | Actual YTD May 2026 | Budget YTD May 2026 | Variance | Actual YTD May 2025 |
|--|------------------------|------------------------|-----------------|------------------------|
| Fare Revenue | | | | |
| Farebox | \$2,708,215 | \$3,554,660 | (23.81%) | \$3,470,393 |
| Pass Sales | 2,301,948 | 2,932,557 | (21.50%) | 2,295,305 |
| TAP Cash Purse | 2,319,482 | 2,509,770 | (7.58%) | 2,477,546 |
| MetroLink & Access Service | 294,548 | 366,107 | (19.55%) | 311,798 |
| EZ Transit Pass | 152,654 | 172,100 | (11.30%) | 179,984 |
| Total Operating Revenue | \$7,776,848 | \$9,535,195 | (18.44%) | \$8,735,026 |
| Operating Subsidies and Other | | | | |
| Transportation Development Act | \$26,983,225 | \$26,983,225 | 0.00% | \$14,149,601 |
| State Transit Assistance (STA) | 6,669,309 | 6,669,309 | 0.00% | 6,631,671 |
| Senate Bill 1 - STA | 5,019,682 | 5,019,682 | 0.00% | 5,029,986 |
| Senate Bill 1 - STA BSCP | 568,431 | 568,431 | 0.00% | 581,934 |
| CalTrans-LCTOP | - | - | 0.00% | 1,227,926 |
| AQMD/MSRC – Clean Air Grant | - | - | 0.00% | 0 |
| Prop A 40% Discretionary | 17,850,696 | 17,850,696 | 0.00% | 17,052,676 |
| Prop A 40% BSCP | 5,642,137 | 5,642,137 | 0.00% | 6,414,607 |
| Prop A Exchange | 11,923,245 | 11,923,254 | 0.00% | 5,863,478 |
| Prop C BSIP | 1,015,730 | 1,015,730 | 0.00% | 986,145 |
| Prop C Base Restructuring | 2,181,680 | 2,181,680 | 0.00% | 2,118,136 |
| Prop C Transit Service Expansion | 363,559 | 363,559 | 0.00% | 352,971 |
| Prop C MOSIP | - | - | 0.00% | 0 |
| Transit Security | 961,571 | 961,571 | 0.00% | 1,179,714 |
| Measure R | 37,774,254 | 45,790,669 | (17.51%) | 19,082,459 |
| Measure M | 24,687,738 | 24,687,738 | 0.00% | 15,354,858 |
| CRD Subsidy | - | - | 0.00% | 6,900,000 |
| Formula 5307 (Capital Cost of Contracting) | - | - | 0.00% | 25,000,000 |
| Miscellaneous Transit Revenues | - | - | 0.00% | 389,854 |
| Total Subsidies and Other | \$141,641,258 | \$149,657,682 | (5.36%) | \$128,316,016 |
| Total Revenue | \$149,418,106 | \$159,192,876 | (6.14%) | \$137,051,042 |
| Other Revenues | | | | |
| Gain on Sale of Fixed Assets | \$3,560 | \$0 | 100.00% | \$96,075 |
| Auxiliary Revenue | 788,898 | 792,458 | (0.45%) | 696,384 |
| Total Other Revenues | \$792,458 | \$792,458 | 0.00% | \$792,458 |
| Total Operating and Other Revenues | \$150,210,564 | \$159,985,335 | (6.11%) | \$137,843,500 |
| Operating Expenses | | | | |
| Customer Service & Operations | \$132,440,639 | \$136,846,934 | (3.22%) | \$120,420,493 |
| Maintenance & Vehicle Technology | 1,171,065 | 1,675,057 | (30.09%) | 1,407,252 |
| Marketing & Communications | 2,166,252 | 2,433,381 | (10.98%) | 2,022,735 |
| Information Technology | 2,175,070 | 2,685,055 | (18.99%) | 2,409,244 |
| Administration | 1,641,677 | 2,165,231 | (24.18%) | 1,551,142 |
| Procurement | 776,586 | 1,064,434 | (27.04%) | 812,503 |
| Government Relations | 681,816 | 843,093 | (19.13%) | 666,528 |
| Finance | 1,841,100 | 2,274,998 | (19.07%) | 1,906,547 |
| Safety and Security | 3,924,360 | 5,652,027 | (30.57%) | 3,066,529 |
| Planning | 817,212 | 1,120,810 | (27.09%) | 1,021,378 |
| Facilities | 1,782,329 | 2,431,856 | (26.71%) | 1,766,692 |
| Total Operating Expenses | \$149,418,106 | \$159,192,876 | (6.14%) | \$137,051,042 |
| Other Expenses | | | | |
| Property Management | \$425,792 | \$425,792 | 0.00% | \$425,792 |
| Special Services | 366,667 | 366,667 | 0.00% | 366,667 |
| Total Other Expenses | \$792,458 | \$792,458 | 0.00% | 792,458 |
| Total Operating and Other Expenses | \$150,210,564 | \$159,985,335 | (6.11%) | \$137,843,500 |
| Capital Revenues | | | | |
| Capital Grants | \$31,249,984 | \$123,178,285 | (74.63%) | \$12,487,708 |
| Capital Expenditures | | | | |
| Capital Expenditures | \$31,249,984 | \$123,178,285 | (74.63%) | \$12,487,708 |

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Foothill Transit

ATTACHMENT D

| Posting Date | Document Type | Document No. | Vendor | Amount | Entry No. |
|--------------|---------------|--------------|---|------------|-----------|
| 05/01/26 | Payment | 12844CK | County of L.A. - Sheriff's Dept. | 110,423.36 | 956873 |
| 05/01/26 | Payment | 12845CK | Plannet, LLC | 1,803.75 | 956875 |
| 05/01/26 | Payment | 12846CC | Qualified Mobile, Inc. | 314.70 | 956877 |
| 05/01/26 | Payment | 12847CC | Zonar Systems Inc. | 36.27 | 956879 |
| 05/01/26 | Payment | 12848CC | Zonar Systems Inc. | 2,499.00 | 956881 |
| 05/01/26 | Payment | 12849CC | Zonar Systems Inc. | 100.00 | 956883 |
| 05/01/26 | Payment | 12850CC | Glendora Chamber Foundation | 750.00 | 956885 |
| 05/01/26 | Payment | 12851CK | C.A.T. Specialties | 181.08 | 956887 |
| 05/01/26 | Payment | 12852CC | Staples | 366.62 | 956889 |
| 05/01/26 | Payment | 12853CC | Zonar Systems Inc. | 3,604.00 | 956891 |
| 05/01/26 | Payment | 12854CC | Zonar Systems Inc. | 3,604.00 | 956893 |
| 05/01/26 | Payment | W002249 | Deanna Forrest ZBA | 837.76 | 959371 |
| 05/01/26 | Payment | W002250 | Charter Communications Inc. ZBA | 232.45 | 959373 |
| 05/01/26 | Payment | W002251 | Frontier ZBA | 642.18 | 959375 |
| 05/04/26 | Payment | 12855CK | Pulsar Advertising | 38,367.08 | 957018 |
| 05/04/26 | Payment | 12856CK | Thomas J. Koontz | 3,511.14 | 957020 |
| 05/04/26 | Payment | 12857CK | Birdi Systems, Inc. | 3,292.90 | 957022 |
| 05/04/26 | Payment | 12858CK | Birdi Systems, Inc. | 4,200.00 | 957024 |
| 05/04/26 | Payment | 12859CK | SmartRise Elevator Service Inc | 383.00 | 957026 |
| 05/04/26 | Payment | 12860CK | Green Thumb Indoor Plant | 599.75 | 957028 |
| 05/04/26 | Payment | 12861CK | Excellence Professional Cleaning, Inc | 6,500.00 | 957030 |
| 05/04/26 | Payment | 12862CC | The Gas Co. | 1,230.63 | 957032 |
| 05/04/26 | Payment | 12863CC | Waste Management Collection & Recycling, Inc. | 914.86 | 957034 |
| 05/05/26 | Payment | 12864CK | HealthiestYou | 672.00 | 957036 |
| 05/05/26 | Payment | 12865CK | Allied Administrators for Delta Dental | 7,386.85 | 957038 |
| 05/05/26 | Payment | 12866CC | Cintas Corporation 19 | 352.96 | 957040 |
| 05/05/26 | Payment | W002252 | Southern California Edison Co. ZBA | 58.65 | 959377 |
| 05/06/26 | Payment | 12753CK-V | WTS-International-Void | -2,500.00 | 957042 |
| 05/06/26 | Payment | 12867CK | Green Thumb Indoor Plant | 139.00 | 957344 |
| 05/06/26 | Payment | 12868CC | AT and T - 5075 | 45.02 | 957346 |
| 05/06/26 | Payment | 12869CC | Automated Power Technologies, Inc. | 2,499.00 | 957348 |
| 05/06/26 | Payment | 12870CC | Quadient Leasing USA, Inc. | 467.57 | 957350 |
| 05/06/26 | Payment | 12871CC | Qualified Mobile, Inc. | 347.01 | 957352 |
| 05/06/26 | Payment | 12872CK | ODP Business Solutions, LLC | 544.85 | 957354 |
| 05/06/26 | Payment | 12873CK | Quadient Finance USA, Inc. | 607.34 | 957356 |
| 05/06/26 | Payment | W002253 | Verizon Business-15043 ZBA | 3,782.01 | 959379 |
| 05/07/26 | Payment | E102565 | Advantage Mailing LLC | 59,989.35 | 957044 |
| 05/07/26 | Payment | E102566 | Clean Energy | 141,124.47 | 957046 |
| 05/07/26 | Payment | E102567 | Powell Consulting DC, LLC | 6,365.00 | 957048 |
| 05/07/26 | Payment | E102568 | Keolis Transit America, Inc. | 735.68 | 957050 |
| 05/07/26 | Payment | E102569 | Vanessa Rodriguez | 340.07 | 957052 |
| 05/07/26 | Payment | E102570 | Lallaine Gayton | 100.90 | 957054 |

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Foothill Transit

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| Posting Date | Document Type | Document No. | Vendor | Amount | Entry No. |
|--------------|---------------|--------------|---|------------|-----------|
| 05/07/26 | Payment | 12874CC | Industrial Safety Shoe Co. | 134.99 | 957358 |
| 05/07/26 | Payment | 12875CK | Concur Technologies, Inc. | 2,705.25 | 957360 |
| 05/07/26 | Payment | W002254 | New Flyer of America, Inc. ZBA | 103.52 | 959381 |
| 05/07/26 | Payment | W002255 | New Flyer of America, Inc. ZBA | 263,322.84 | 959383 |
| 05/07/26 | Payment | W002256 | New Flyer of America, Inc. ZBA | 263,322.84 | 959385 |
| 05/07/26 | Payment | W002257 | New Flyer of America, Inc. ZBA | 103.52 | 959387 |
| 05/07/26 | Payment | W002258 | New Flyer of America, Inc. ZBA | 103.52 | 959389 |
| 05/07/26 | Payment | W002259 | New Flyer of America, Inc. ZBA | 103.52 | 959391 |
| 05/07/26 | Payment | W002260 | New Flyer of America, Inc. ZBA | 263,322.84 | 959393 |
| 05/07/26 | Payment | W002261 | AT and T - 5019 ZBA | 1,178.21 | 959395 |
| 05/08/26 | Payment | E102571 | Zones Inc. | 6,504.96 | 957056 |
| 05/08/26 | Payment | E102572 | CEAG Electric Co. Inc. | 2,325.28 | 957058 |
| 05/08/26 | Payment | E102573 | CEAG Electric Co. Inc. | 4,869.60 | 957060 |
| 05/08/26 | Payment | E102574 | Prestige Analytics, Inc. | 9,054.10 | 957062 |
| 05/08/26 | Payment | 12876CK | Southern California Public Radio | 4,800.00 | 957362 |
| 05/08/26 | Payment | 12877CK | Thomas J. Koontz | 220.50 | 957364 |
| 05/08/26 | Payment | 12878CK | Thomas J. Koontz | 935.94 | 957366 |
| 05/08/26 | Payment | 12879CK | San Gabriel Valley Newspaper | 4,616.80 | 957368 |
| 05/08/26 | Payment | 12880CC | Hundred House | 112.20 | 957370 |
| 05/08/26 | Payment | 12881CK | Conference of Minority Transport. Officials | 600.00 | 957372 |
| 05/08/26 | Payment | 12882CK | Crossroads Inc. | 3,000.00 | 957374 |
| 05/08/26 | Payment | W002262 | Frontier ZBA | 291.41 | 959397 |
| 05/08/26 | Payment | W002263 | City of San Gabriel ZBA | 375,000.00 | 959399 |
| 05/12/26 | Payment | E102575 | Transdev Services, Inc. | 165,743.10 | 957376 |
| 05/12/26 | Payment | E102576 | Keolis Transit America, Inc. | 15,000.00 | 957378 |
| 05/12/26 | Payment | E102577 | Darold D. Pieper Attorney at Law | 9,948.00 | 957380 |
| 05/12/26 | Payment | E102578 | Transdev Services, Inc. | 8,439.89 | 957382 |
| 05/12/26 | Payment | E102579 | Transdev Services, Inc. | 13,820.60 | 957384 |
| 05/12/26 | Payment | 12883CK | Dudek | 17,156.50 | 957678 |
| 05/12/26 | Payment | 12884CC | Tri - Signal Integration, Inc. | 35.00 | 957680 |
| 05/12/26 | Payment | 12885CC | Tri - Signal Integration, Inc. | 35.00 | 957682 |
| 05/12/26 | Payment | 12886CC | Tri - Signal Integration, Inc. | 35.00 | 957684 |
| 05/12/26 | Payment | 12887CC | Tri - Signal Integration, Inc. | 35.00 | 957686 |
| 05/12/26 | Payment | 12888CC | Tri - Signal Integration, Inc. | 35.00 | 957688 |
| 05/12/26 | Payment | 12889CK | Excellence Professional Cleaning, Inc | 649.70 | 957690 |
| 05/12/26 | Payment | 12890CK | Azteca Landscape | 5,087.94 | 957692 |
| 05/12/26 | Payment | 12891CK | CaliforniaChoice Benefit Administration | 93,421.59 | 957694 |
| 05/12/26 | Payment | 12892CK | Green's Lock and Safe | 46.08 | 957696 |
| 05/12/26 | Payment | 12893CC | FEDEX Corp. | 236.66 | 957698 |
| 05/12/26 | Payment | 12894CK | ODP Business Solutions, LLC | 119.88 | 957700 |
| 05/12/26 | Payment | W002264 | Frontier ZBA | 551.29 | 959401 |
| 05/12/26 | Payment | W002265 | Verizon Business-15043 ZBA | 3,391.02 | 959403 |

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Foothill Transit

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| Posting Date | Document Type | Document No. | Vendor | Amount | Entry No. |
|--------------|---------------|--------------|--|--------------|-----------|
| 05/12/26 | Payment | W002266 | Verizon Business-15043 ZBA | 4,126.20 | 959405 |
| 05/13/26 | Payment | E102580 | Gotcha Media Holdings, LLC | 6,980.00 | 957702 |
| 05/13/26 | Payment | E102581 | Keolis Transit America, Inc. | 361.57 | 957704 |
| 05/13/26 | Payment | 12895CK | Lumia Azusa, LLC | 1,920.00 | 957930 |
| 05/13/26 | Payment | 12896CK | Fisher Wireless Services, Inc. | 101,352.00 | 957932 |
| 05/13/26 | Payment | 12897CK | County of L.A. - Sheriff's Dept. | 110,423.36 | 957934 |
| 05/13/26 | Payment | 12898CC | ECAMSECURE | 8,976.30 | 957936 |
| 05/13/26 | Payment | 12899CC | ECAMSECURE | 7,071.92 | 957938 |
| 05/13/26 | Payment | 12900CC | ECAMSECURE | 4,573.09 | 957940 |
| 05/13/26 | Payment | 12901CC | ECAMSECURE | 16,967.36 | 957942 |
| 05/13/26 | Payment | 12902CC | ECAMSECURE | 7,716.42 | 957944 |
| 05/13/26 | Payment | 12903CC | ECAMSECURE | 7,505.60 | 957946 |
| 05/13/26 | Payment | 12904CC | ECAMSECURE | 16,253.48 | 957948 |
| 05/13/26 | Payment | 12905CC | ECAMSECURE | 24,355.86 | 957950 |
| 05/13/26 | Payment | 12906CC | Qualified Mobile, Inc. | 293.62 | 957952 |
| 05/13/26 | Payment | W002267 | AT and T - 5025 ZBA | 1,297.57 | 959407 |
| 05/13/26 | Payment | W002268 | Frontier ZBA | 1,793.95 | 959409 |
| 05/13/26 | Payment | W002269 | International City Management Assoc. Retirement Co | 64,126.73 | 959411 |
| 05/13/26 | Payment | W002270 | John Xie ZBA | 26,965.57 | 959413 |
| 05/14/26 | Payment | E102582 | Keolis Transit America, Inc. | 87,572.36 | 957706 |
| 05/14/26 | Payment | E102583 | Keolis Transit America, Inc. | 16,725.20 | 957708 |
| 05/14/26 | Payment | E102584 | Keolis Transit America, Inc. | 88,165.96 | 957710 |
| 05/14/26 | Payment | E102585 | Keolis Transit America, Inc. | 1,032,872.48 | 957712 |
| 05/14/26 | Payment | E102586 | Transdev Services, Inc. | 725,036.23 | 957714 |
| 05/14/26 | Payment | 12907CK | State of California Department of Transportation | 18,103.20 | 957954 |
| 05/14/26 | Payment | 12908CC | Grainger | 467.22 | 957956 |
| 05/14/26 | Payment | 12909CK | Industry Public Utilities Commission | 1,323.96 | 957958 |
| 05/14/26 | Payment | 12910CK | Suburban Water Systems | 612.62 | 957960 |
| 05/14/26 | Payment | 12911CK | Suburban Water Systems | 545.80 | 957962 |
| 05/14/26 | Payment | 12912CK | Home Depot Credit Services | 1,181.17 | 957964 |
| 05/14/26 | Payment | 12913CK | Suburban Water Systems | 186.03 | 957966 |
| 05/14/26 | Payment | 12914CK | CMAX Commercial Maintenance Inc | 2,652.26 | 957968 |
| 05/14/26 | Payment | 12915CK | Pride Industries One Inc. | 1,899.65 | 957970 |
| 05/14/26 | Payment | 12916CC | United Site Services of California, Inc. | 1,210.18 | 957972 |
| 05/14/26 | Payment | 12917CC | Digium Cloud Services, LLC | 1,378.74 | 957974 |
| 05/14/26 | Payment | 12918CC | Digium Cloud Services, LLC | 1,208.93 | 957976 |
| 05/14/26 | Payment | 12919CC | Walnut Valley Water District | 443.26 | 957978 |
| 05/14/26 | Payment | 12920CC | ACE Pelizon Plumbing | 1,988.00 | 957980 |
| 05/14/26 | Payment | 12921CC | Instant Signs Inc. | 607.35 | 957982 |
| 05/14/26 | Payment | W002271 | Wright Express ZBA | 449.66 | 959415 |
| 05/14/26 | Payment | W002272 | Frontier ZBA | 1,211.41 | 959417 |
| 05/15/26 | Payment | 12922CK | AFLAC | 3,796.14 | 957984 |

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Foothill Transit

ATTACHMENT D

| Posting Date | Document Type | Document No. | Vendor | Amount | Entry No. |
|--------------|---------------|--------------|---|-----------|-----------|
| 05/15/26 | Payment | 12923CK | WTS-International | 2,500.00 | 957986 |
| 05/15/26 | Payment | 12924CK | Tien Nguyen | 132.73 | 957988 |
| 05/15/26 | Payment | 12925CK | Hendy Satya | 10.30 | 957990 |
| 05/15/26 | Payment | 12926CC | Chamber of Commerce - Duarte | 299.00 | 957992 |
| 05/18/26 | Payment | 12927CC | Lewis Engraving | 344.70 | 957994 |
| 05/18/26 | Payment | 12928CK | Thomas J. Koontz | 4,428.00 | 957996 |
| 05/18/26 | Payment | 12929CC | T-Mobile USA Inc. | 495.82 | 957998 |
| 05/18/26 | Payment | 12930CK | City of West Covina | 6,528.60 | 958000 |
| 05/18/26 | Payment | 12931CK | University of Southern California | 10,000.00 | 958002 |
| 05/18/26 | Payment | 12932CK | The Hartford | 100.00 | 958004 |
| 05/18/26 | Payment | 12933CC | Walnut Valley Water District | 17.53 | 958006 |
| 05/18/26 | Payment | 12934CC | Instant Signs Inc. | 122.96 | 958008 |
| 05/18/26 | Payment | 12935CK | Stantec Architecture | 810.00 | 958010 |
| 05/18/26 | Payment | 12936CC | EarthLink, LLC | 605.00 | 958012 |
| 05/18/26 | Payment | 12937CC | EarthLink, LLC | 955.00 | 958014 |
| 05/18/26 | Payment | 12938CC | EarthLink, LLC | 1,005.00 | 958016 |
| 05/18/26 | Payment | 12939CC | Granite Telecommunications, LLC | 13,552.14 | 958018 |
| 05/18/26 | Payment | 12940CK | Connections 87 | 265.00 | 958020 |
| 05/18/26 | Payment | W002273 | Athens Services- 54957 ZBA | 287.85 | 959419 |
| 05/18/26 | Payment | W002274 | Athens Services- 54957 ZBA | 1,187.22 | 959421 |
| 05/19/26 | Payment | E102587 | Thompson Coburn LLP | 50,476.83 | 958022 |
| 05/19/26 | Payment | E102588 | AvidXchange | 29.51 | 958024 |
| 05/19/26 | Payment | E102589 | Platinum Advisors, LLC | 6,500.00 | 958026 |
| 05/19/26 | Payment | W002275 | BMO Financial Group-Corporate Credit Card ZBA | 57,107.66 | 959423 |
| 05/20/26 | Payment | 12941CK | Fleet Maintenance Specialists Inc. | 9,400.00 | 958172 |
| 05/20/26 | Payment | 12942CK | City of San Dimas | 5,500.00 | 958174 |
| 05/20/26 | Payment | 12943CK | Pre-Paid Legal Services, Inc | 144.55 | 958176 |
| 05/20/26 | Payment | 12944CC | Qualified Mobile, Inc. | 347.01 | 958178 |
| 05/20/26 | Payment | 12945CK | CA Newspaper Service Bureau | 170.06 | 958180 |
| 05/20/26 | Payment | 12946CK | CA Newspaper Service Bureau | 174.18 | 958182 |
| 05/20/26 | Payment | 12947CK | CA Newspaper Service Bureau | 153.58 | 958184 |
| 05/20/26 | Payment | 12948CK | CA Newspaper Service Bureau | 153.58 | 958186 |
| 05/20/26 | Payment | 12949CK | CA Newspaper Service Bureau | 248.34 | 958188 |
| 05/20/26 | Payment | 12950CK | CA Newspaper Service Bureau | 132.98 | 958190 |
| 05/20/26 | Payment | 12951CK | CA Newspaper Service Bureau | 157.70 | 958192 |
| 05/20/26 | Payment | 12952CK | CA Newspaper Service Bureau | 231.86 | 958194 |
| 05/21/26 | Payment | E102590 | AgreeYa Solutions, Inc. | 4,517.50 | 958028 |
| 05/21/26 | Payment | E102591 | Linda Apodaca | 374.09 | 958030 |
| 05/22/26 | Payment | 12953CK | Dudek | 8,410.00 | 958196 |
| 05/22/26 | Payment | 12954CK | Corodata Records Management, Inc. | 122.07 | 958198 |
| 05/22/26 | Payment | 12955CK | American Public Transportation Foundation | 48,500.00 | 958200 |
| 05/22/26 | Payment | 12956CC | Tri - Signal Integration, Inc. | 200.00 | 958202 |

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Foothill Transit

ATTACHMENT D

| Posting Date | Document Type | Document No. | Vendor | Amount | Entry No. |
|--------------|---------------|--------------|--|--------------|-----------|
| 05/22/26 | Payment | 12957CK | Puente Hills Land Venture LLC | 5,000.00 | 958204 |
| 05/22/26 | Payment | 12958CC | Azusa Light & Water | 140.03 | 958206 |
| 05/22/26 | Payment | 12959CC | Azusa Light & Water | 102.61 | 958208 |
| 05/22/26 | Payment | 12960CC | Azusa Light & Water | 61.69 | 958210 |
| 05/22/26 | Payment | 12961CC | Azusa Light & Water | 105.05 | 958212 |
| 05/22/26 | Payment | 12962CC | Azusa Light & Water | 651.30 | 958214 |
| 05/22/26 | Payment | 12963CC | Skyline Pest Control | 115.00 | 958216 |
| 05/22/26 | Payment | 12964CK | Diamond Environmental Services LP | 621.05 | 958218 |
| 05/22/26 | Payment | 12965CK | ODP Business Solutions, LLC | 287.55 | 958220 |
| 05/22/26 | Payment | 12966CK | Abigail Electric Inc | 11,092.02 | 958222 |
| 05/22/26 | Payment | 12967CC | Hundred House | 306.80 | 958224 |
| 05/22/26 | Payment | 12968CC | Times Media Group | 144.60 | 958226 |
| 05/22/26 | Payment | 12969CK | Pulsar Advertising | 12,214.50 | 958228 |
| 05/22/26 | Payment | 12970CK | Pulsar Advertising | 8,923.00 | 958230 |
| 05/22/26 | Payment | 12971CK | Pulsar Advertising | 4,547.00 | 958232 |
| 05/22/26 | Payment | 12972CK | Pulsar Advertising | 2,885.75 | 958234 |
| 05/22/26 | Payment | 12973CK | Pulsar Advertising | 663.50 | 958236 |
| 05/22/26 | Payment | 12974CC | Sing Tao Daily | 600.00 | 958238 |
| 05/22/26 | Payment | 12975CK | C.A.T. Specialties | 6,855.34 | 958240 |
| 05/22/26 | Payment | W002276 | New Flyer of America, Inc. ZBA | 99.83 | 959425 |
| 05/22/26 | Payment | W002277 | New Flyer of America, Inc. ZBA | 261,379.15 | 959427 |
| 05/22/26 | Payment | W002278 | New Flyer of America, Inc. ZBA | 261,379.15 | 959429 |
| 05/22/26 | Payment | W002279 | New Flyer of America, Inc. ZBA | 263,322.84 | 959431 |
| 05/22/26 | Payment | W002280 | New Flyer of America, Inc. ZBA | 261,379.15 | 959433 |
| 05/26/26 | Payment | 12976CK | Vision Service Plan - (CA) | 1,756.88 | 958735 |
| 05/26/26 | Payment | W002281 | Southern California Edison Co. ZBA | 2,078.80 | 959435 |
| 05/26/26 | Payment | W002282 | Southern California Edison Co. ZBA | 19,926.09 | 959437 |
| 05/27/26 | Payment | 12977CK | Finley and Cook, PLLC | 7,400.00 | 958922 |
| 05/27/26 | Payment | 12978CC | Smartsheet Inc. | 6,960.00 | 958924 |
| 05/27/26 | Payment | 12979CC | Industrial Safety Shoe Co. | 200.00 | 958926 |
| 05/27/26 | Payment | 12980CC | The Gas Co. | 1,337.63 | 958928 |
| 05/27/26 | Payment | 12981CK | TK Elevator Corporation | 100.00 | 958930 |
| 05/27/26 | Payment | W002283 | Frontier ZBA | 105.49 | 959439 |
| 05/27/26 | Payment | W002284 | New Flyer of America, Inc. ZBA | 263,322.84 | 959441 |
| 05/27/26 | Payment | W002285 | International City Management Assoc. Retirement Co | 62,598.21 | 959443 |
| 05/28/26 | Payment | E102592 | Dean Gazzo Roistacher LLP | 688.40 | 958242 |
| 05/28/26 | Payment | E102593 | Gabrielle Klein-Mejia | 7,723.00 | 958244 |
| 05/28/26 | Payment | E102596 | Pulsar Advertising | 20,537.51 | 958932 |
| 05/28/26 | Payment | E102597 | Transdev Services, Inc. | 1,742,185.35 | 958934 |
| 05/28/26 | Payment | E102598 | Keolis Transit America, Inc. | 419,661.10 | 958936 |
| 05/28/26 | Payment | E102599 | Transdev Services, Inc. | 4,190,509.45 | 958938 |
| 05/28/26 | Payment | E102600 | Thompson Coburn LLP | 1,123.50 | 958940 |

Bank Acc. - Detail Trial Bal.

6/9/2026

Page 6

Period: 05/01/26..05/31/26

FOOTHILLTRANSIT\SSUWANNARAT

Foothill Transit

ATTACHMENT D

| Posting Date | Document Type | Document No. | Vendor | Amount | Entry No. |
|-------------------------|---------------|--------------|------------------------------------|----------------------|-----------|
| 05/28/26 | Payment | 12982CC | SmartRise Elevator Service Inc | 19,270.00 | 959444 |
| 05/28/26 | Payment | W002286 | Southern California Edison Co. ZBA | 1,608.76 | 959447 |
| 05/28/26 | Payment | W002287 | AT and T - 5025 ZBA | 7,817.72 | 959449 |
| 05/29/26 | Payment | E102594 | Transdev Services, Inc. | 5,421.21 | 958737 |
| 05/29/26 | Payment | E102595 | Oscar Benavente | 435.67 | 958739 |
| 05/29/26 | Payment | E102601 | Keolis Transit America, Inc. | 13,000.00 | 959450 |
| 05/29/26 | Payment | E102602 | Transdev Services, Inc. | 17,000.00 | 959452 |
| 05/29/26 | Payment | E102603 | Clean Energy | 135,649.72 | 959454 |
| 05/29/26 | Payment | E102604 | Clean Energy | 13,750.00 | 959456 |
| 05/29/26 | Payment | W002288 | Frontier ZBA | 3,144.30 | 959459 |
| General Checking | | | | 12,655,556.65 | |



6/10/26



June 26, 2026

To: Executive Board

Subject: **June 2026 Procurement Monthly Report**

Recommendation

Receive and file the Procurement Monthly Report for June 2026.

Awarded Procurements:

Since the previous month's Executive Board meeting on May 29, 2026, there has been two awards of agreements over \$100,000.00 but below the Executive Board's approval threshold of \$250,000.00.

- Technology Marketing & Management Services, Inc. was awarded Contract No. 26-040 for the replacement desktop computers. The Independent Cost Estimate for the project was \$100,672.00. The contract award was in the total amount of \$108,193.14 to deliver all required hardware.
- Total Communications, Inc. was awarded Contract No. 26-064 for the replacement of network switches at the operating and maintenance facilities to ensure safety and business continuity for data and voice communications. The Independent Cost Estimate for the project was \$169,597.35. Following negotiations, both parties agreed to a contract amount of \$154,981.67 to complete all required work.

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



June 26, 2026

To: Executive Board

Subject: **April 2026 Key Performance Indicators Report**

Recommendation

Receive and file the April 2026 Key Performance Indicators Report.

Analysis

This report provides an analysis of Foothill Transit's performance indicators for April 2026 (FY2026). 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.

In April, Foothill Transit achieved seven out of eight key performance indicator goals. The performance indicator targets met include, Preventable Collisions on Road per 100,000 Miles, Schedule Adherence, Miles between Technical Roadcalls, Customer Complaints per 100,000 Boardings, Boardings per Vehicle Service Hour, Average Weekday Boardings, 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 in April equated to 929,625 – which is seven percent higher compared to the same month last fiscal year.
- **Fare Revenue** – Total fare revenue in April was \$644,092. The average fare was \$0.69 per boarding.
- **Operating Expenses** – Operating expenses incurred in April totaled \$13.9 million, resulting in an average cost per service hour of \$192.66.
- **Collisions** – The system averaged 0.75 preventable vehicle collisions on road per 100,000 miles in April.
- **Customer Complaints** – Foothill Transit received an average of 24.2 complaints per 100,000 boardings during April.



- **Schedule Adherence** - On-time performance averaged 84.8 percent in April, which is a two percent improvement compared to same month 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 28 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 key 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.

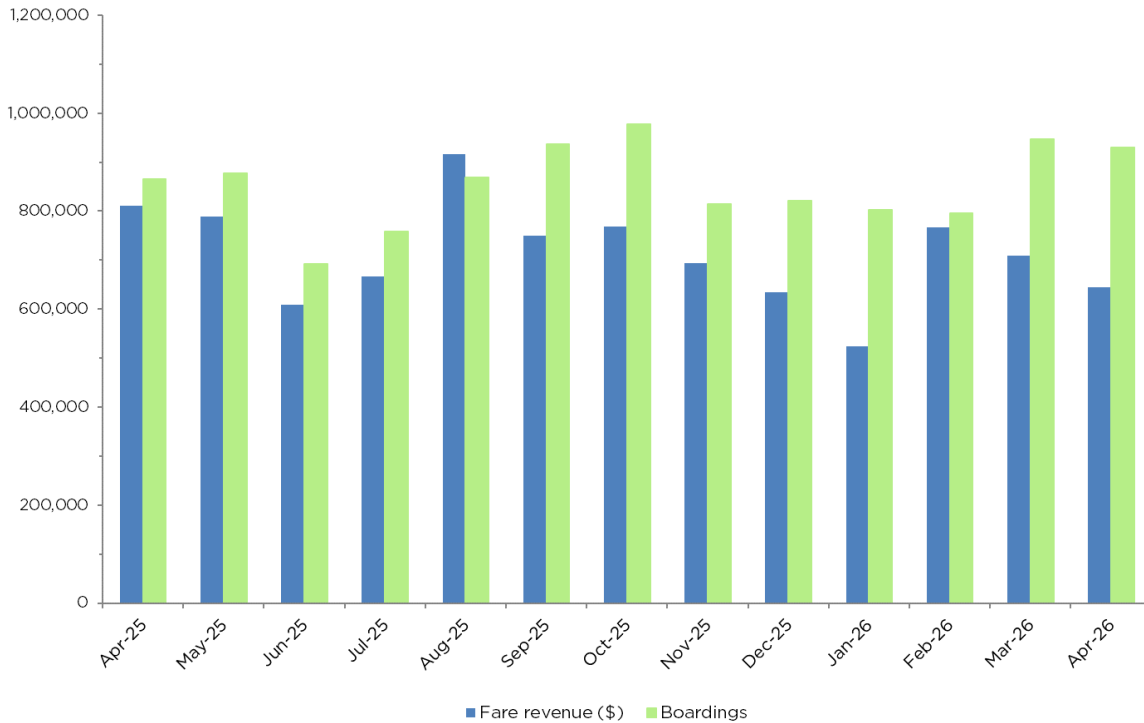


Total Boardings and Total Fare Revenues

During April, Foothill Transit buses had 929,625 total boardings. When compared to the same month in the previous fiscal year, ridership increased by seven percent. Foothill Transit continues to explore opportunities to increase ridership and implement new initiatives that relate to ridership.

Total fare revenue recorded during April was \$644,092 This is 21 percent lower than the same month in the previous fiscal year.

Total Boardings and Fare Revenues





Vehicle Service Hours and Operating Expenditure

Foothill Transit operated 61,336 service hours during April. This represents a two percent increase compared to the same month last fiscal year.

Foothill Transit incurred \$13.9 million in operating expenses, which is 11 percent higher than the same month last fiscal year.

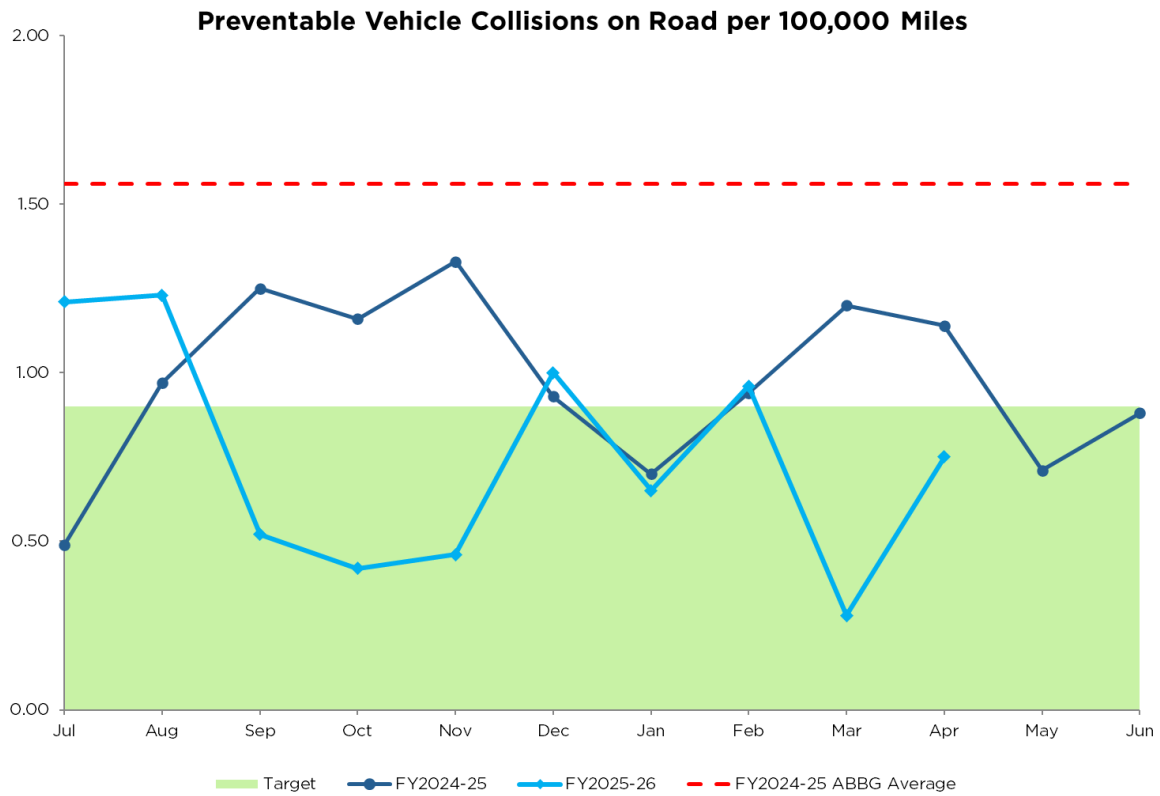
Goal 1: Operate a Safe Transit System

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 April, Foothill Transit met the adopted performance standard of 0.90 or fewer preventable vehicle collisions on road per 100,000 miles with 0.75 this represents a 34 percent improvement compared to the same month last fiscal year. Preventable vehicle collisions were primarily due to sideswipes and coaches making contact with fixed objects, partly as a result of reduced lane widths on arterial roads and freeways.

Keolis' and Transdev's safety committees, which are comprised of operators and administrative staff members, meet monthly to review collision trends, identify hazardous locations, evaluate facility improvement opportunities, and address other safety-related matters. General Managers, Safety Managers, Trainers, and Operations personnel play an active role in developing and implementing safety action plans. These plans include comprehensive operator safe driving training focused on key areas such as maintaining proper following distance, ensuring adequate clearance, and enhancing situational awareness. In addition, monthly safety blitzes are conducted to target high-risk driving behaviors. These sessions provide operators with the opportunity to review real-world incident scenarios captured through onboard camera systems. Using real incident footage enhances training by showing how unsafe behaviors cause preventable collisions, reinforcing safe practices and improving decision-making.





Goal 2: Provide Outstanding Customer Service

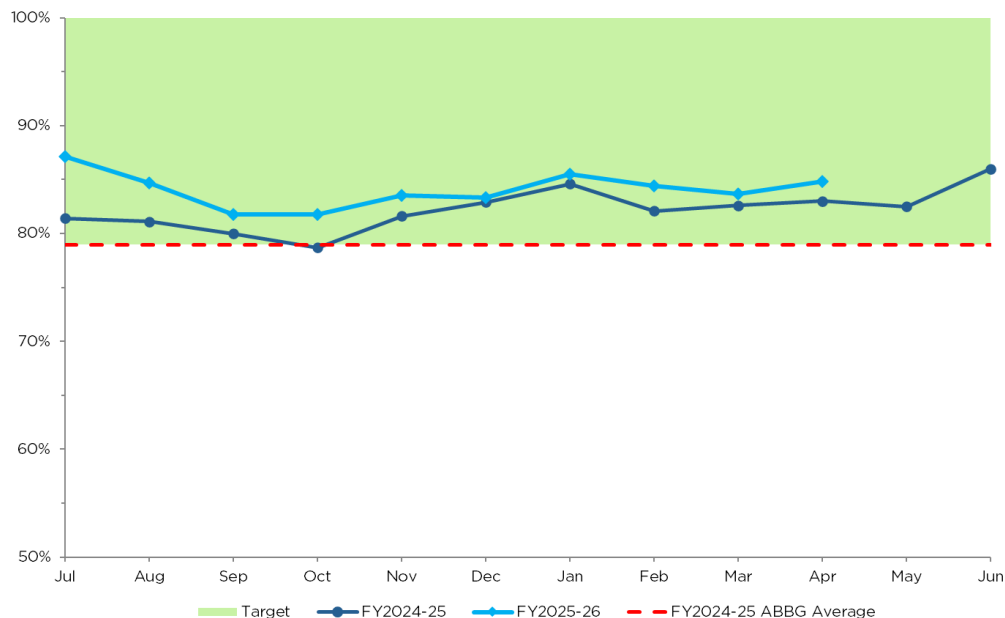
Foothill Transit measures this goal by monitoring the following categories: schedule adherence, average miles between technical roadcalls, and complaints per 100,000 boardings.

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 79 percent or higher OTP for this fiscal year. In April, the OTP goal was met at 84.8 percent; this represents a two percent increase compared to the same month last fiscal year.

Foothill Transit Quality Assurance staff continuously monitor the SMARTBus system in real time and collaborate with operations and maintenance contractors to ensure service adheres to schedule. With readily available OTP data and the Schedule Adherence Dashboard, staff can identify underperforming routes, analyze hourly trends, review running times, and assess the impacts of traffic and construction. This data-driven approach supports coordination with contractors to identify and implement improvements, including refining timepoint GPS positioning to ensure accurate tracking of bus arrivals and departures.

Schedule Adherence



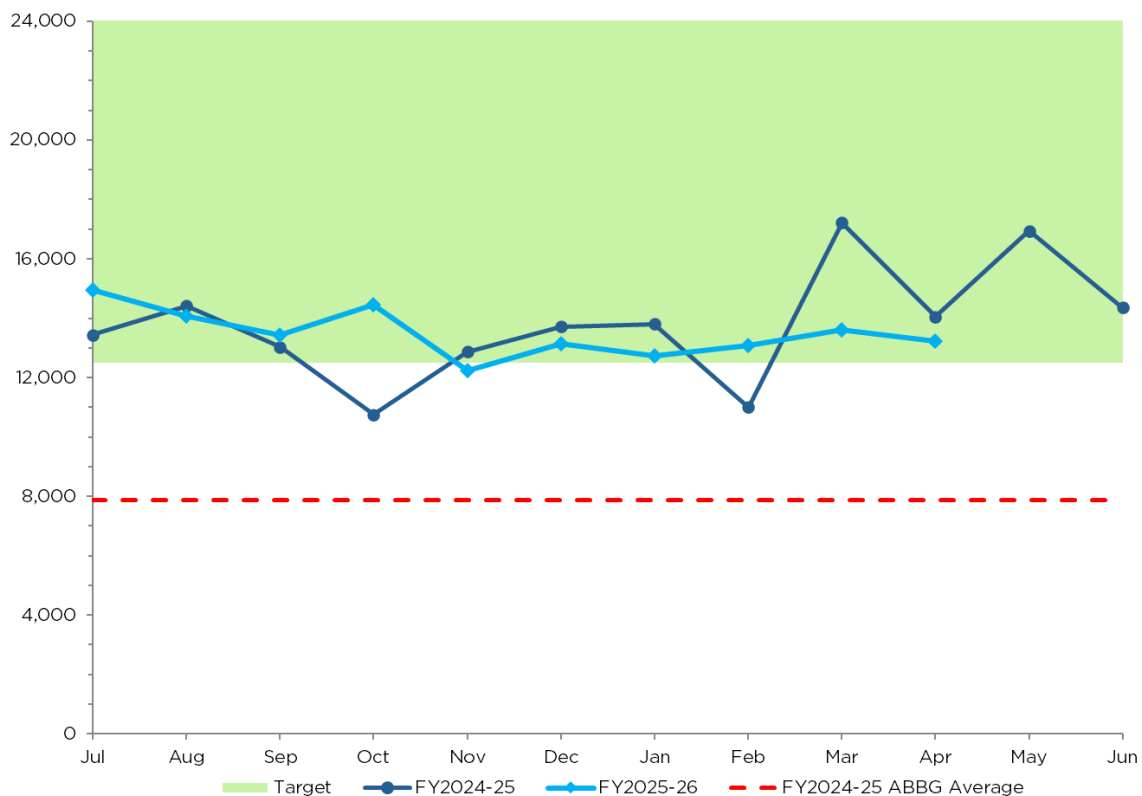


Average Miles between Technical Roadcalls

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 13,238 miles between technical roadcalls in April, meeting the maintenance reliability goal of at least 12,500 miles between technical roadcalls. This represents a six percent decrease in miles compared to the same month last fiscal year.

Maintenance data is regularly analyzed to identify trends in roadcall types and specific bus series, enabling targeted action plans to reduce mechanical issues. The top technical roadcalls experienced in April were coolant leaks and engine related issues. Transdev and Keolis teams have implemented a variety of strategies to mitigate roadcalls which include proactively inspecting the condition of the coolant hoses more frequently, replacing hoses before they become faulty, and shielding coolant lines from major heat sources that can cause damage. To reduce engine-related roadcalls, maintenance teams are also conducting thorough inspections of engine sensor connectors to ensure proper contact and to identify looseness or corrosion.

Average Miles between Technical Roadcalls

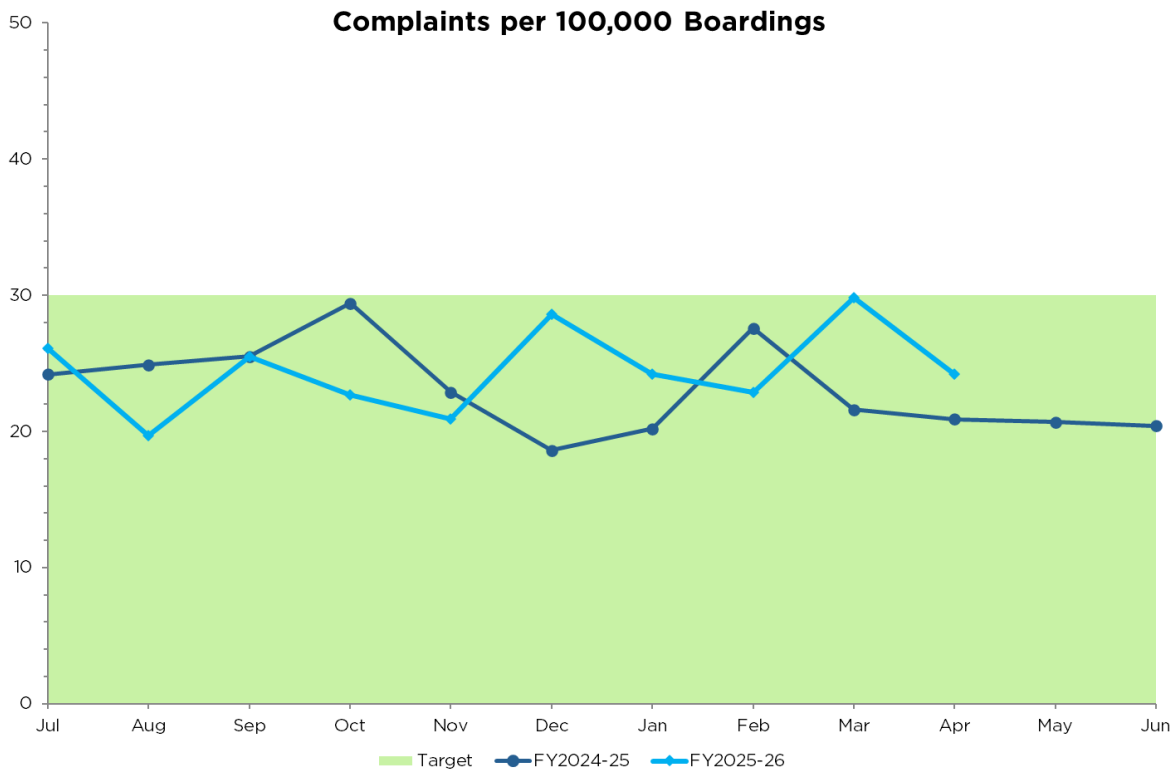




Complaints per 100,000 Boardings

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 April, Foothill Transit met the performance target of 30 or less complaints per 100,000 boardings with 24.2. This is a 16 percent improvement compared to the same month last fiscal year. The top three complaints received during this month were related to schedule adherence (late), courtesy, and courtesy pass-up. Keolis' and Transdev's customer service committees continue to implement various strategies to mitigate customer complaints which include de-escalation training, on-board evaluations, on-time performance oversight, policy awareness, 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

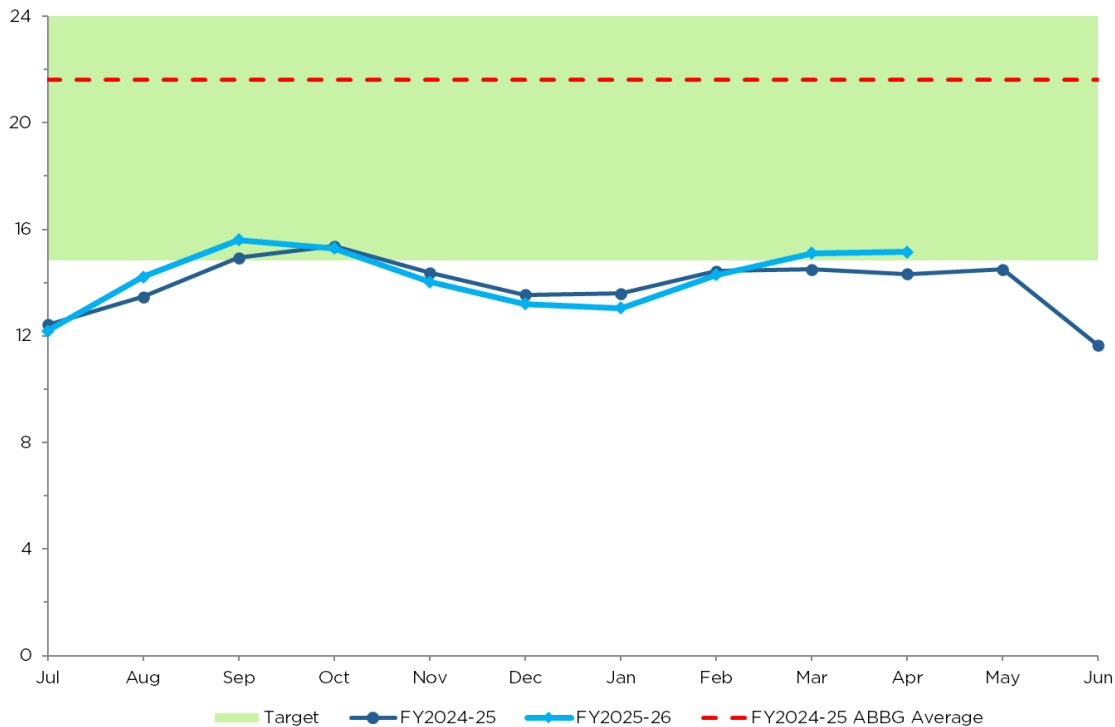
Foothill Transit measures service effectiveness by monitoring boardings per vehicle service hour and average weekday boardings.

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 April, there was 15.16 boardings per vehicle service hour, meeting the performance target of 14.82 or more boardings per service hour. This is six percent higher compared to the same month last fiscal year.

Foothill Transit continues to drive ridership growth by targeting key customer segments through the Class Pass program and outreach at schools and community events. Enhanced data analysis and key ridership reports available through the Ridership Dashboard enables staff to better understand travel demand across the service area, supporting more effective route planning and efficient schedule development.

Boardings per Vehicle Service Hour

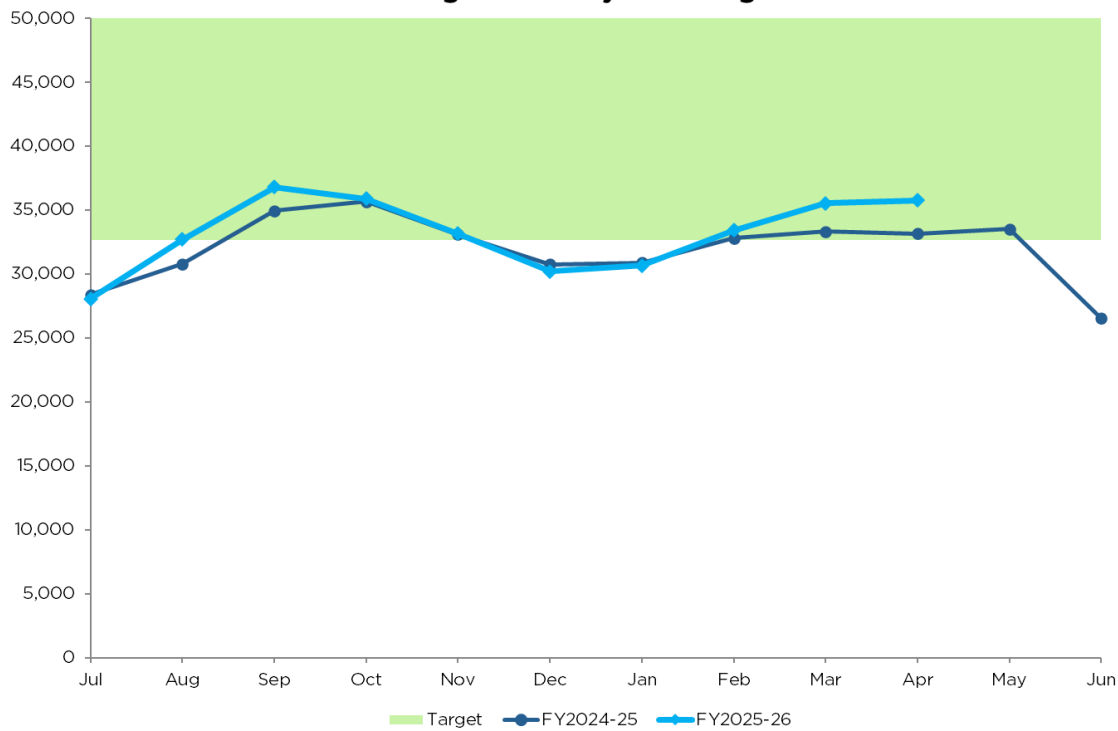




Average Weekday Boardings

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. In April, Foothill Transit met the performance target of at least 32,650 average weekday boardings with an average of 35,770 weekday boardings, this represents an eight percent improvement compared to the same month in the previous fiscal year.

Average Weekday Boardings





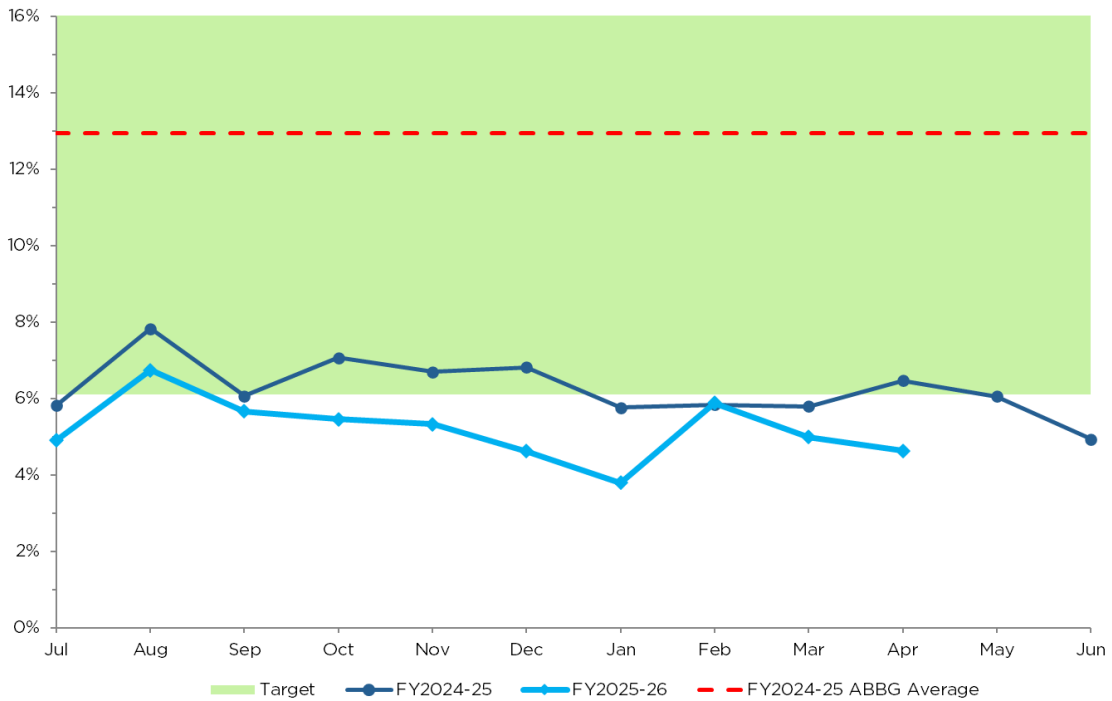
Goal 4: Operate an Efficient Transit System

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 April, the Farebox Recovery Ratio was 4.63 percent, missing the target of 6.10 percent. This represents a 28 percent decrease compared to same month last fiscal year.

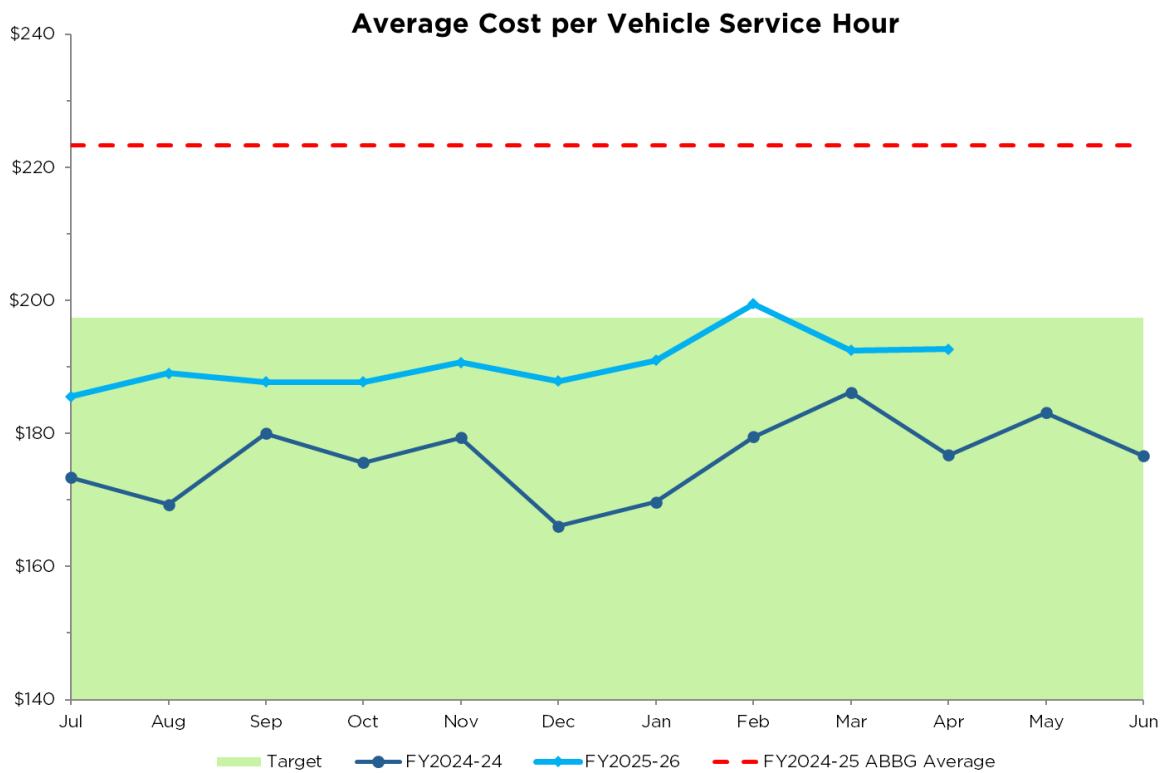
Farebox Recovery Ratio





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 April, Foothill Transit did meet the average cost per vehicle service hour target of less than \$197.39, with \$192.66. This represents a nine percent increase compared to the same month last fiscal year.



Sincerely,

Paulina Ruiz
System Performance
and Improvement Manager

Doran J. Barnes
Chief Executive Officer

Foothill Transit Monthly Key Performance Indicators

April FY 2026

| Goal | Performance Indicator | April FY 2026 | Met Target? | April FY 2025 | % Improvement Over Same Month Last Year | FY 2025-2026 YTD | Met Target? | FY 2024-2025 YTD | % Improvement YTD | Performance Target |
|-----------------------------------|--|---------------------|-------------|---------------|---|----------------------|-------------|------------------|-------------------|--------------------|
| Overall System Performance | Total Boardings | 929,625 | - | 864,985 | 7% | 8,649,019 | - | 8,459,572 | 2% | |
| | Vehicle Service Hours | 61,336 | - | 60,399 | 2% | 608,539 | - | 600,509 | 1% | |
| | Total Fare Revenue | \$644,092 | - | \$811,322 | (21%) | \$7,072,311 | - | \$7,945,262 | (11%) | |
| | Total Operating Expense | \$13,902,355 | - | \$12,560,120 | (11%) | \$136,267,745 | - | \$123,994,636 | (10%) | |
| Safety | Preventable Vehicle Collisions per 100,000 Miles | 0.75 | Yes | 1.14 | 34% | 0.74 | Yes | 1.00 | 26% | ≤ 0.90 |
| Customer Service | Schedule Adherence | 84.8% | Yes | 83.0% | 2% | 84.1% | Yes | 81.8% | 3% | ≥ 79% |
| | Miles Between Technical Roadcalls | 13,238 | Yes | 14,050 | (6%) | 13,453 | Yes | 13,237 | 2% | ≥ 12,500 |
| | Complaints per 100,000 Boardings | 24.2 | Yes | 20.9 | (16%) | 24.5 | Yes | 23.6 | (4%) | ≤ 30.00 |
| Effectiveness | Boardings per Vehicle Service Hour | 15.16 | Yes | 14.32 | 6% | 14.21 | No | 14.09 | 1% | ≥ 14.82 |
| | Average Weekday Boardings | 35,770 | Yes | 33,160 | 8% | 33,222 | Yes | 32,363 | 3% | ≥ 32,650 |
| Efficiency | Farebox Recovery Ratio | 4.63% | No | 6.46% | (28%) | 5.19% | No | 6.41% | (19%) | ≥ 6.10% |
| | Average Cost per Vehicle Service Hour | \$192.66 | Yes | \$176.76 | (9%) | \$190.34 | Yes | \$175.51 | (8%) | ≤ \$197.39 |



June 26, 2026

To: Executive Board

Subject: **Proposed Revisions to Executive Board Computer Policy**

Recommendation

Adopt revisions to the Executive Board Computer policy.

Background

Staff has begun the process of implementing a review process where board approved policies are reviewed annually to ensure they are current and compliant. In the past, board adopted policies have been reviewed on an as needed basis.

The Executive Board Computer Policy ensures that executive board members have access to the technology necessary to effectively carry out their governance responsibilities. The policy was adopted in March 1997 and was last revised in September 2020.

Attachment A contains a redlined version of the policy reflecting the proposed changes. The revisions include updates to the Communication Access section to provide reimbursement to executive board members for the monthly cost for data service, revisions to the staff/board communications section, and other changes made primarily to improve clarity and consistency throughout the policy.

Budget Impact

Costs related to implementation of this policy are included in the Foothill Transit FY2027 budget.

Sincerely,

Christina Lopez
Board Secretary

Doran J. Barnes
Chief Executive Officer



Foothill Transit

| | |
|--|---|
| Executive Board Computer Policy | Policy No: ADM1997-002R 23 |
| | Revised: 09/25/2020 06/26/2026 |
| | Page: 1 of 5 |

Purpose and Background

Members of the Executive Board do much of their Foothill Transit-related work at home, and as such this policy has been enacted to provide them with a tool to enhance the performance of their Foothill Transit-related duties.

Executive Board Computer Policy

1. **Computer Equipment** - Foothill will provide Executive Board Members with either an iPad or laptop computer. Laptop computers shall have the same capabilities as those issued to Department Directors. The specifications will also include equipment to ensure printing ~~and faxing~~ capabilities. System specifications will be established by the Foothill Transit Director of Information Technology and approved by the ~~Executive Director~~ Chief Executive Officer. All supplied equipment is to be used solely for conducting Foothill Transit business.
2. **Communications Access** - Foothill Transit shall ~~cover~~ reimburse the monthly cost for data access via cellular communication network during the term of the Board Member's service on the Foothill Transit Executive Board, should reimbursement be requested. Board members are encouraged to use WiFi networks when available.
3. **Equipment Ownership** - At the conclusion of the Board Member's service on the Foothill Transit Executive Board, ownership of the equipment is transferred to the user.
4. **Upgrades to Foothill Transit-owned Equipment** - No personal upgrades or modifications are to be made to Foothill Transit-owned equipment provided pursuant to this policy. The Director of Information Technology will install equipment upgrades as necessary.
5. **Personal Use and Software** - Pursuant to California Government Code Section 85300 (Political Reform Act), political and campaign-related activities are strictly prohibited. Personal software may be installed provided such software is legally licensed to the user.



Foothill Transit

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|--|---|
| Executive Board Computer Policy | Policy No: ADM1997-002R 23 |
| | Revised: 09/25/2020 06/26/2026 |
| | Page: 2 of 5 |

Board Members may request that Foothill Transit provide additional software applications to enhance the performance of their Foothill Transit-related activities. Such requests will be reviewed by the Director of Information Technology for system compatibility.

6. **System Maintenance and Repair** - Foothill Transit will provide full system hardware and software maintenance and repair, including all hardware and software configurations installed by Foothill Transit. Maintenance and/or repair costs related to personal hardware and/or software installations will be the responsibility of the user.
7. **Electronic Mail** - Upon request, Executive Board members will be provided with a Foothill Transit email account.
 - A. **Acceptable Use** - Acceptable use of email is to carry forward Foothill Transit business. All management staff and Board Members have access to email.
 - B. **Staff/Board Member Communications** - Email communication with Board Members shall be conducted through department directors, the Board Support Services Manager, the ~~Deputy Executive Director~~ Deputy Chief Executive Officer, and the ~~Executive Director~~ Chief Executive Officer only. Other Foothill Transit staff members with a need to communicate with a Board Member through email are to do so through their department director. Department directors are to copy all email correspondence addressed to Board Members to the ~~Deputy Executive Director~~ Deputy Chief Executive Officer and the ~~Executive Director~~ Chief Executive Officer. Board Members will direct all email requests or responses to the ~~Executive Director~~ Chief Executive Officer and copy the appropriate department directors.
 - C. **Brown Act** - Email use must comply with the provisions of the Brown Act (e.g. no more than two Board Members can communicate regarding any public business outside of a legally posted open public meeting; seriatim communications to arrive at a consensus are not permitted). Examples of acceptable use of email include, but are not limited to, the distribution of information, meeting scheduling, and any individual



Foothill Transit

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| Executive Board Computer Policy | Policy No: ADM1997-002R 23 |
| | Revised: 09/25/2020 06/26/2026 |
| | Page: 3 of 5 |

communication with Foothill Transit staff providing it does not result in a polling of positions that are relayed to other Board Members

- D. **Access to Messages** - All email users are to be aware that the network and/or email administrators have access to all email messages for system maintenance purposes. Foothill Transit's email system is not to be expected to offer privacy. Users should treat all email as potentially public within Foothill Transit's Local Area Network.

If disclosure is required under the California Public Records Act or otherwise by law (despite the designation of any message as "private"), Foothill Transit shall not in any way be liable or responsible for the disclosure of any email or any part thereof.

- E. **Storage and Retention of Electronic Messages** - All email messages are stored and archived either on Foothill Transit servers or Foothill Transit's cloud based email servers as to Foothill Transit's retention policy. It is the responsibility of each computer user to clean out their own email messages at least once a week. Email messages will be deleted automatically by the email server.

~~F. **Internet Email** - Foothill Transit will additionally assist Board Members with Internet email access. Messages to and from an external email service are not accessible by any Foothill Transit staff member and are not stored on Foothill Transit servers.~~

Revision History:

Adopted: March 28, 1997

Effective March 28, 1997

Revised: August 29, 2014

Revised: September 25, 2020



Computer Equipment Provided by Foothill Transit

I, _____, understand that this equipment is the property of Foothill Transit while I serve on the Foothill Transit Executive Board and is provided for my use pursuant to the Foothill Transit Executive Board Member Computer Policy. I further agree that upon termination of my Executive Board service with Foothill Transit, I will delete all content related to Foothill Transit business.

Signature

Date



Foothill Transit

Foothill Transit Computer Equipment Inventory Form

Board Member Name: _____

| Equipment Issued | Serial Number |
|------------------|---------------|
| Laptop Computer | |
| iPad | |
| Printer | |
| Other | |
| Other | |

Signature

Date



June 26, 2026

To: Executive Board

Subject: **Public Transportation Agency Safety Plan Update - Fourth Revision**

Recommendation

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

Analysis

Foothill Transit's mission is to help people get to the places that make their lives better. In keeping with Foothill Transit's organizational focus on safety, we have developed a robust safety and security program in partnership with our two transit contractors. As the Security and Emergency Preparedness Plan drives "security" posture the Public Transportation Safety Plan drives "safety". Our business model demands the contractors be responsible for the safety and security of the passengers, facilities, and equipment provided by Foothill Transit for the contractor's use. Furthermore, the contractors must work cooperatively with Foothill Transit staff, other contractors, and local, state, and federal representatives in developing and implementing security procedures (Sec. 20 (a) Contractor language). Therefore, the "necessity for compatibility with equipment and services already in use" is firmly based on the contractual agreement of "working cooperatively" in the interest of employee, contractor, and passenger safety.

On July 19, 2019, the Federal Transportation Administration (FTA) mandated all public transit agencies that receive federal funding create, approve, and implement their own Public Transportation Agency Safety Plan (PTASP); as a result, the Executive Board adopted Foothill Transit's PTASP on January 31, 2020.

In the summer of 2021, APTA conducted a robust internal audit of Foothill Transit where they interviewed, examined, and inspected key personnel and policies. Implementing the Safety Management Systems (SMS) for continual overall improvement was the goal of the audit and the program was aligned with Safety Management Systems as well as the requirements from the FTA State Safety Oversight (49 U.S.C. Part 674) and Public Transportation Agency Safety Plan (49 U.S.C. Part 673 Rules). The criteria for the audit contained the



most cutting edge and advanced safety issues in the Public Transportation industry. The last APTA audit prior to this one was in August 2017.

On December 17, 2021, the APTA auditors provided a high-level overview of the audit to the Governing Board and staff used the findings for future planning and maintaining a contemporary and practical PTASP.

On June 24, 2022, the Executive Board adopted the second revision to Foothill Transit's PTASP with the significant change of Foothill Transits' formal tracking of bus operator assaults. At that time, this was NOT required by the FTA and Foothill Transit was one of the first surface transportation agencies to formally include such a metric in its PTASP.

Although this PTASP (Attachment A) will be the fourth formal revision, staff reviews the PTASP monthly and provides updates on the organization's safety performance to the Board throughout the year. Staff anticipates the next plan update will occur at the beginning of FY28 in order to align the PTASP timeline with that of the Foothill Transit Business Plan.

The purpose of the National Public Transportation Plan is to guide the national effort to manage safety risk. The November 2024 National Plan addresses new requirements from the Bipartisan Infrastructure Law enacted as the Infrastructure Investment and Jobs Act to further safety in transit.

The FTA encourages agencies to develop key performance indicators to support a more robust PTASP and Foothill Transit utilizes best practices identified in Safety Management Systems commonly referred to as SMS. Additionally, Foothill Transit's involvement with the American Bus Benchmarking Group (ABBG) highlights the value it places on data and key performance indicator tracking and accountability.

Although the FTA does not always require changes in performance areas and targets, we do. Change starts with accountability at the top: agency-wide safety reporting, constant hazard investigation, comprehensive monitoring, and a process for balanced decision-making, all core tenets in SMS to ensure we have timely information on safety risks. As previously mentioned, the number and frequency of coach operator assaults was added to Foothill Transit's PTASP in 2022 and in the last two revision(s), the FTA requires it, however the definition has changed.

The definition amended to the PTASP will be consistent with 49 U.S.C. 5302 - Assault on Transit Worker:



A circumstance in which an individual knowingly, without lawful authority or permission, and with intent to endanger the safety of an individual, or with a reckless disregard for the safety of human life, interferes with, disables, or incapacitates a transit worker while the transit worker is performing the duties of the transit worker.

Assaults on Transit Workers - As mentioned previously, the FTA requires each agency to look at this safety performance measure as the national internal safety risk measures have identified assaults on transit workers as a key safety concern. Furthermore, the FTA requires de-escalation training by agencies to frontline transit workers. Fortunately, Foothill Transit recognized this early in 2023 and proactively implemented a robust de-escalation program by collaborating with LASD and the contractors. Through April 2026, there were 14 physical bus operator assaults on our system. To discourage assaults we continue the following strategies with our contractors and law enforcement partners:

- Los Angeles County Sheriff - Bus Riding Teams
- 24-Hour Debriefing of Assaults
- Video Surveillance Technology
- Training
- Be on the Look-Out (BOLO) bulletins
- Code of Conduct
- Foothill Transit Watch
- Driver Barriers
- GARDA Security Guards - Layered approach with LASD
- Debrief ALL crimes onboard buses
- LASD formalized de-escalation training
- 5-D Approach to Assaults - Document, Debrief, Desire Prosecution, Deputies onboard Bus, De-mystification of Los Angeles County criminal justice system
- Table-Top exercise and Security Emergency Preparedness Planning & Meetings
- Repeat Offender - Workplace Violence Superior Court Order Banning Passengers
- Use of automatic voice announcement system to communicate security and law enforcement presence
- Auditing/inspecting to ensure contractors follow established protocols of quoting fare ONE TIME
- Improving on Foothill Transit Watch and SEE SOMETHING - SAY SOMETHING



The main changes in the 4th Revision are the new FTA requirements of tracking the rates of pedestrian and vehicle collisions as well as tracking the rates of assaults on transit workers and reporting transit worker fatalities. The following are other key safety performance measures and a more detailed explanation of all measures can be found in the attached PTASP:

- Fatalities
- Preventable Collisions
- Injuries
- Major Events
- System Reliability

Budget Impact

Staff identified the fiscal impact adopted in the FY 2027 Business Plan and Budget; therefore, no budget impacts.

Sincerely,

John Curley
Chief of Safety and Security

Doran J. Barnes
Chief Executive Officer

Attachment A - 4th Revision PTASP



Foothill Transit

Public Transportation Agency Safety Plan

June 26, 2026

Foothill Transit Public Transportation Agency Safety Plan

FY2026 Revision (June 2026)

1. Transit Agency Information

Foothill Transit, 100 S Vincent Ave, Suite 200 West Covina, Ca 91790

Accountable Executive: LaShawn King Gillespie, Deputy Executive Director

Chief Safety Officer: John Curley, Chief of Safety and Security

Mode of Service Covered by This Plan: Bus

List All FTA Funding Types:

- Federal Urban Area Formula Program (Section 5307)

- Federal Buses and Bus Facilities and Low-or No-Emission Program (Section 5339)

- Federal State of Good Repair Program (Section 5337)

- Federal Congestion Mitigation and Air Quality (CMAQ)

- Federal Covid Relief Funds (CARES, CRRSA, ARP)

- Federal Excise Tax Refunds (Non-FTA but federal)

Foothill Transit contracts its Operations, Maintenance, and Customer Service to Transdev Services Incorporated and Keolis Transit Services LLC.; each responsible for having their own PTASP.

Foothill Transit does NOT provide transit services for another transit agency.

This 4th revision Foothill Transit PTASP will be submitted to Southern California Council of Governments (SCAG).

Foothill Transit Public Transportation Agency Safety Plan

FY2026 Revision (June 2026)

2. Plan Development, Approval, and Updates

This plan has been drafted by Foothill Transit and addresses all applicable requirements and standards as set forth in FTA's Public Transportation Safety Program and the National Public Transportation Safety Plan (673.11 (a)(4)).

Signature

Accountable Executive

DATE

Approved by the Foothill Transit Executive Board on:
June 26, 2026

| Version Number and Updates | | | |
|---|--------------------------|--------------------------------------|----------------|
| <i>Record the complete history of successive versions of this plan.</i> | | | |
| Version Number | Section/Pages Affected | Reason for Change | Date Issued |
| 1 | Original Plan | Original Plan | Jan 2020 |
| 2 | 1 st Revision | Updated Goals/Plan | Jan 2022 |
| 3 | 2 nd Revision | Align with FY 22 END/POST FTA Review | June 24, 2022 |
| 4 | 3 rd Revision | Updated Goals/Plan | September 2024 |
| 5 | 4 th Revision | Annual Update | June 2026 |

This fourth revision to Foothill Transit's PTASP was prepared for the Executive Board on June 26, 2026. Although this will be the fourth formal revision, staff routinely reviews the PTASP and updates the board throughout the year.

Foothill Transit staff routinely analyzes safety performance to:

1. Determine if new Safety Performance targets should be established;
2. Determine whether increased Safety Promotion related to major events is necessary; and
3. Ensure that the agency's Safety Assurance mechanisms are mitigating the current and most frequent safety events.

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3. Safety Performance Targets

| Safety Performance Measures | FY 2024 | FY 2025 | FY 2026 | FY 2027 Targets |
|-------------------------------------|---------|---------|---------|-----------------|
| Major Events | 5 | 10 | 14 | 9 |
| Major event Rate | 0.05 | 0.10 | 0.14 | 0.09 |
| Collision Rate | 0.03 | 0.06 | 0.12 | 0.07 |
| Pedestrian Collision Rate | 0.02 | 0.03 | 0.02 | 0.02 |
| Vehicular Collision Rate | 0.03 | 0.06 | 0.12 | 0.07 |
| Preventable Collisions | 138 | 139 | 101 | 0 |
| Preventable Collision Rate | 1.05 | 0.99 | 0.74 | 0.90 |
| Fatalities | 0 | 2 | 0 | 0 |
| Fatality Rate | 0 | 0.02 | 0 | 0 |
| Transit Worker Fatality Rate | 0 | 0 | 0 | 0 |
| Injuries | 2 | 11 | 29 | 10 |
| Injury Rate | 0.02 | 0.11 | 0.29 | 0.10 |
| Transit Worker Injury Rate | 0 | 0.02 | 0.08 | 0 |
| Assaults on Transit Workers | 31 | 16 | 14 | 0 |
| Rate of Assaults on Transit Workers | 0.32 | 0.16 | 0.14 | 0 |
| System Reliability | 30,000 | 35,459 | 34,102 | 32,000 |

New Performance Target:

In November 2024, FTA published an update to the National Safety Plan to address requirements in the Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act (Public Law 117-58).¹ The updated National Safety Plan establishes performance measures for ASPs to improve the safety of public transportation systems that receive Federal financial assistance from FTA.

FTA's National Safety Plan establishes safety performance measures that can be applied to all modes of public transit under FTA's safety jurisdiction. The National Safety Plan identifies 14 safety performance measures for all

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agencies subject to the PTASP regulation. There are two kinds of safety performance measures established in the National Safety Plan: **total number measures**, or measures of the total number of instances (for example, total number of major events, total number of collisions, etc.), and **rate measures**, or measures of the rate of instances.

These performance targets are available to both the state and county during the planning and coordinating process.

4. Safety Management Policy

Policy Statement

Safety is Foothill Transit's number one priority. 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. Foothill Transit is committed to developing, implementing, maintaining, and constantly improving processes to ensure that all of our transit service delivery activities take place under a balanced allocation of organizational resources, aimed at achieving the highest level of safety performance and meeting and exceeding established standards. We maintain an active Safety Management System (SMS) that encourages the open sharing of information on all safety issues throughout our organization.

All levels of management and all employees are accountable for the delivery of this highest level of safety performance, starting with our Chief Executive Officer.

Foothill Transit's commitment is to:

- Support the management of safety through the provision of appropriate resources, that will result in an organizational culture that fosters safe practices, encourages effective employee safety reporting and communication, and actively manages safety with the same attention to results as the attention to the results of the other management systems of the organization;
- Integrate the management of safety among the primary responsibilities of all managers and employees;
- Clearly define for all staff, contractors, managers, and employees alike, their accountabilities and responsibilities for the delivery of the organization's safety performance and the performance of our safety management system;
- Establish and operate hazard identification and analysis, and safety risk evaluation activities, including an employee safety reporting program as a fundamental source for safety concerns and hazard identification, in order

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to eliminate or mitigate the safety risks of the consequences of hazards resulting from our operations or activities to a point which is consistent with our acceptable level of safety performance;

- Ensure that no action will be taken against any employee who discloses a safety concern through the employee safety reporting program, unless disclosure indicates, beyond any reasonable doubt, an illegal act, gross negligence, or a deliberate or willful disregard of regulations or procedures;
- Comply with, and wherever possible exceed, legislative and regulatory requirements and standards;
- Ensure that sufficient skilled and trained human resources are available to implement safety management processes;
- Ensure that all staff are provided with adequate and appropriate safety-related information and training, are competent in safety management matters, and are allocated only tasks commensurate with their skills;
- Establish and measure our safety performance against realistic and data-driven safety performance indicators and safety performance targets;
- Continually improve our safety performance through management processes that ensure that appropriate, effective safety management action is taken; and
- Ensure that externally supplied systems and services to support our operations meet our safety performance standards.

Safety Management Policy Communication

Foothill Transit communicates safety policy through various channels to direct staff, contract management, and contracted staff. The agency uses safety boards that are located in the operator lounges, throughout the maintenance facility, at Transit Stores, and throughout the administrative offices. Safety related information is available for all staff and contractor personnel to see. Foothill Transit also works together with all contractors to ensure that Foothill Transit's targets, goals, and expectations, like the Code of Conduct, are achievable in the performance of its service.

Authorities, Accountabilities, and Responsibilities

The Accountable Executive has the ultimate responsibility for carrying out the Agency Safety Plan (49 U.S.C. 5329(d)). The Accountable Executive is also responsible for the development and implementation of the agency's Safety Management System (SMS). This makes the accountable executive responsible for ensuring that the agency's SMS is effective and actionable to address substandard performance. The Accountable Executive meets the requirements in 673.5 and is ultimately responsible for carrying out the Transit

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Asset Management (TAM) Plan and controlling or directing the human and capital resources needed to develop both the ASP and TAM Plan(s).

The Chief Safety Officer is responsible for the day-to-day implementation of the Safety Management System. They are responsible for reporting any substandard performance of the SMS directly to the accountable executive. The CSO is an adequately trained individual who has the responsibility for safety and who also meets the requirements in 673.5. The CSO holds a direct line of reporting to the Accountable Executive and has the following authorities, accountabilities, and responsibilities under this plan:

- Leads the development and update of FT's ASP
- Develops FT's SMS policies and procedures
- Monitors day-to-day implementation and operation of FT's SMS
- Establishes and maintains FT's safety data information management and reporting systems
- Co-chairs the SMS Committee and Management of Change Committee (known as VITAL FACTORS and SAFETY MEETING (changed to SMS Meeting in April 2022)
- Coordinates the activities of VITAL FACTORS with other members
- Develops agendas and sets topics for discussion
- Maintains documentation and decisions made by committees
- Manages monthly and quarterly report on FT's progress in meeting the safety objectives specified in the SMP statement
- Develops and distributes reports that monitor and analyze trends in hazards and safety events
- Develops and issues Safety Reporting Bulletins and manages FT's mandatory and voluntary safety reporting programs
- Provides information and analysis on reports made through the mandatory reporting program and voluntary employee safety reporting program (ESRP)
- Ensures personnel who have submitted voluntary reports are notified of the receipt of the report and are informed about the disposition of the report
- Develops and issues FT's annual safety performance targets (in coordination with the Accountable Executive)
- Identifies deficiencies and substandard performance in FT's SMS, notifies the Accountable Executive, and works with the Accountable Executive to develop action plans to address the identified deficiencies
- Advises the Accountable Executive on SMS progress and status

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- Supports FT departments in managing safety risk by providing Safety Risk Management (SRM) expertise and Safety Assurance activities.

Agency Leadership contributes to the implementation of the SMS by enforcing and reporting substandard performance that occur in each individual operating facility. Each Foothill Transit operations and maintenance facility has its own safety team that is responsible for implementing and monitoring the progress of their SMS responsibilities. Functional areas across the administrative team are shared in safety responsibilities.

- Customer Service and Operations
 - Provide contractor oversight particularly in the areas of operations and safety
 - Manage emergency preparedness
- Planning
 - Evaluate safety implications of all proposed system modifications prior to implementation, including but not limited to implementing new routes and modifying current routes
 - Conduct bus stop safety checks and work with local jurisdictions to address any safety concerns
- Maintenance and Vehicle Technology
 - Manage and ensure state of good repair of all revenue vehicles
 - Provide vehicle mechanical quality oversight
 - Regularly update bus specifications to ensure the Foothill Transit fleet meets and exceeds safety requirement for bus safety design
 - Ensure ALL (electric, CNG, and hydrogen fuel cell) bus safety (infrastructure, training)
 - Conduct monthly maintenance and appearance inspections of revenue and non-revenue vehicles
- Facilities
 - Manage and ensure state of good repair of all buildings and equipment
 - Provide oversight of all Foothill Transit physical assets
 - Conduct monthly audits of Operations and Maintenance yards
- Finance and HR

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- Ensure Foothill Transit's new hire onboarding includes appropriate orientation to Foothill Transit's SMS and PTASP
- Information Technology
 - Provide security for all network and electronic communications assets
- Marketing and Communications
 - Manage effective internal and external safety communication
- Procurement
 - Ensure scopes of work and technical specifications include appropriate safety considerations
- Operations and Maintenance Contractors
 - Contractor responsibilities outlined in current Operations and Maintenance contracts
- Transit Stores and Facilities Maintenance Contractor
 - Contractor responsibilities for operation of the retail outlets and call centers and facility maintenance outlined in current contract

Objectives

To achieve the safety mission, Foothill Transit has established the following objectives for itself and its operations and maintenance contractors:

- Perform annual audits of operations and maintenance contractors to ensure compliance with SMS
- Identify and resolve hazards through an established employee reporting system
- Conduct emergency drills at administration building, Transit Stores, and operations and maintenance facilities
- Establish and monitor Preventable Collision benchmark
- Establish and monitor Injury benchmarks
- Establish and monitor Fatality benchmarks
- Establish and monitor Safety Event benchmarks
- Establish and monitor System Reliability benchmark
- Meet and exceed safety requirements in design specifications, engineering, facility construction, equipment and systems installation and testing, and in operations and maintenance
- Evaluate safety implications of all proposed transit system modifications (routes, bus stops, facilities, etc.) prior to implementation

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Safety Committees

Foothill Transit established four Safety committees as a tool for developing and promoting a safe, healthy, and secure environment for Foothill Transit employees, customers, and stakeholders. The safety committees include staff members from each respective division and are involved in the annual review, update, and approval process of the PTASP. Members of our contractor's safety committees hold a one-year term, with any vacancies filled prior to the next scheduled meeting. The Safety committees are as follows:

- Vital Factors Meeting
- Foothill Transit Monthly Safety Meeting (SMS)
- Arcadia Safety Committee Meeting
- Pomona Safety Committee Meeting

The Vital Factors Meeting consist of the executive management team and evaluate and support the activities of the Foothill Transit Safety Meeting (SMS). The Arcadia and Pomona Safety Committee Meetings are made up of members from the following divisions and are fully supported by employee labor unions:

a. Vital Factors Meeting

- Chief Executive Officer (Chair)
- Deputy Chief Executive Officer
- Chief of Safety and Security
- Director of Marketing & Communications
- Director of Maintenance & Vehicle Technology
- Director of Customer Service & Operations
- Director of Capital Projects & Facilities
- Director of Finance
- Director of Planning & IT
- Human Resources Manager
- Safety Compliance Coordinator

b. Foothill Transit Monthly Safety Meeting (SMS)

- One (1) Safety Compliance Coordinator
- One (1) Chief of Safety & Security
- One (1) Director of Customer Service & Operations
- One (1) Director of Maintenance & Vehicle Technology

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- One (1) General Manager (Arcadia)
- One (1) Director of Safety (Arcadia)
- One (1) Safety Manager (Arcadia)
- One (1) Maintenance Manager (Arcadia)
- One (1) General Manager (Pomona)
- One (1) Safety Manager (Pomona)
- One (1) Maintenance Manager (Pomona)

c. Arcadia Safety Committee

- One (1) Safety and Training Coordinator (Chair)
- One (1) Transit Operator Manager
- Two (2) Bus Operators
- One (1) Transit Operations Supervisor
- One (1) Fleet Services Employee

d. Pomona Safety Committee

- One (1) Safety and Training Coordinator (Chair)
- One (1) Transit Operator Manager
- Two (2) Bus Operators
- One (1) Transit Operations Supervisor
- One (1) Fleet Services Employee

Drug and Alcohol Abuse Program

Foothill Transit maintains a drug abuse and alcohol misuse program in compliance with federal and state regulations. The Drug and Alcohol Policy is designed to achieve and maintain a safe and productive workplace that is drug and alcohol free. This policy applies to those employees that fulfill safety sensitive positions within Foothill Transit. The Drug and Alcohol Policy has established guidelines to provide an alcohol and drug-free work environment. Activities that the department conducts to ensure an alcohol and drug-free work environment include:

- Education and training of all safety sensitive employees upon hiring. Additional materials and periodic retraining and training on federal regulation training on the dangerous effects of alcohol or controlled substances and the consequences for violating the policy.

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- Safety sensitive employees and those in the hiring process for these positions are subject to pre-employment testing.

Both Foothill Transit contractors are required to maintain an internal Drug and Alcohol policy that follows all federal and state requirements. Each contractor is responsible for maintaining records and ensuring that all required testing is done in accordance with federal guidelines.

Foothill Transit is responsible for conducting audits of all records to ensure proper documentation of each test performed. The Safety Compliance Coordinator conducts quarterly audits of records, yearly audits of the collection facilities and one full audit at least once a year. All audits are documented, and kept in a secure file on the Foothill Transit server.

Employee Safety Reporting Program

Foothill Transit has employee safety reporting program that uses technology, in person meetings, incident feedback, and comment boxes. All employees and contractor personnel are encouraged to use the comment boxes and rewarded if the comment is valid and it produces positive results. Operators also have the opportunity to submit a report at the end of their shift. Other direct and contractor staff may submit reports at any time. This allows management to address any risks that are occurring outside of the facility. Employees will be free from retaliation and discipline for submitting comments or feedback related to safety/security.

The Federal Transit Administration (FTA) requires transit agencies to implement an Employee Safety Reporting Program (ESRP) system, per FTA Public Transit Agency Safety Plan (PTASP) regulation 49 C.F.R. Part 673. Transit agencies must implement an ESRP that allows ALL employees and contractors to report safety conditions to senior management. As a result, Foothill Transit contracts with ELERTS ESRP communication platform that allows staff and contractors to report safety hazards. Foothill Transit also conducts outreach designed to encourage members of the community to report suspicious activity and that outlines what they should look for and how they should report it (e.g., website, public service announcements). Staff developed and ESRP Policy designed to help the Safety and Security team engage directly with employees and contractors, and through direct contact, make better decisions and respond faster. Through smartphone technology, transit riders will also be able to send reports with photos. Use of this technology plays a vital role in the way we do business. We encourage supervisors and Foothill Transit facility teams to use our ELERTS application to report any risk that they observe in the field or in the building/facilities. This allows Foothill Transit to get real-time information of risks that are

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present within our system and gives us the opportunity to prioritize the risk depending on the level of damage that it could cause.

5. Safety Risk Management

Hazards are an inevitable part of transit operations and sources of hazard information include safety reporting, formal and informal observations of operations, scheduled and unannounced inspections, internal safety investigations, accident reports, and committee reviews.

Employees at the administration building and operations and maintenance facilities are trained on how to report hazards or risks they identify or incidents and close calls. This reporting is highly encouraged across the organization. All personnel, whether directly employed or employed by a contractor, are provided with various channels of reporting hazards and close calls. Reporting is encouraged using any channel an individual is most comfortable using. This includes verbally to supervisor or management staff, written by way of an incident report, or electronically using email or company portal.

If a contractor employee reports a hazard/incident, the safety manager at the contractor facility will document the hazard/incident on the designated Risk Assessment Matrix and analyze, then communicate to the Safety and Planning staff at Foothill Transit. Foothill Transit does not own bus stops, bus stop shelters, or bus amenities located along city or county right of way. Foothill Transit does own the bus stop poles and bus stop signs; staff at Foothill Transit coordinate with the facility technicians to provide service to bus stops on a rotating basis.

A risk matrix, or risk assessment matrix, is a visual tool that transit organizations use to prioritize potential risks based on their level of probability and impact. Our contractors typically leverage this tool during risk assessment processes to systematically evaluate and manage risks, ensuring that the most significant threats are addressed appropriately. This tool allows contractors to conduct thorough risk assessments, having 5 rating levels for each component for a more accurate analysis.

Ultimately, the two main advantages of using this tool are the following:

- *Helps simplify how various risk levels are represented*
- *Reduces the need to conduct time-consuming quantitative analyses*

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Risk Reduction Program

Foothill Transit has introduced a risk reduction program that expands the methods on how we identify and mitigate potential hazards in our operating environment. The overall program is part of our Safety Risk Management efforts, which aims to improve system wide safety through a combination of the following actions:

- **Identifying potential hazards:** Foothill Transit recognizes that the first step in a risk reduction program is to identify the potential hazards that our employees may face while carrying out their job duties. Foothill Transit has an active Employee Safety Reporting Program, and we will be expanding our hazard reporting methods to include the use of technology. The Foothill Transit Watch Application will help streamline the reporting process by simplifying the data collection/input process and lead to improving system wide communication. The Foothill Transit Watch Application is also available for public use. This allows customers to send Foothill Transit messages regarding safety issues or hazards that may currently be present in the system.
- **Developing policies and procedures:** Once potential hazards and their consequences are identified, Foothill Transit will develop policies and procedures to mitigate these risks. For example, Foothill Transit may establish rules for safe driving practices; establish protocols for responding to accidents or other incidents, and implement emerging practices for regular maintenance and inspections of vehicles.
- **Employee Training:** Training is an essential part of any risk reduction program. Foothill Transit will continue to monitor the training that is provided to all new hires. It is the responsibility of both of our contractors to remain compliant with all training requirements per FTA guidelines.
- **Monitor and evaluate:** The effectiveness of a risk reduction program is regularly monitored and evaluated. Foothill Transit will continue to monitor safety performance data, which include accident/ incident rates, conducting regular safety audits, and soliciting feedback from both contractors. Any areas for improvement will be addressed during the monthly SMS meeting and both contractors will implement any changes.

The following are Risk Reduction Action Items completed by Foothill Transit:

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- Installation of Protective Barriers- This significant safety enhancement restricts unwanted entry of individuals and objects into a Bus Operators workstation. The protective barriers reduce the likelihood of assaults, injuries, and illness. Extensive training was delivered agency wide to help reduce the probability of pedestrian involved accidents.
- Performance Data Sharing- Accident and Incident data is shared during safety meetings to help reduce our safety event preventability rates. Foothill Transit employees review detail data of our top trending events, by locations, and by route(s). The information is shared with our contractors on a monthly basis and it is discussed during our monthly SMS meetings.
- There are several measures that Foothill Transit is working on to reduce the risk of vehicular and pedestrian accidents involving buses, particularly those related to visibility impairments for the Bus Operators. Some of these measures include:
 - Specifying visibility requirements in future bus procurements, such as requiring a certain field of vision. The CSO is currently working with the Director of Maintenance & Vehicle Technology to ensure future procurements limit driver visibility and with retrofitting existing equipment.
 - Both contractors will continue to implement training programs for bus operators on the importance of visibility and how to effectively use available visibility aids, such as mirrors.

The Safety Compliance Coordinator at Foothill Transit will identify and manage safety risks using the Risk and Hazard Matrix. Foothill Transit uses the Department of Defense, Standard Practice, and System Safety MIL-STD-882E as a reference (see Appendix A); however, this responsibility ultimately lies with the Operations and Maintenance Contractors since they are not direct employees of Foothill Transit.

6. Safety Assurance

The Foothill Transit Safety Assurance (SA) program monitors our operations and maintenance procedures to ensure they are sufficient and that employees are complying with the procedure. Foothill Transit strives to meet its safety objectives and safety performance targets through active system monitoring of, Standard Operating Procedures (SOP), safety reporting, routine workplace observations, inspections, audits, and other activities designed to support safety oversight and performance monitoring, measurements, and

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coordination. To comply with the federal rulemaking (673.27(b)(1), the CSO works with frontline management to carry out regular audits and inspections to ensure safety goals and objectives are achieved through the Contractors. The audits/inspections focus on the following areas:

Rule's compliance checks, which may identify:

- Non-compliance with safety policies and procedures
- Challenges in complying with policies and procedures
- Emerging practices

Safety Performance Monitoring and Measurement

Preventable Collisions

- a. Foothill Transit currently tracks safety performance through the measure of Preventable Collisions per 100,000 Miles. This performance measure compares the number of preventable collisions that occur in a given time period (e.g., a month) to the total number of bus miles operated during the same time-period.

A Preventable Collision is defined as a vehicle collision that is recorded involving a bus that has been judged to have been preventable as determined by the agency and that occurred on the road (i.e. outside of agency garages/depots or parking areas). Per the National Safety Council definition, a collision is preventable when “the driver in question failed to exercise every reasonable precaution to prevent the accident.” This should include any preventable vehicle collision, whether the bus is in or out of revenue service, and even if there is no need for special maintenance or repair afterwards. Preventable collisions that occur off-street at transit centers or bus stations are included here.

Calculation:

$$\text{Preventable Collisions per 100,000 Miles} = 100,000 \times \frac{\text{Number of Preventable Vehicle Collisions}}{\text{Total miles operated}}$$

FY 2027 Target: 0.90 Preventable Collisions per 100,000 Miles

Injuries requiring medical transport

- b. Foothill Transit will track and manage Total Injuries and Injuries/100,000 Revenue Miles. This performance measure compares the number of injuries that occur in a given time period to the total number of bus revenue miles operated during the same time-period.

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The FTA definition of an Injury is one that requires immediate medical attention away from the scene for one or more persons, except in the case of Other Safety Occurrences Not Otherwise Classified (OSONOC).

Calculation:

$$\text{Injuries per 100,000 Revenue Miles} = 100,000 \times \frac{\text{Number of Passenger Injuries}}{\text{Total Revenue Miles operated}}$$

FY 2027 Target: 10 Total Injuries, and <0.10 Injuries per 100,000 Revenue Miles

Fatalities

Foothill Transit will track and manage the number of Fatalities and the number of Fatalities per 100,000 Revenue Miles. This performance measure compares the number of fatalities that occur in a given time period to the total number of bus revenue miles operated during the same time period.

The FTA definition of a Fatality is a fatality that occurs within 30 days of a Reportable Major Event.

Calculation:

$$\text{Fatalities per 100,000 Revenue Miles} = 100,000 \times \frac{\text{Number of Fatalities}}{\text{Total Revenue Miles operated}}$$

FY 2027 Target: 0 Fatalities, and 0 Fatalities per 100,000 Revenue Miles

Major Reportable Events

- c. Foothill Transit will track and manage an additional key performance indicator, Reportable Major Events and Reportable Major Events/100k Revenue Miles. This performance measure compares the number of Reportable Major Events that occur in a given time period to the total number of bus revenue miles operated during the same time period.

The FTA definition of a Reportable Major Event is a Major Event occurring on transit right-of-way or infrastructure, at a transit revenue facility, at a maintenance facility (or rail yard), during a transit related maintenance activity, or involving a transit revenue vehicle. These events include Fatalities, Injuries (resulting in immediate transport away from the scene), Collisions (with individuals or other vehicles), Property Damage (exceeding 25,00 dollars), and Worker Assaults. Excluded from this reporting requirement are: events that occur off transit property where affected persons, vehicles, or objects come to rest on transit property after the event, OSHA events in administrative buildings, deaths that are as a result of illness or other natural causes, other events (assault, robbery, non-transit vehicle collisions, etc.) occurring at bus stops or shelters that are not on transit-controlled property,

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collisions that occur while traveling to or from a transit-related maintenance facility, collisions involving a supervisor car, or other transit service vehicle operating on public roads.

Calculation:

$$\text{Reportable Major Events per 100,000 Revenue Miles} = 100,000 \times \frac{\text{Number of Major Events}}{\text{Total Revenue Miles operated}}$$

FY 2027 Target: 9 Reportable Major Events and <0.09 Safety Events per 100,000 miles.

Major Mechanical Failures

Foothill Transit also tracks and manages the Average Fleet Miles between Major Mechanical Failures also known as System Reliability. This performance measure compares the number of Major Mechanical Failures that occur in a given time period to the total number of bus revenue miles operated during the same time period.

The FTA definition of a Major Mechanical Failure is a failure of some mechanical element of the revenue vehicle that prevents the vehicle from completing a scheduled revenue trip or from starting the next scheduled revenue trip because actual movement is limited or because of safety concerns.

Calculation:

$$\text{Mean Distance between Major Mechanical Failures} = \frac{\text{Revenue Miles operated}}{\text{Number of Major Mechanical Failures}}$$

FY 2027 Target: 32,000 miles between Major Mechanical Failures. (System Reliability)

Transit Worker Assaults

- d. Foothill Transit tracks bus operator assaults through the measure of Bus Operator Assaults per 100,000 Vehicle Revenue Miles. This performance measure compares the number of assaults that occur in a given time period (e.g., a month) to the total number of revenue miles during the same time period.
- e. On September 25, 2024, FTA issued General Directive 24-1: Required Actions Regarding Assaults on Transit Workers. The General Directive required transit agencies subject to FTA's Public Transportation Agency Safety Plans (PTASP) regulation to conduct a safety risk assessment, identify safety risk mitigations or strategies and provide information to FTA via SMS Report on how they are assessing, mitigating and

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monitoring the safety risk associated with assaults on transit workers. This new directive provides two definitions for assault on transit workers.

The definition added to the PTASP on its fourth revision:

Assault on a transit worker - an attack where an individual knowingly, without lawful authority, interferes with or incapacitates a transit worker with the intent to endanger safety or with reckless disregard for human life. FTA will track and categorize operator assaults based on the nature of the severity:

Physical Assault: *Involves physical contact from an assailant's body, a weapon, or a projectile. This includes direct hits, scratching, biting, spitting, and deliberate coughing on an operator.*

Non-Physical Assault: *Includes threats, intimidation, harassment, or attempted physical assaults that do not result in direct contact*

As staff continues with the practical application of the fourth revision of the PTASP, we will use a balanced approach in the interpretation of both the FTA and California Penal Code related to Operator Assaults while focusing on the new definition of Transit Worker Assaults.

The following are specific areas toward the mitigation of bus operator assaults:

Mitigation efforts on bus operator assaults are taking place in the form of increased LASD bus riding teams, 24-hour de-briefing meetings when assaults occur, marketing efforts related to the mask mandate, video surveillance/monitoring, driver barriers, and de-escalation training. Foothill Transit has been successful in obtaining Workplace Violence Restraining Order(s) against repeat offenders, enforcing an approved Code of Conduct, and using the Los Angeles County Sheriff's Department Transit Bureau to teach a 4-hour de-escalation training to Contractors and staff.

Calculation:

$$\text{Operator A per 100,000 PB} = 100,000 \times \frac{\text{Number of Operator Assaults}}{\text{Total Revenue Miles}}$$

Proposed FY 2027 Target: 0 Assaults/100,000 Revenue Miles

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Bus Yard Safety

Operations, Maintenance, and Contractor administration services at the bus yard are designed to protect employees and visitors from risk of injury, Foothill Transit requires its contractors to comply with local, state, and federal requirements including, but not limited to Job Hazard Analysis, Personal Protective Equipment, Hazard Communication, Emergency Action Plans, Blood borne Pathogens, Lockout/Tag out, and record keeping. Foothill Transit has provided the contractors with a Facility Maintenance Manual, and contractors are required to maintain the facility to Foothill Transit's standards as outlined in the Operations and Maintenance Contract. Foothill Transit staff conduct monthly audits to assess the safety of the bus yard.

Foothill Transit requires its contractors to provide a Bus Yard Safety Standard Operating Procedure for all vendors that conduct work on-site the Operations and Maintenance facility. At a minimum, it must address:

- Job Hazard Analysis
- Personal Protective Equipment Program
- Lockout/Tag out

The Facility Maintenance Manual describes activities to monitor operations and to identify any safety risk mitigations that may be ineffective, inappropriate, or not implemented as intended.

Accident Investigation and Communication

Operations Contractors are required to conduct accident investigations on all accidents, injuries, illnesses, and near misses. Supervisors who conduct accident investigations must have adequate accident investigation training. Accident investigation kits and materials provided by the contractors are for preventability of accidents investigated and communicated to staff by contractor. Additional information is included in the referenced contractor policies.

General Reporting/Investigation Practices

All person(s) operating a bus are required to report any injury or accident, regardless of severity, immediately after its occurrence. Enforcement and discipline is determined by the contractor, and post-accident training is also conducted by the contractor.

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Management of Change

Change may introduce new hazards and safety risk into operations. Therefore, the department will establish criteria to define when a change must be evaluated through the safety risk management process. If a proposed or identified change meets or triggers those criteria, the department will use Safety Risk Management to review existing mitigations to determine if they are sufficient or if new mitigations are necessary. These changes include, but are not limited to:

- Service changes.
- Bus stop placement.
- New equipment; and
- Changes in operational procedures.

No operations should take place in the changed environment until:

- The change is evaluated to determine if it will impact safety
- If it might then safety risk evaluation must be completed.

Route Implementation

Route creation and modification are conducted by the planning staff in conjunction with staff in the Operations Department. Once a route is identified, a dry run is conducted to assess the safety and operability of the route. To ensure the safety and operability of the route, various stakeholders participate in the dry run including representatives of the Planning Department, Safety and Operations staff members at the contractor level, and the Safety Compliance Coordinator at the administration level.

Foothill Transit uses several methods to develop and carry out plans that will address current safety issues. On a monthly basis, all safety personnel meet to discuss current safety performance, risks that have been identified by the contractors, and ways that these risks can be mitigated. Since Foothill Transit uses two operations, customer service and maintenance contractors, and a facility maintenance contractor, it is important that team members across the organization are all on the same page when it comes to the safety of the system.

7. Safety Promotion

Competencies and Training

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In order to implement an effective two-way feedback loop, front line staff and management are provided regular training. SMS training is provided to coach operators specifically for safety reporting competencies. They are provided training during their onboarding on what to report and how to report it. Management staff are provided training on how to analyze the safety data, turning it into safety intelligence for senior management decision-making for the allocation of safety management resources.

Foothill Transit's Safety Management System is designed to be a living document, which will continually identify, evaluate, and mitigate safety risks consistent with Foothill Transit's safety objectives and performance targets. From the Accountable Executive to the frontline operators, five questions will be asked on a continual basis to ensure continuous assessment of the SMS:

1. What are our most serious safety concerns?
2. How do we know this?
3. What are we doing about it?
4. Is what we are doing working?
5. How do we know what we are doing is working?

Operator Training

Training and education of coach operators is provided by contractor staff. Training includes Diagnostic Evaluation, Classroom Training, Closed Course Training, Full ODP Training Program, Satisfactory Evaluation, and Classroom Hours. A minimum of 40 hours of Classroom Training and 80 hours of Behind the Wheel Training must be completed. Additional information is included in the referenced contractor policies.

Keolis and Transdev requires coach operators and other key staff to attend monthly safety meetings.

Instructor Qualifications

Training instructors must meet all federal, state, and local employment requirements and be approved by the respective contractor's management team. Qualifications are outlined in the referenced contractor policies.

Safety Communication

As outlined in the Hazard Identification and Analysis section, frontline staff are encouraged to communicate safety issues and are provided with various channels to communicate to management. Safety communication is designed to be a two-way feedback loop in order to establish a positive safety culture.

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The CSO will be responsible for implementing the three categories of communication activity as established in 49 CFR Part 673 (Part 673):

- **Communicating safety and safety performance information throughout the agency:** Foothill Transit will share and communicate information related to safety and safety performance in its monthly safety meetings, contractor safety meetings, and executive leadership meetings. The CSO will work with both contractors to develop meeting agendas that include the most recent SMS information, safety performance data, to share acquired knowledge on recent preventable accidents/incidents, employee hazard reporting program resolutions, and upcoming events that will impact our service area. The departments safety meetings give employees a platform to voice their concerns and provides the CSO with the opportunity to record potential hazards on the safety risk register. The CSO uses the smart bus system to send safety related messages, posts safety bulletins, and flyers throughout the department campus. The interactive screen in the Drivers' room will be used to post safety related content and emails will be sent to all employees to promote and create awareness of safety concerns.
- **Communicating information on hazards and safety risks relevant to employees' roles and responsibilities throughout the agency:** The CSO will coordinate with both contractors to ensure that all employees receive training on the safety policies and procedures that apply to their job classification. Employees will be given all relevant handouts, and handbooks during new-employee training. All department employees are required to be knowledgeable of all policies and procedures that pertain to their job duties. Training and discussions will be held during employee safety meetings as needed if any emerging issues arise from existing practices. Any revisions to Foothill Transit safety policies or procedures will be reviewed by the CSO and Safety Committees before moving forward for final approval by the Accountable Executive. Any changes or concerns will also be an agenda item in the quarterly safety meetings, and tailgate meetings. Every reasonable effort will be made to gain subject matter expert input before any revisions are made. The CSO will work with both contractors to issue email, smart bus messaging, bulletins, and operator room interactive screen messages to communicate any changes.

Definitions of Terms Used in Safety Plan

Foothill Transit incorporates all of FTA's definitions that are in 49 CFR § 673.5 of the Public Transportation Agency Safety Plan regulation.

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- **Accident** means an Event that involves any of the following: A loss of life; a report of a serious injury to a person; a collision of public transportation vehicles; a runaway train; an evacuation for life safety reasons; or any derailment of a rail transit vehicle, at any location, at any time, whatever the cause.
- **Accountable Executive** means a single, identifiable person who has ultimate responsibility for carrying out the Public Transportation Agency Safety Plan of a public transportation agency; responsibility for carrying out the agency's Transit Asset Management Plan; and control or direction over the human and capital resources needed to develop and maintain both the agency's Public Transportation Agency Safety Plan, in accordance with 49 U.S.C. 5329(d), and the agency's Transit Asset Management Plan, in accordance with 49 U.S.C. 5326.
- **Assault on Transit Worker** is a circumstance in which an individual knowingly, without lawful authority or permission, and with intent to endanger the safety of an individual, or with a reckless disregard for the safety of human life, interferes with, disables, or incapacitates a transit worker while the transit worker is performing the duties of the transit worker (49 U.S.C. 5302).
- **Chief Safety Officer - The CSO/SMS Executive** has the authority and responsibility for day-to-day implementation and operation of the agency's SMS.
- **Event** means any Accident, Incident, or Occurrence.
- **Hazard** means any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; or damage to the environment.
- **Incident** means an event that involves any of the following: a personal injury that is not a serious injury; one or more injuries requiring medical transport; or damage to facilities, equipment, rolling stock, or infrastructure that disrupts the operations of a transit agency.
- **Investigation** means the process of determining the causal and contributing factors of an accident, incident, or hazard, for the purpose of preventing recurrence and mitigating risk.
- **National Public Transportation Safety Plan** means the plan to improve the safety of all public transportation systems that receive Federal financial assistance under 49 U.S.C. Chapter 53.

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- **Occurrence** means an Event without any personal injury in which any damage to facilities, equipment, rolling stock, or infrastructure does not disrupt the operations of a transit agency.
- **Operator** of a public transportation system means a provider of public transportation as defined under 49 U.S.C. 5302.
- **Performance measure** means an expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets.
- **Performance target** means a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the FTA.
- **Public Transportation Agency Safety Plan (or Agency Safety Plan)** means the documented comprehensive Agency Safety Plan for a transit agency that is required by 49 U.S.C. 5329 and Part 673.
- **Risk** means the composite of predicted severity and likelihood of the potential effect of a hazard.
- **Risk mitigation** means a method or methods to eliminate or reduce the effects of hazards.
- **Safety Assurance** means processes within a transit agency's Safety Management System that function to ensure the implementation and effectiveness of safety risk mitigation, and to ensure that the transit agency meets or exceeds its safety objectives through the collection, analysis, and assessment of information.
- **Safety Management Policy** means a transit agency's documented commitment to safety, which defines the transit agency's safety objectives and the accountabilities and responsibilities of its employees in regard to safety.
- **Safety Management System** means the formal, top-down, organization-wide approach to managing safety risk and assuring the effectiveness of a transit agency's safety risk mitigation. SMS includes systematic procedures, practices, and policies for managing risks and hazards.
- **Safety performance target** means a performance target related to safety management activities.
- **Safety Promotion** means a combination of training and communication of safety information to support SMS as applied to the transit agency's public transportation system.
- **Safety risk assessment** means the formal activity whereby a transit agency determines Safety Risk Management priorities by establishing the significance or value of its safety risks.

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- **Safety Risk Management** means a process within a transit agency's Agency Safety Plan for identifying hazards and analyzing, assessing, and mitigating safety risk.
- **Serious injury** means any injury which: (1) Requires hospitalization for more than 48 hours, commencing within 7 days from the date when the injury was received; (2) Results in a fracture of any bone (except simple fractures of fingers, toes, or noses); (3) Causes severe hemorrhages, nerve, muscle, or tendon damage; (4) Involves any internal organ; or (5) Involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface.
- **Transit agency** means an operator of a public transportation system.
- **Transit Asset Management Plan** means the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost effective, and reliable public transportation, as required by 49 U.S.C. 5326 and 49 CFR Part 625.

Foothill Transit Public Transportation Agency Safety Plan FY2026 Revision (June 2026)

APPENDIX A – RISK MATRIX

| Sample Safety Risk Matrix and Likelihood and Severity Tables | | |
|--|--|--------------|
| Likelihood of Occurrence of the Consequence | | |
| <i>Qualitative Definition</i> | <i>Meaning</i> | <i>Value</i> |
| Frequent | Likely to Occur Frequently ($>10^{-1}$) | A |
| Probable | Likely to Occur Several Times ($<10^{-1}$ but $>10^{-3}$) | B |
| Occasional | Likely to Occur Sometime ($<10^{-3}$ but $>10^{-6}$) | C |
| Remote | Very Unlikely to Occur ($<10^{-6}$ but $>10^{-8}$) | D |
| Improbable | Almost inconceivable that the event will occur ($<10^{-8}$) | E |
| Severity of the Consequence | | |
| <i>Definition Category</i> | <i>Meaning</i> | <i>Value</i> |
| Catastrophic | Could result in one or more of the following: death, permanent total disability, irreversible significant environmental impact or monetary loss equal to or exceeding \$10M. | 1 |
| Critical | Could result in one or more of the following: permanent partial disability, injuries or occupational illness that may result in hospitalization of at least three personnel, reversible significant environmental impact, or monetary loss equal to or exceeding \$1M but less than \$10M. | 2 |
| Marginal | Could result in one or more of the following: injury or occupational illness resulting in one or more lost work day(s), reversible moderate environmental impact, or monetary loss equal to or exceeding \$100K but less than \$1M. | 3 |
| Negligible | Could result in one or more of the following: injury or occupational illness not resulting in a lost work day, minimal environmental impact, or monetary loss less than \$100K. | 4 |

| Risk Assessment Matrix | | | | |
|------------------------|------------------|--------------|--------------|----------------|
| Likelihood | Severity | | | |
| | 1 (Catastrophic) | 2 (Critical) | 3 (Marginal) | 4 (Negligible) |
| A (Frequent) | 1A | 2A | 3A | 4A |
| B (Probable) | 1B | 2B | 3B | 4B |
| C (Occasional) | 1C | 2C | 3C | 4C |
| D (Remote) | 1D | 2D | 3D | 4D |
| E (Improbable) | 1E | 2E | 3E | 4E |

| Risk Assessment Matrix Color Code | |
|-----------------------------------|---|
| | <i>Tolerability</i> based on identified severity and likelihood |
| | Unacceptable under the existing circumstances. |
| | Acceptable based upon mitigations. |
| | Acceptable with senior management approval. |

END



June 26, 2026

To: Executive Board

Subject: **Public Participation Plan 2026 Update**

Recommendation

Receive and file the Public Participation Plan 2026 update.

Summary

A Public Participation Plan (PPP) is a required element of compliance with the Federal Transit Administration (FTA) Circular 4702.1B. As a recipient of federal funds, Foothill Transit is committed to acting in accordance with Title VI of the Civil Rights Act of 1964 (Title VI) by ensuring that no beneficiaries are discriminated against based on race, color, or national origin, including the denial of meaningful access for Limited English Proficient (LEP) persons. Foothill Transit is aware that Title VI and Executive Order 12898 addressing Environmental Justice for minority and low-income populations overlap; therefore, all outreach plans consider the needs of all underrepresented communities.

The purpose of the PPP is to establish a consistent framework for public outreach and engagement. It provides guidance to Foothill Transit staff on developing project-specific outreach plans and selecting effective methods to inform, engage, and gather feedback from customers and stakeholders.

In January 2026, Foothill Transit staff reviewed and updated the PPP to reflect current public outreach and engagement practices. Key revisions to the updated PPP include:

1. Updated the list of Foothill Transit social media channels to reflect current platforms and communication practices.
2. Incorporated the new Bus Book format, which includes all Foothill Transit bus stops and a frequency-based timetable showing time intervals between buses.
3. Renamed and restructured the Employee Transportation Coordination Newsletter as the Community Newsletter to better reflect its audience and purpose.



Public Outreach and Public Hearing

In March 2026, the Executive Board authorized staff to conduct public outreach and hold a public hearing on the updated PPP. The outreach effort included a customer survey, a stakeholder survey, and a public hearing. The purpose of the surveys was to better understand how customers and stakeholders receive information from Foothill Transit and their preferences for participating in public meetings related to Foothill Transit services, programs, and proposed changes.

A total of 39 customers and one stakeholder participated in the survey process.

Customer Survey Results

Survey responses indicated that:

- Most customers receive information about Foothill Transit through the Foothill Transit website, bus stop signage, and transit applications.
- Customers most commonly access bus schedules through the Foothill Transit website, transit applications, and by texting a bus stop ID.
- Customers primarily receive service detour alerts through email, the Foothill Transit website, and text message notifications.
- Most respondents expressed a preference for virtual public meetings over in-person meetings. For in-person meetings, respondents indicated a preference for community-based locations, such as local libraries, rather than the Foothill Transit Administrative Office in West Covina.

Stakeholder Survey Results

The stakeholder survey response indicated that:

- The stakeholder currently receives information about Foothill Transit primarily through social media channels but expressed a preference for receiving information via email communications.
- While the stakeholder conducts meetings in person, it primarily communicates information to its constituents and stakeholders through email.



Public Hearing Results

In accordance with Title VI requirements, Foothill Transit conducted a public hearing on the updated PPP on May 6, 2026, from 4:00 p.m. to 5:00 p.m. The hearing was available both in person at the West Covina Administrative Office and virtually via Zoom.

No substantive comments or concerns were received that warranted significant revisions to the proposed PPP.

Key Themes Identified Through the Survey and Public Hearing

Key themes identified through the survey and public hearing included:

- Continued support for multilingual communications and outreach materials.
- Interest in expanding digital engagement opportunities while maintaining traditional outreach methods.
- Requests for increased awareness of public participation opportunities through multiple communication channels.
- Emphasis on ensuring that transit-dependent riders and underrepresented communities have meaningful opportunities to provide input.
- Support for ongoing evaluation of outreach effectiveness and community engagement efforts.

Overall, feedback received through the outreach process generally supported Foothill Transit's continued efforts to provide accessible, transparent, and inclusive public participation opportunities.

Conclusion

The updated PPP includes guidance and resources for developing effective outreach strategies, including:

- Service area demographic information
- Ongoing outreach and community engagement initiatives
- Public participation methods and techniques
- Strategies for engaging customers with LEP and other underrepresented communities



The PPP is intended to be a living document that is regularly reviewed, evaluated, and updated to ensure its continued effectiveness. As communication technologies and engagement practices evolve, Foothill Transit will adapt its outreach tools and methods to better inform and engage the public. As part of Foothill Transit's Title VI Program, the PPP is reviewed and updated at least once every three years.

Sincerely,

Lourdes Álvarez
Transit Planner

Doran J. Barnes
Chief Executive Officer

Attachment

PUBLIC PARTICIPATION PLAN



EFFECTIVE
FEBRUARY 2026

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Executive Summary

The Public Participation Plan (PPP) was created to comply with the Federal Transit Administration (FTA) Circular 4702.1B. As a recipient of federal funds, Foothill Transit is committed to acting in accordance with the Title VI of the Civil Rights Act of 1964 (Title VI) by ensuring that no customers are discriminated against based on race, color, or national origin, including customers with Limited English Proficiency (LEP). Foothill Transit is aware that Title VI and Executive Order 12898 address Environmental Justice for communities of Black, Indigenous, and people of color (BIPOC) and low-income communities; therefore, all outreach plans consider the needs of all underrepresented communities.

The PPP intends to standardize Foothill Transit's communication methods. It seeks to guide Foothill Transit staff in developing a project-specific outreach plan and utilizing the best outreach methods and techniques to distribute and collect customer information.

This document includes a discussion of many tools and helpful information in creating project-specific outreach plans, including:

- Service area demographics
- Ongoing outreach initiatives
- Public participation methods and techniques
- Inclusion methods for customers with LEP and all other underrepresented communities

This plan is meant to provide best practices; however, outreach methods will be selected based on the type of project and the goals of the outreach being conducted. Additional statutory requirements may need to be met for specific projects under the National Environmental Protection Act and the California Environmental Quality Act.

Introduction

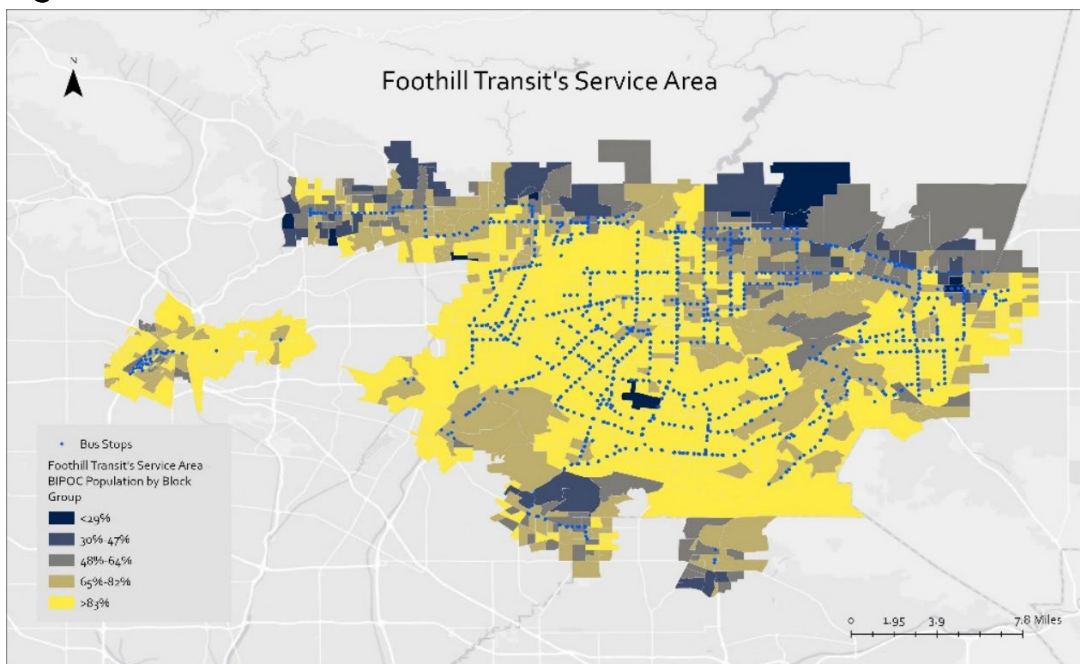
Created in 1987, Foothill Transit is a Joint Powers Authority (JPA) governed by 22 member cities in the San Gabriel and Pomona Valleys, covering over 320 square miles. The 22 member cities of the JPA are Arcadia, Azusa, Baldwin Park, Bradbury, Claremont, Covina, Diamond Bar, Duarte, El Monte, Glendora, Industry, Irwindale, La Puente, La Verne, Monrovia, Pasadena, Pomona, San Dimas, South El Monte, Temple City, Walnut, and West Covina. The JPA also includes the County of Los Angeles, which represents unincorporated areas. Foothill Transit services also extend into San Bernardino and Orange Counties and the City of Los Angeles.

The agency was formed to provide high-quality public transportation in the San Gabriel and Pomona Valleys. At its inception, Foothill Transit assumed 14 lines previously run by Los Angeles Rapid Transit District (now Los Angeles Metro); fixed-route bus service began in December 1988 with the operation of two lines. The remaining 12 lines were transferred to Foothill Transit over five years. Foothill Transit now operates 36 fixed-route local and express lines covering 327 square miles with 10 million yearly boardings. Foothill Transit's mission is to be the premier public transit provider committed to safety, courtesy, quality, responsiveness, efficiency, and innovation.

Service Area Demographics and Ongoing Outreach Initiatives

Foothill Transit's service area is diverse, covering all demographic scale spectrums (please see Figure 1).

Figure 1: Foothill Transit's Service Area



To meet the diverse needs of its service area, Foothill Transit continuously engages with its customers using a variety of ongoing outreach tools to distribute information and receive feedback:

1. Website and Social Media

Foothill Transit's website, <https://www.foothilltransit.org>, contains information regarding the agency, its history, job opportunities, procurement opportunities, and maps and schedules for each of Foothill Transit's bus lines. The website is available in twenty-one different languages, and customers can download PDF versions of the Bus Book in English, Spanish, and Chinese (traditional). A complementary blog, called Footnotes, is available on the website.

Foothill Transit maintains accounts on Facebook, Instagram, Threads, Bluesky, X, LinkedIn, YouTube, TikTok, and Pinterest. Customers can interact with Foothill Transit via these social media platforms, and if comments or complaints are left on these pages, they are addressed and investigated.

2. Bus Book

The Bus Book includes maps, frequency charts, and everything customers need to know to ride on Foothill Transit —where we go, how to pay the fare, who's eligible for discounts, tips for making trips safe and simple, and more. Each Bus Book contains this information in English, Spanish, and Chinese (traditional).

3. Footnotes

Footnotes is a monthly newsletter distributed to stakeholders within Foothill Transit's service area, including JPA member cities, community partners (such as libraries and recreation centers), local newspapers, and customers. Copies are printed and distributed on the buses and in the Transit Stores. This newsletter addresses many topics, including major detours, Foothill Transit news, updates regarding service changes, and news about upcoming meetings. The newsletter is printed in English and Spanish.

4. Interior Cards and Rider Alert Posters

Interior cards and Rider Alerts are messages that are displayed on the buses. These communicate customer messages regarding safety, fares, service updates, and courtesy. They are printed in English, Spanish, and sometimes Chinese (traditional).

In addition, Foothill Transit donates interior card space to community groups to advertise low to no cost community services and events.

5. Attendance at Local Events

Foothill Transit is represented at various community events throughout the service area, including rideshare and health fairs, to promote transit education and use. Most of Foothill Transit's staff are members of local community service organizations, and/or serve on local Chambers of Commerce boards to contribute to the discussion of transit.

6. School and Senior Center Outreach

Foothill Transit works with local area schools and senior centers to educate about the agency's services. Foothill Transit often works with these organizations to inform the community about bus basics, including how to ride the bus and pay fares. Training with older Americans helps them stay active and keeps them connected to the people and activities they enjoy. In addition, the agency works closely with educators serving students with developmentally delays to offer information, training, and experiential learning field trips. Students learn how to navigate public transportation to help them gain confidence and retain independence.

7. Community Newsletter/CEO's Newsletter

The Community Newsletter is a monthly electronic newsletter distributed to employers, schools, nonprofit organizations, and community members within the Foothill Transit service area. This newsletter addresses a wide range of topics, including Foothill Transit news, updates, tips, reminders, and service information to help our customers and potential customers. The CEO also publishes a monthly newsletter that updates stakeholders on agency projects and community involvement. This newsletter is distributed to over 150 stakeholders, board members, community leaders, businesses, and partner organizations located throughout our service area.

8. Meet the Planner

Meet the Planner is an in-person and/or virtual event that Foothill Transit hosts after every service change. This event helps the Planning Team answer customer questions, comments, or concerns regarding the recent service changes.

9. Toll-Free Helpline and Transit Stores

Foothill Transit has two transit stores where customers can buy monthly passes, ask questions about Foothill Transit, plan a trip, get schedule information, or file complaints and compliments. Foothill Transit also operates a helpline where customers can speak with a live agent to ask questions, plan a trip, get schedule information, or file complaints and compliments. Transit Store representatives can utilize translation services to meet the diverse language needs of Foothill Transit customers. If a representative needs to

refer a customer's comment to a different department, Foothill Transit's policy is to respond to all comments within seven days, if feasible. Signs are also displayed inside the Transit Store to provide information about upcoming public meetings and essential Foothill Transit information. Customers can also send comments or complaints via e-mail, online form, mail, and fax.

10. Rider Alerts by Email and SMS

Foothill Transit customers can register at <https://foothilltransit.rideralerts.com/myStop/AgencyAccount/Register> to receive emails or text messages for the bus lines that they choose as well as system-wide notifications. They can also opt to receive alerts when the next bus is predicted to arrive at a stop of their choice.

11. Print and Digital Advertising

Foothill Transit publishes advertising in local news publications to share information about upcoming public meetings and service or fare information with the community. Print and digital media offered by the publication are utilized based on the goals of our outreach campaign.

Developing a Project-Specific Public Participation Plan

Special projects or planning initiatives may require additional outreach methods. Such projects or plans consider factors such as the type of project, feedback or input desired, and the population affected. This section summarizes the necessary steps to create an appropriate plan based on a project's outreach goals.

1. Identify the project's stakeholders.

Stakeholders could fit several different categories depending on the project, including:

- a) Foothill Transit customers
- b) Foothill Transit potential customers
- c) Individuals or groups affected by a transportation project or action
- d) Individuals or groups that believe they are affected by a transportation project or action
- e) Traditionally underserved and underrepresented communities
- f) Residents of affected geographic areas
- g) Government agencies
- h) Community-based organizations (CBOs) or non-governmental organizations

2. Determine the stakeholders' interests, how the project may affect them, and statutory and regulatory requirements for the project.

3. Outline the project’s outreach goals and objectives.
4. Choose a public participation strategy and public participation technique (s) to achieve them.

There are many ways to engage the community, distribute information, and collect feedback. The appropriate outreach strategy for a particular project or initiative may include only one, many, or all of the following techniques:

Table 1: Strategy 1 -Public Information/Outreach

| Method | Goal | Example(s) |
|------------------------------|---|--|
| Mailing Lists | Mailing lists are used to organize stakeholders. The list can be sorted to reach riders of particular lines, type of stakeholder, or by the city of residence. | Mailing lists can be used to send flyers, advertisements, and emails for focus groups, public meetings or hearings. |
| Public Information Materials | This technique broadly encompasses and can include anything from legal advertisements, buttons, brochures, magnets, posters, fact sheets, press releases, summaries of reports, or newsletters. | Information materials can be used to advertise meetings or to communicate project details. Examples include take-ones describing a specific project and fliers on the bus promoting a public meeting or service changes. |
| Video | This technique presents information to the public in a video format. | Examples include informational videos about how to ride the bus or a new project. Videos are also used for storytelling and promotion. |
| Mass Media | Information is presented through newspapers, radio, television, billboards, mass mailings of brochures, newsletters, and the distribution of fliers. | Collaboration with media outlets, including radio and newspapers, can help promote specific projects and educate Foothill Transit customers. Examples include press releases or videos |

Table 2: Strategy 2-Public Input/Engagement

| Method | Goal | Example(s) |
|--------|------|------------|
|--------|------|------------|

| | | |
|--------------|---|---|
| Social Media | Social media platforms, including Facebook and X, can be used to inform about upcoming meetings, projects, service changes, or other events. They can also be used as a way for members of the public to leave comments or other types of feedback. | This technique can be used in conjunction with other techniques. Videos, press releases, links to other sites, or pictures can be posted via these platforms to advertise and collect feedback. |
|--------------|---|---|

Table 3: Strategy 3-Community-based Public Information/Outreach

| Method | Goal | Example(s) |
|----------------|---|---|
| Public Hearing | Before a decision point, a public hearing gathers community comments and representatives from all interested parties for public record. Public notices in newspapers advertise the meeting's time, date, and place. | This technique is used when making policy decisions and major service or fare changes that impact the public. This type of meeting is formal; public members can present their opinions to be formally recorded, but this does not offer a platform for engagement. |

Table 4: Strategy 4 -Community-based Public Information/Engagement

| Method | Goal | Example(s) |
|--------|------|------------|
| | | |

| | | |
|--------------|--|---|
| Open House | Informal setting in which people obtain information about a plan or project. Information is presented via displays and with no formal agenda. | This format is useful throughout the planning process and more helpful when considering several options. Community feedback and input can be used to refine alternatives or to determine which option serves the community best. |
| Open Forum | Expands on a public hearing to include elements of an open house; after reviewing exhibits and talking with the staff, participants can comment on a proposal for the formal public hearing transcript. Requires a formal notice. | This format is helpful throughout the planning process. This method of meeting is more formal than an open house. It can be beneficial for contentious projects or toward the end of a planning process when one alternative is selected. |
| Focus Groups | This tool is used to gauge public opinion. Focus groups are small format meetings of 8-12 specifically selected participants and are driven by an agenda consisting of 5-6 questions at most. This method is designed to understand public opinions. | This format is used to identify customer concerns, needs, wants, and expectations. It can be used to drive the development of policies, programs, services, or the allocation of resources. |
| Workshops | Task-oriented meetings are organized around a particular topic or activity. Typically involves around 20-40 people and addresses aspects of a defined topic. | This format can be used to highlight specific aspects of issues during the planning process or project development. |

| | | |
|------------|--|--|
| Charrettes | This small group meeting aims to clarify and resolve a problem or issue. Goals and a time limit are set before the start of the charrette. | This format can solve issues in a contentious project or clarify issues within a project or initiative. A benefit of this option is that it enlarges the degree of public involvement and involves the community in problem-solving. |
|------------|--|--|

5. Public Outreach Logistical Considerations

In addition to identifying outreach techniques and methods, other logistics will need to be considered including:

- a) Identifying any accessibility limitations or requirements
- b) Interpretation and translation needs

The U.S. Department of Transportation (DOT) Safe Harbor Provision requires Foothill Transit to translate vital documents for limited English proficiency (LEP) populations that make up at least 5% of the service area or 1,000 people, whichever is less. Vital documents include consent and complaint forms, applications, notices of rights, service changes or denials, and information about free language assistance. Foothill Transit defines vital information as content that impacts customer safety or legal rights, including public hearing notices, service changes, materials for vulnerable populations (such as elderly and disabled riders), customer surveys, and Title VI rights information. In some cases, translations may be provided as summaries or supplemented with language assistance notices. Figure 2 summarizes Foothill Transit’s documents, indicating which contain vital information and the languages into which they are translated.

Table 5: Foothill Transit’s Documents

| Document Type | Vital Document | Translated Into |
|---------------|---|---------------------|
| Bus Book | Yes, published once a year, containing bus rider basics, fares, and a statement on Title VI | Chinese and Spanish |
| Footnotes | No; issued once a month. | English and Spanish |

| | | |
|---------------------------------|--|---|
| Bus Interior Cards | No; issued once a month | Chinese and Spanish |
| Transit Store Postings | No; contains information about upcoming public meetings and essential Foothill Transit information | English, Spanish, and Chinese. A poster regarding phone translation services is translated into all languages that meet the Safe Harbor threshold |
| Detour Notices | Yes; signs are posted at bus stops to indicate closure or re-routing | Chinese and Spanish |
| Website | Yes; contains information regarding the agency, its history, job opportunities, procurement opportunities, and maps and schedules for each of Foothill Transit's bus lines | All languages that meet the Safe Harbor threshold |
| Social Media/ Rider alerts | No; E-alerts contain service alerts such as delays, construction, and detour information. | English, Spanish and Chinese in occasion |
| Transit Stores/ Helpline (Oral) | No; Customers can buy monthly passes, ask questions about Foothill Transit, plan a trip, get schedule information, or file complaints and compliments | Some bilingual CSRs (Spanish/English) on-site; Telephone translation services allow CSRs to communicate in more than 200 languages. |
| Community Meetings | Yes; meetings allow customers to provide input on Foothill Transit's service. | Chinese and Spanish; additional languages as needed |

| | | |
|----------------|--|---|
| Board Meetings | Yes; meetings cover all Executive Board actions and decisions. | A translator can be requested; Notification of how to request translation is posted on each board agenda. |
|----------------|--|---|

Foothill Transit identifies 12 languages that meet Safe Harbor requirements: English, Spanish, Chinese (Mandarin), Vietnamese, Tagalog, Korean, Japanese, Arabic, Armenian, Cambodian, Persian, and Thai. Because Spanish and Chinese are the most commonly spoken languages among riders, they are prioritized for translation. However, all vital documents or their summaries are translated into all 12 languages, with additional translations provided as needed. To further support accessibility, telephone interpretation services are available to assist customers in a wide range of languages for both in-person and phone inquiries.

- c) Cost and resource limitations
- d) Cultural considerations aside from language

Assessment of Public Participation Plan

This document is necessarily a "work in progress" and cannot, by definition, be considered finished. The tools and techniques used to reach the public are updated and evaluated regularly for effectiveness. Many of the tools listed continually change as new technology and tools become available for disseminating information to the public.



June 26, 2026

To: Executive Board

Subject: Title VI Analysis for Commuter Express Line Changes

Recommendation

Receive and file the Title VI analysis report for the Commuter Express Line changes.

Analysis

Foothill Transit currently operates six express service lines that primarily serve peak-hour commuters traveling to and from Downtown Los Angeles. Since the COVID-19 pandemic, travel patterns to Downtown Los Angeles have shifted significantly, and ridership on express service lines has not recovered to pre-pandemic levels. In contrast, local service has experienced a stronger return in passenger ridership. Due to lower ridership, the cost per passenger on express service lines remains higher than that of local service lines.

As a result of poor ridership, Foothill Transit proposed the following changes to the Commuter Express Lines (please see Figure 1 and Table 1).

Figure 1

Proposed Commuter Express Changes

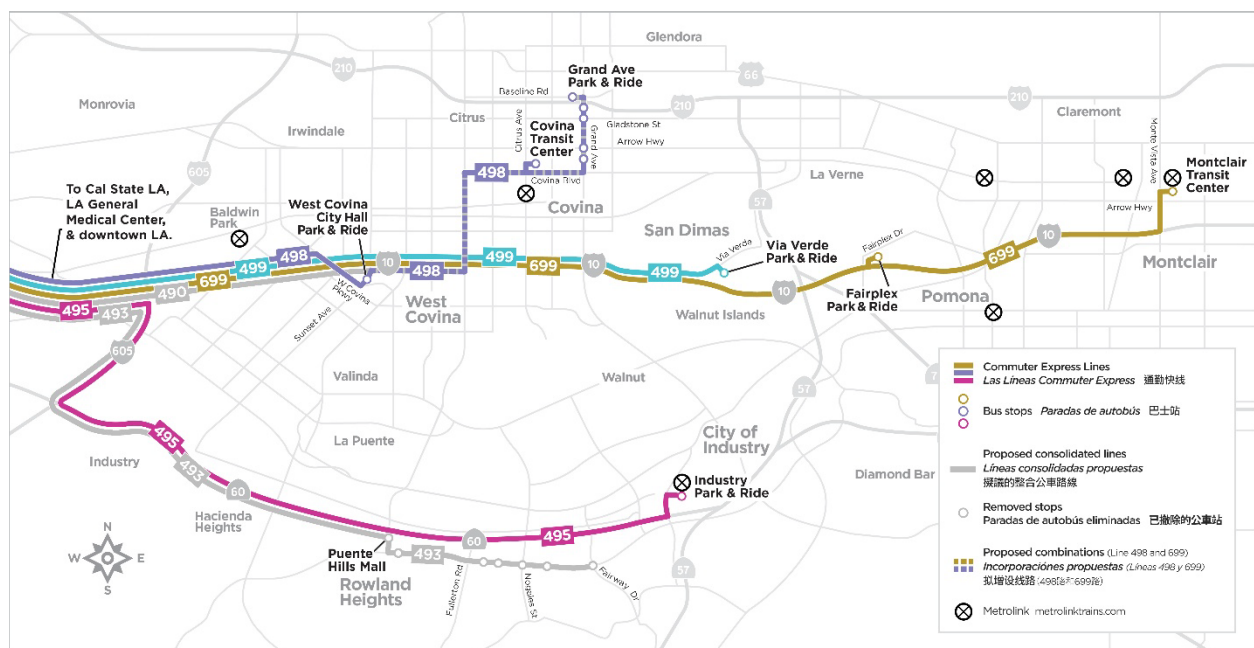




Table 1

Proposed Commuter Express Line Changes

| Commuter Express Line | Current Daily Miles | Proposed Miles | Variance | % Change |
|-----------------------|---------------------|----------------|----------|----------|
| 490 | 542 | 0 | -542 | -100% |
| 493 | 757 | 0 | -757 | -100% |
| 495 | 780 | 975 | 195 | 25% |
| 498 | 544 | 715 | 171 | 31% |
| 499 | 515 | 515 | 0 | 0% |
| 699 | 1,210 | 1,210 | 0 | 0% |

At the March 2026 Governing Board meeting, the Board approved seeking public input and conducting a public hearing regarding the proposed changes. As part of the public outreach process, this Title VI analysis report was prepared. The report fulfills a requirement under the Federal Transit Administration (FTA) Title VI Circular 4702.1B. The FTA requires agencies to evaluate major service and fare changes during the planning or pilot phases to determine whether these changes would result in a disparate impact or disproportionate burden on Black, Indigenous, and other People of Color (BIPOC) or low-income populations within the service area.

The results of the Title VI analysis of the Commuter Express Lines caused no disparate impact nor disproportionate burden to BIPOC or low-income populations.



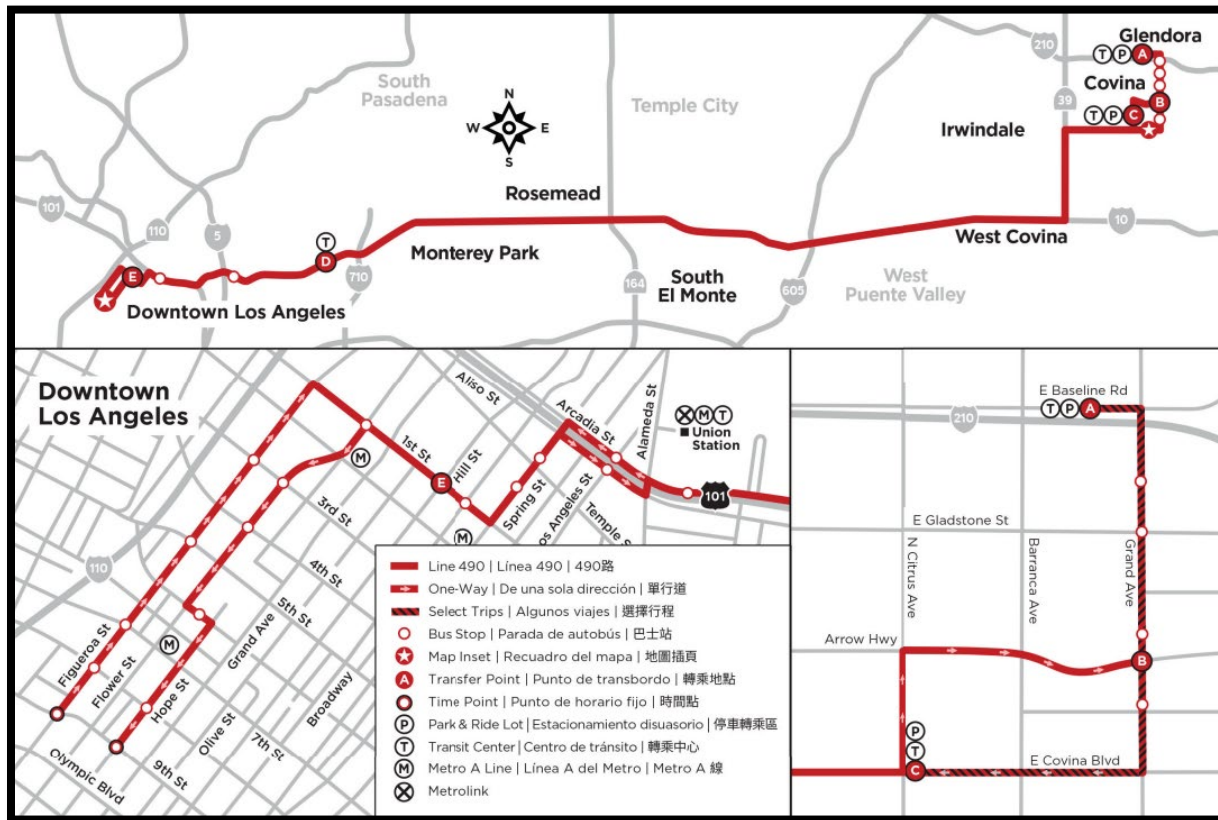
Summary of Proposed Commuter Express Line Changes

Line 490

Line 490 (please see Figure 2) is an Express Line that operates during peak hours only, providing service from Glendora through the Covina Transit Center to Downtown Los Angeles. The line has an annual operating cost of approximately \$790,559 and was introduced in March 2020 at the onset of the COVID-19 pandemic.

Figure 2

Line 490



The proposed change would cancel Line 490 and extend Line 498 to serve all stops currently served by Line 490.

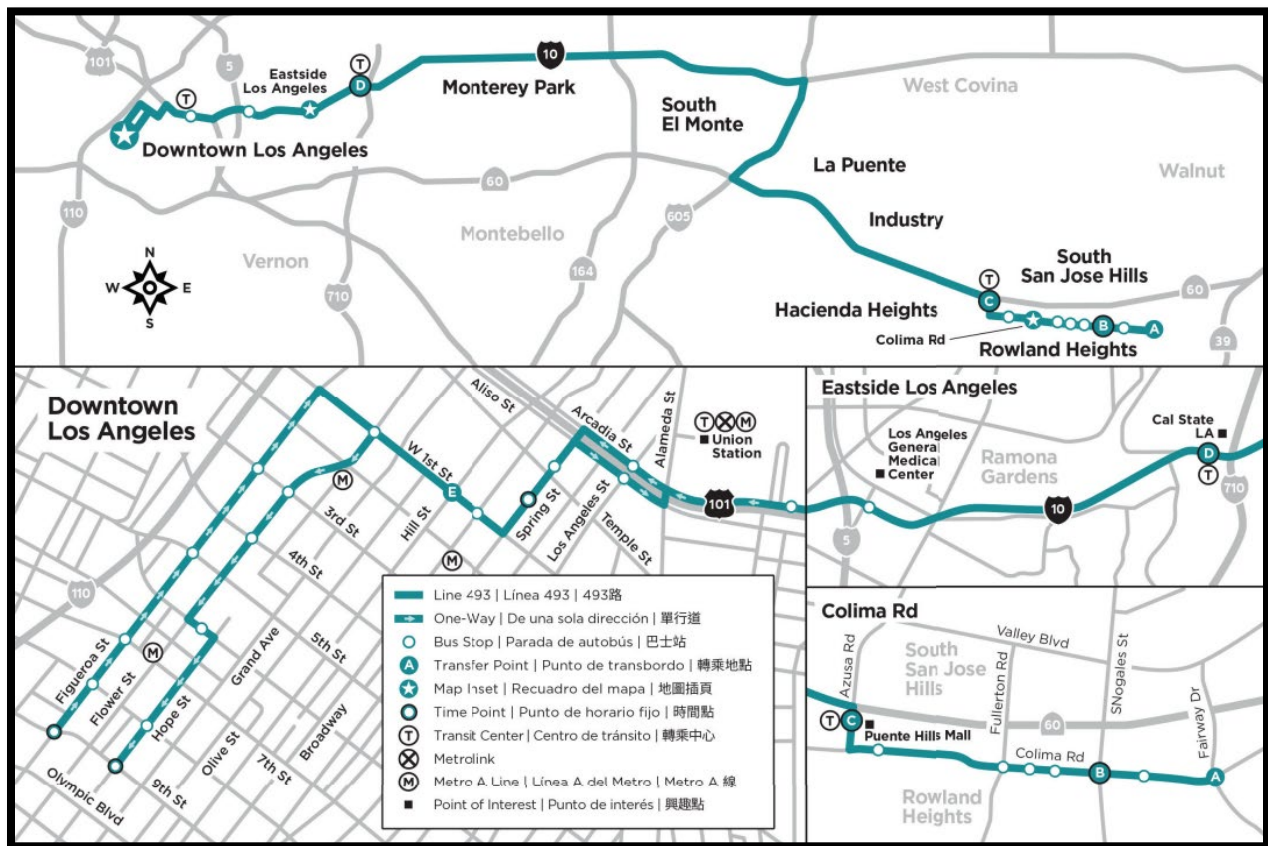


Line 493

Line 493 (please see Figure 3) is an Express Line that operates during peak hours only, providing service between Rowland Heights and Downtown Los Angeles. The line has an annual operating cost of approximately \$1,361,838.

Figure 3

Line 493



The proposed change would cancel Line 493 and direct customers to use Line 495 from the Industry Park & Ride. To accommodate the anticipated increase in ridership resulting from the cancellation of Line 493, service frequency on Line 495 is proposed to be increased. Implementation of this proposal is contingent upon the closure of Puente Hills Mall, as redevelopment of the site is expected to significantly reduce parking availability for transit customers.

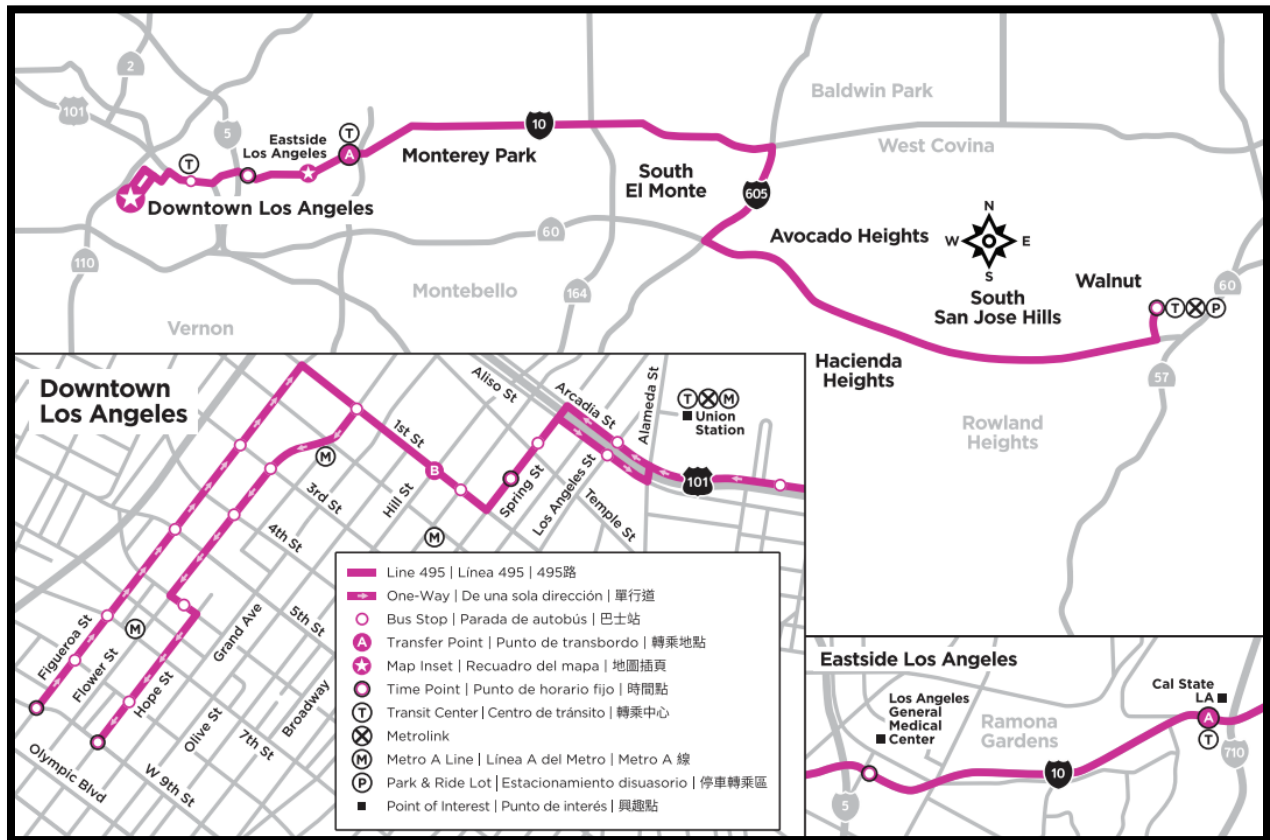


Line 495

Line 495 (please see Figure 4) is an Express Line that operates during peak hours only, providing service between the City of Industry and Downtown Los Angeles. The line has an annual operating cost of approximately \$922,748.

Figure 4

Line 495



The proposed change for Line 495 would adjust service frequency to accommodate the anticipated increase in ridership resulting from the cancellation of Line 493.



Line 498

Line 498 (please see Figure 5) is an Express Line that operates between West Covina and Downtown Los Angeles during peak commute hours. The annual operating cost of this service is \$1,149,461.

Figure 5

Line 498



The proposed service change for Line 498 would consolidate the line with Line 490. If approved, all stops currently served by Line 490 would continue to receive service. Additionally, riders boarding at the West Covina City Hall stop would experience no change in service availability as a result of the proposed consolidation.

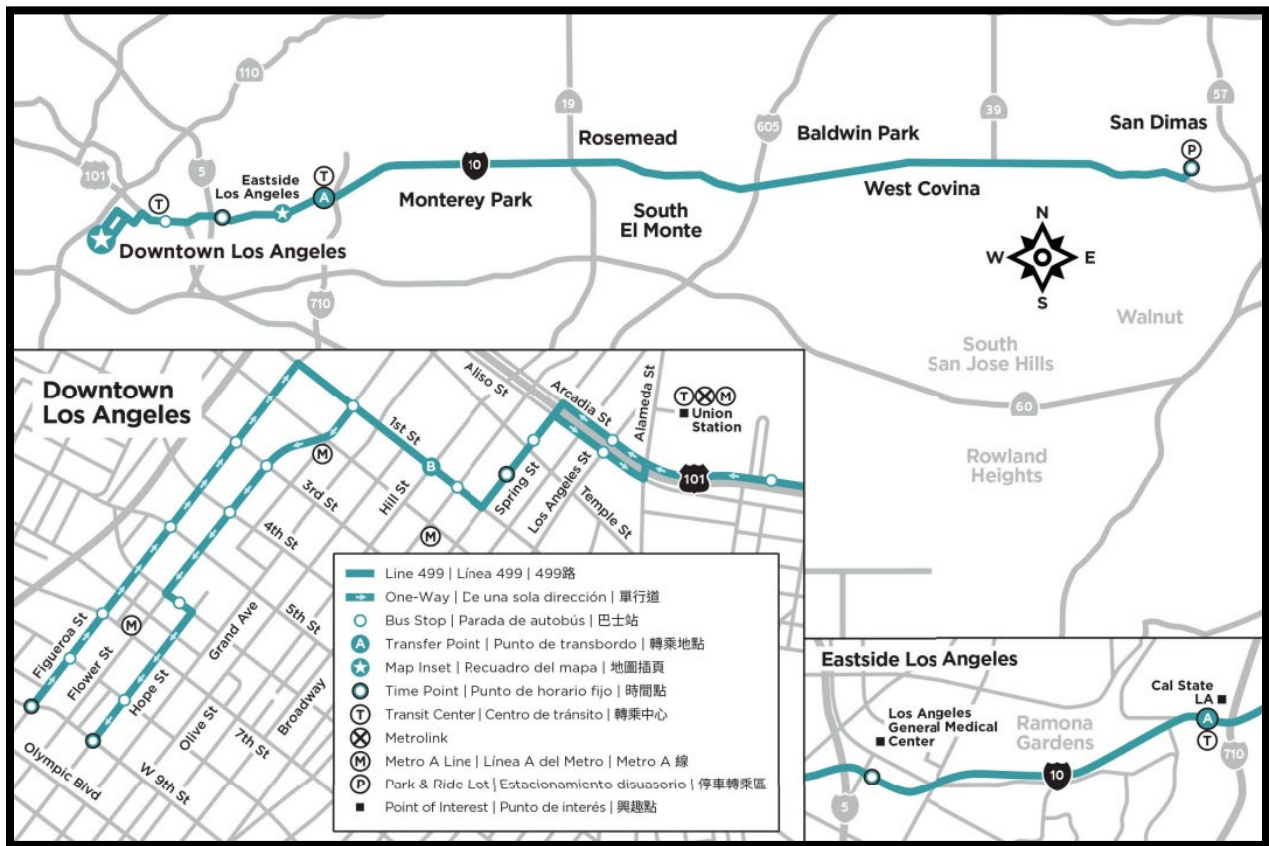


Line 499

Line 499 (please see Figure 6) is an express commuter line operating between San Dimas and Downtown Los Angeles during peak hours. The annual cost to operate this service is \$748,405.

Figure 6

Line 499



There is no proposed change for Line 499.

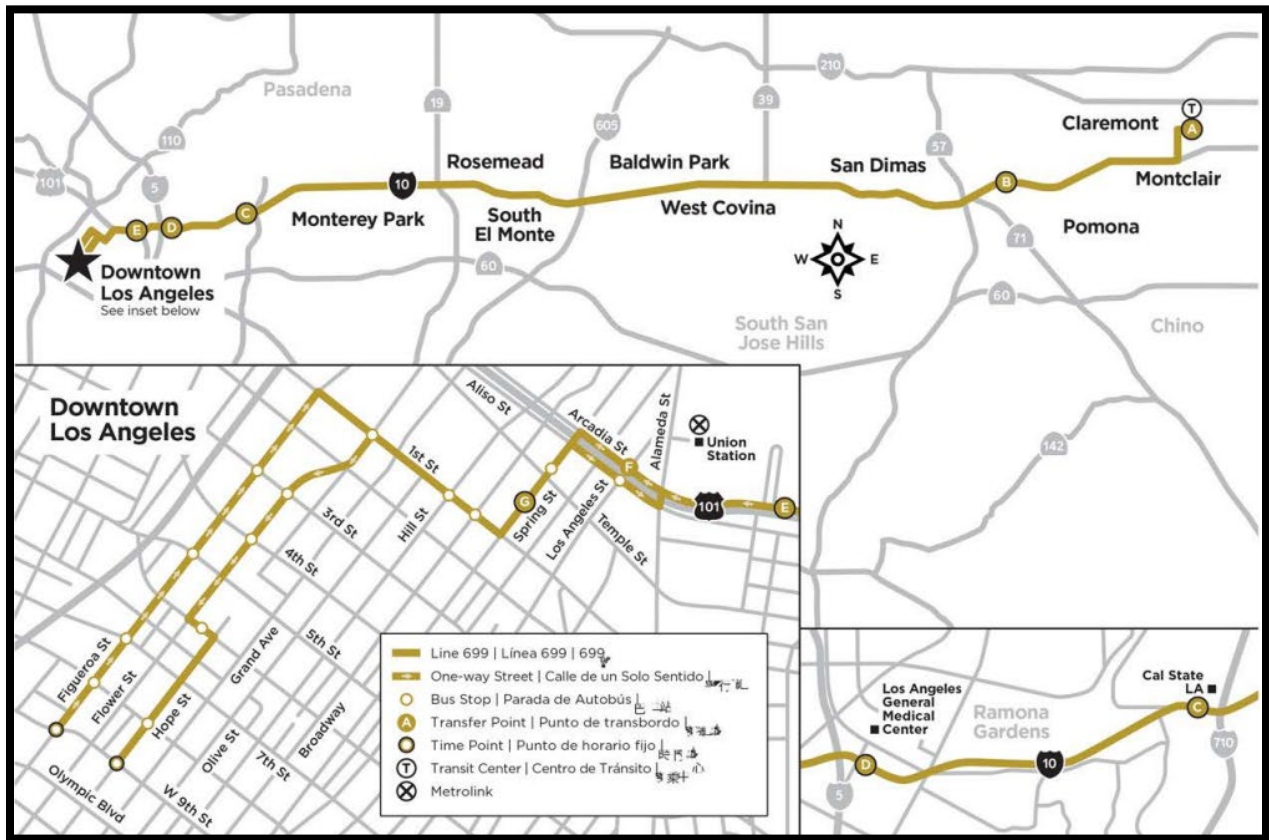


Line 699

Line 699 (please see Figure 7) provides express peak-hour service between Montclair and Downtown Los Angeles. The annual operating cost for this line is \$1,463,960.

Figure 7

Line 699



There is no proposed service change for Line 699.



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.

Foothill Transit is proposing significant modifications to its Commuter Express services. In accordance with the agency's Major Service Change Policy, these proposals are classified as major service changes due to cancellation of Lines 490, 493, and service mileage changes exceeding 25% on Lines 495 and 498.

The following Title VI analysis report will analyze whether the proposed Commuter Express Line changes produces a disparate impact or disproportionate burden on BIPOC or on low-income populations within Foothill Transit's service area.

Methodology

Foothill Transit staff used demographic data from the 2024 American Community Survey (ACS) 5-Year Estimates at the block group level to assess the potential impacts of the proposed cancellations of Lines 490 and 493, as well as service mileage changes to Lines 495 and 498, on Black, Indigenous, and People of Color (BIPOC) populations and low-income populations.

This report provides a demographic analysis of the affected Commuter Express lines by comparing the proportions of BIPOC and low-income residents within ¼-mile and 1-mile buffers of each line to the corresponding proportions within Foothill Transit's overall service area.

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 2024 American Community Survey B03002 Hispanic or Latino Origin by Race table, 84% 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 2024 American Community Survey S1901 Income in the Past 12 Months table, the average median household income in Foothill Transit's service area is



\$91,134; therefore, the low-income threshold is \$27,340. 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 Analyses

Line 490

Quarter-mile radius analysis

Figures 8 and 9 below visually depict the BIPOC and low-income populations that are a quarter-mile from Line 490. Table 2 - Line 490 vs Overall Service Area: Quarter-mile radius analysis summarizes the proportion of BIPOC and low-income populations' quarter-mile from Line 490 versus Foothill Transit's overall service area.

Figure 8

BIPOC Populations (0.25-mile from Line 490)

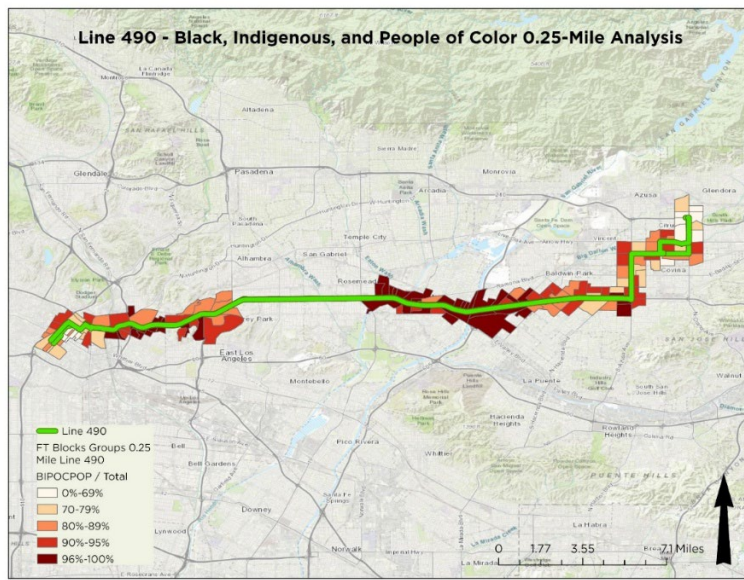




Figure 9

Low-Income Populations (0.25-mile from Line 490)

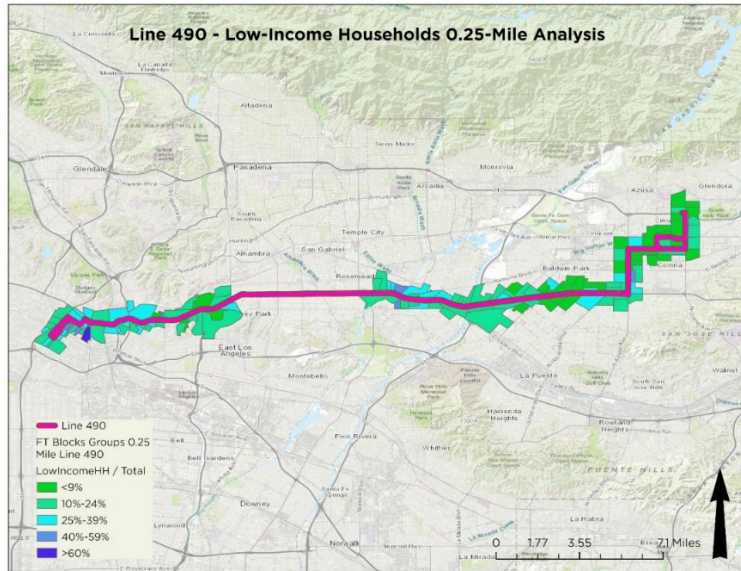


Table 2

Line 490 vs Overall Service Area: Quarter-mile radius analysis

| | Population | Percentage of BIPOC Populations | Difference from Overall Service Area | Number of Households | Percentage of Low-Income Households | Difference from Overall Service Area |
|------------------------------------|------------|---------------------------------|--------------------------------------|----------------------|-------------------------------------|--------------------------------------|
| 1/4-mile radius of Line 490 | 233,213 | 88% | +4% | 81,911 | 21% | +4% |
| Overall Service Area | 1,817,746 | 84% | | 598,828 | 17% | |

One-mile radius analysis

Figures 10 and 11 below visually depict the BIPOC and low-income populations that are one-mile from Line 490. Table 3 - Line 490 vs Overall Service Area: One-mile radius analysis summarizes the proportion of BIPOC and low-income populations one-mile from Line 490 versus Foothill Transit’s overall service area.



Figure 10
BIPOC Populations (1-mile from Line 490)

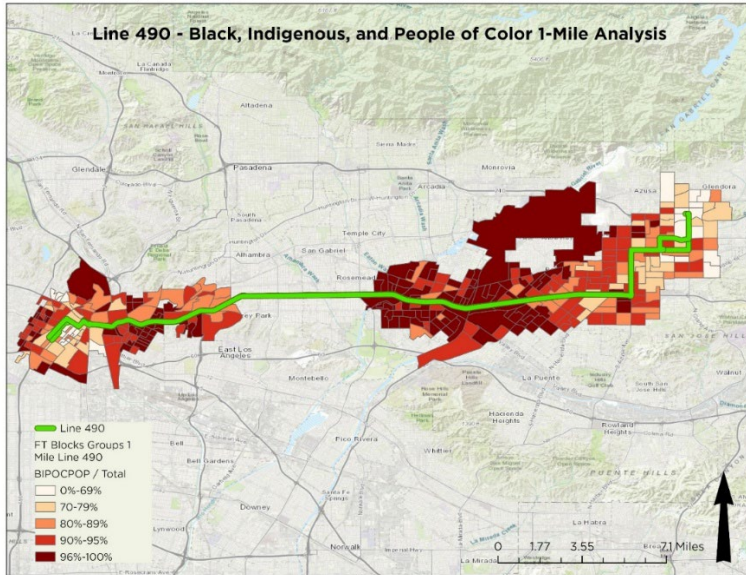


Figure 11
Low-Income Populations (1-mile from Line 490)

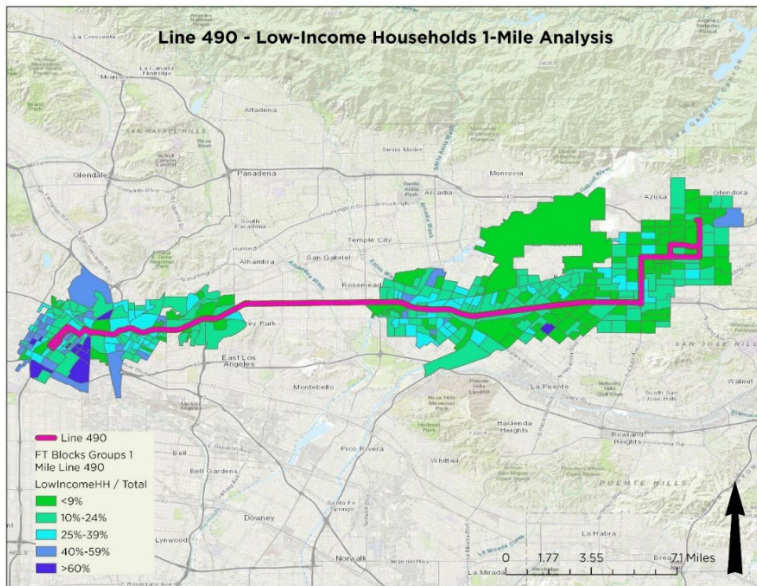




Table 3

Line 490 vs Overall Service Area: One-mile radius analysis

| | Population | Percentage of BIPOC Populations | Difference from Overall Service Area | Number of Households | Percentage of Low-Income Households | Difference from Overall Service Area |
|----------------------------------|------------|---------------------------------|--------------------------------------|----------------------|-------------------------------------|--------------------------------------|
| 1-mile radius of Line 490 | 581,018 | 90% | +6% | 194,420 | 24% | +7% |
| Overall Service Area | 1,817,746 | 84% | | 598,828 | 17% | |

Demographic Analysis Results

Based on the 15 percent threshold set forth by the agency’s disparate impact and disproportionate burden policy, Foothill Transit found that the elimination of Line 490 has 1) no disparate impact on BIPOC populations, and 2) no disproportionate burden on low-income populations.

Line 493

Quarter-mile radius analysis

Figures 12 and 13 below visually depict the BIPOC and low-income populations that are a quarter-mile from Line 493. Table 4 - Line 493 vs Overall Service Area: Quarter-mile radius analysis summarizes the proportion of BIPOC and low-income populations’ quarter-mile from Line 493 versus Foothill Transit’s overall service area.



Figure 12

BIPOC Populations (0.25-mile from Line 493)

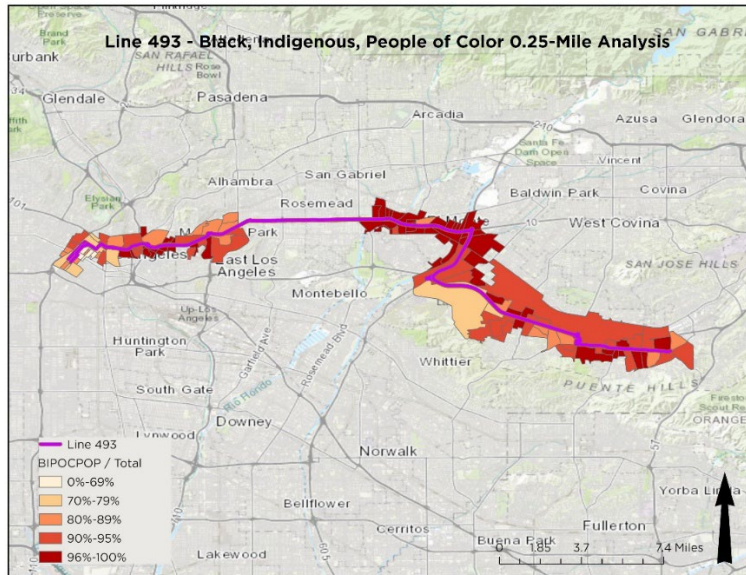


Figure 13

Low-Income Populations (0.25-mile from Line 493)

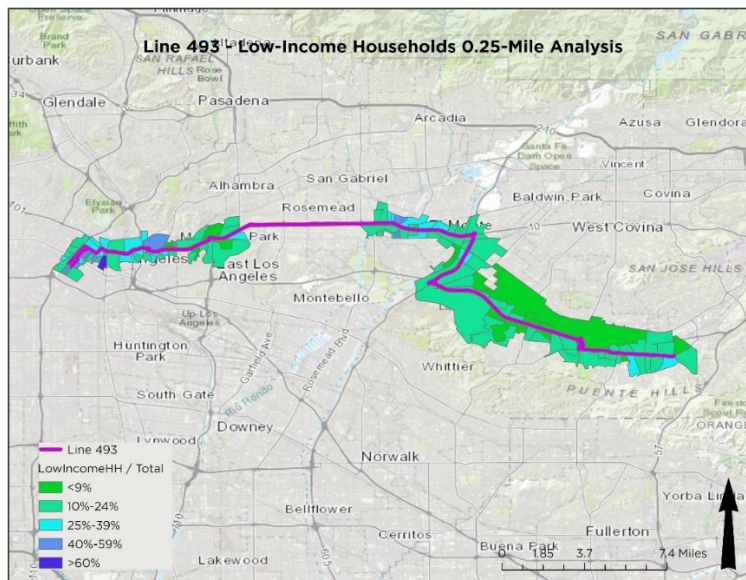




Table 4

Line 493 vs Overall Service Area: Quarter-mile radius analysis

| | Population | Percentage of BIPOC Populations | Difference from Overall Service Area | Number of Households | Percentage of Low-Income Households | Difference from Overall Service Area |
|----------------------------------|------------|---------------------------------|--------------------------------------|----------------------|-------------------------------------|--------------------------------------|
| ¼-mile radius of Line 493 | 224,638 | 90% | +6% | 80,731 | 22% | +5% |
| Overall Service Area | 1,817,746 | 84% | | 598,828 | 17% | |

One-mile radius analysis

Figures 14 and 15 below visually depict the BIPOC and low-income populations that are one-mile from Line 493. Table 5 - Line 493 vs Overall Service Area: One-mile radius analysis summarizes the proportion of BIPOC and low-income populations one-mile from Line 493 versus Foothill Transit’s overall service area.

Figure 14

BIPOC Populations (1-mile from Line 493)

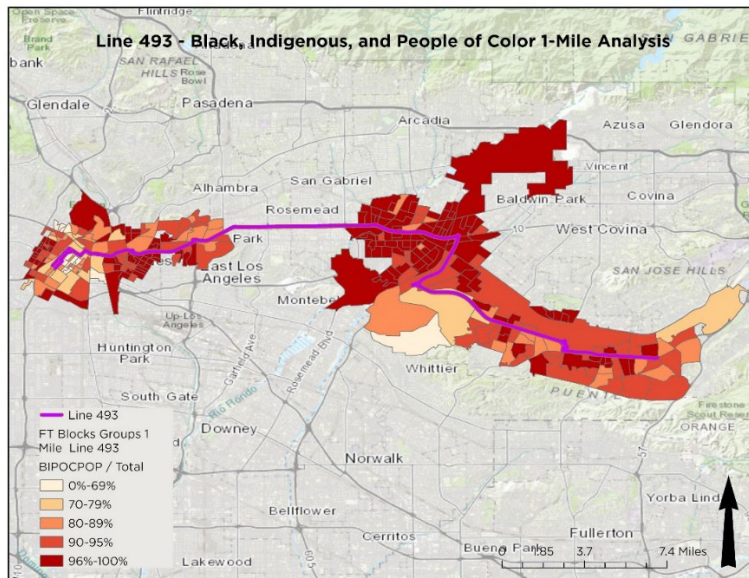




Figure 15

Low-Income Populations (1-mile from Line 493)

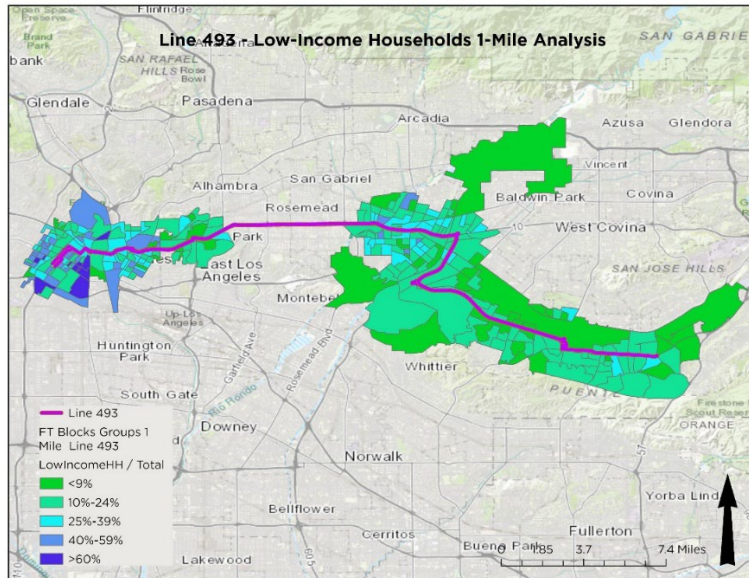


Table 5

Line 493 vs Overall Service Area: One-mile radius analysis

| | Population | Percentage of BIPOC Populations | Difference from Overall Service Area | Number of Households | Percentage of Low-Income Households | Difference from Overall Service Area |
|----------------------------------|------------|---------------------------------|--------------------------------------|----------------------|-------------------------------------|--------------------------------------|
| 1-mile radius of Line 493 | 635,909 | 91% | +8% | 211,201 | 25% | +8% |
| Overall Service Area | 1,817,746 | 84% | | 598,828 | 17% | |

Demographic Analysis Results

Based on the 15 percent threshold set forth by the agency’s disparate impact and disproportionate burden policy, Foothill Transit found that the elimination of Line 493 has 1) no disparate impact on BIPOC populations, and 2) no disproportionate burden on low-income populations.



Line 495

Quarter-mile radius analysis

Figures 16 and 17 below visually depict the BIPOC and low-income populations that are a quarter-mile from Line 495. Table 6 - Line 495 vs Overall Service Area: Quarter-mile radius analysis summarizes the proportion of BIPOC and low-income populations' quarter-mile from Line 495 versus Foothill Transit's overall service area.

Figure 16

BIPOC Populations (0.25-mile from Line 495)

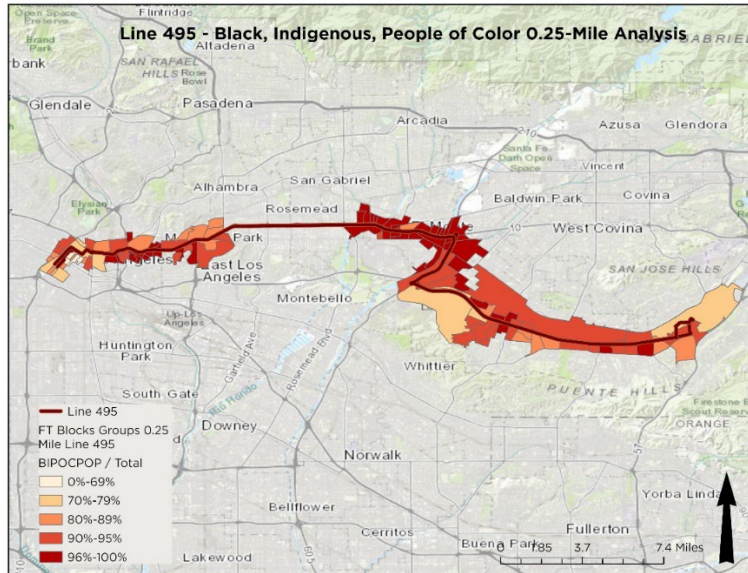




Figure 17

Low-Income Populations (0.25-mile from Line 495)

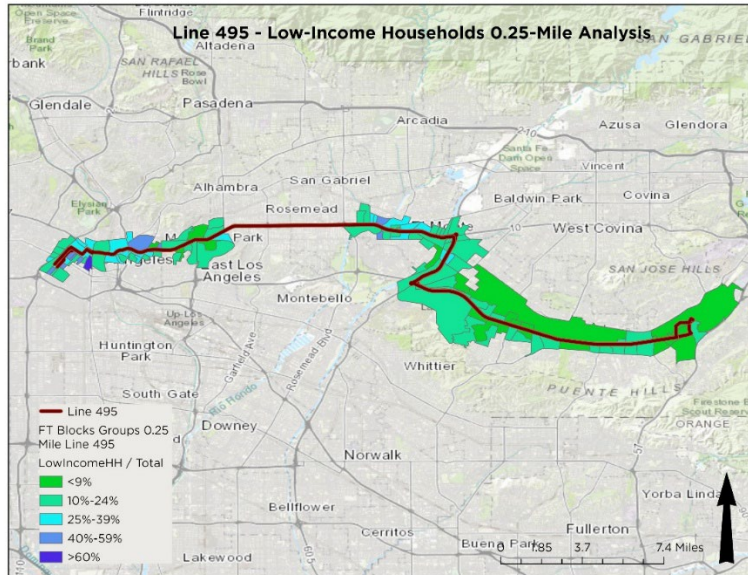


Table 6

Line 495 vs Overall Service Area: Quarter-mile radius analysis

| | Population | Percentage of BIPOC Populations | Difference from Overall Service Area | Number of Households | Percentage of Low-Income Households | Difference from Overall Service Area |
|------------------------------------|------------|---------------------------------|--------------------------------------|----------------------|-------------------------------------|--------------------------------------|
| 1/4-mile radius of Line 495 | 207,159 | 89% | +5% | 74,621 | 21% | +5% |
| Overall Service Area | 1,817,746 | 84% | | 598,828 | 17% | |

One-mile radius analysis

Figures 18 and 19 below visually depict the BIPOC and low-income populations that are one-mile from Line 493. Table 7 - Line 495 vs Overall Service Area: One-mile radius analysis summarizes the proportion of BIPOC and low-income populations one-mile from Line 495 versus Foothill Transit's overall service area.



Figure 18

BIPOC Populations (1-mile from Line 495)

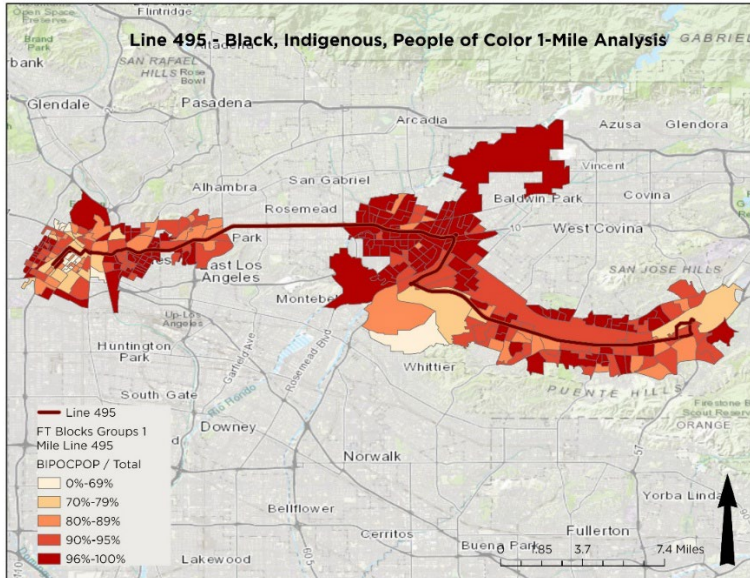


Figure 19

Low-Income Populations (1-mile from Line 495)

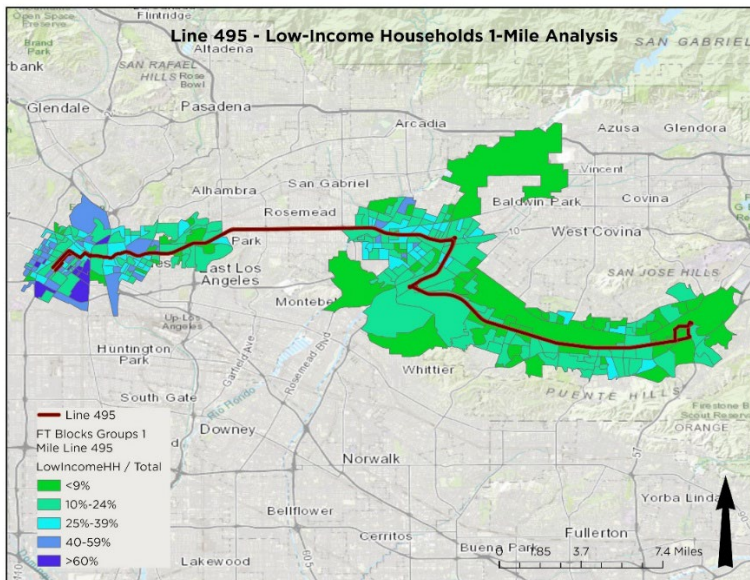




Table 7

Line 495 vs Overall Service Area: One-mile radius analysis

| | Population | Percentage of BIPOC Populations | Difference from Overall Service Area | Number of Households | Percentage of Low-Income Households | Difference from Overall Service Area |
|----------------------------------|------------|---------------------------------|--------------------------------------|----------------------|-------------------------------------|--------------------------------------|
| 1-mile radius of Line 495 | 511,715 | 92% | +8% | 176,702 | 25% | +8% |
| Overall Service Area | 1,817,746 | 84% | | 598,828 | 17% | |

Demographic Analysis Results

Based on the 15 percent threshold set forth by the agency’s disparate impact and disproportionate burden policy, Foothill Transit found that the increased frequency added to Line 495 has 1) no disparate impact on BIPOC populations, and 2) no disproportionate burden on low-income populations.

Line 498

Quarter-mile radius analysis

Figures 20 and 21 below visually depict the BIPOC and low-income populations that are a quarter-mile from Line 498. Table 8 - Line 498 vs Overall Service Area: Quarter-mile radius analysis summarizes the proportion of BIPOC and low-income populations’ quarter-mile from Line 498 versus Foothill Transit’s overall service area.



Figure 20

BIPOC Populations (0.25-mile from Line 498)

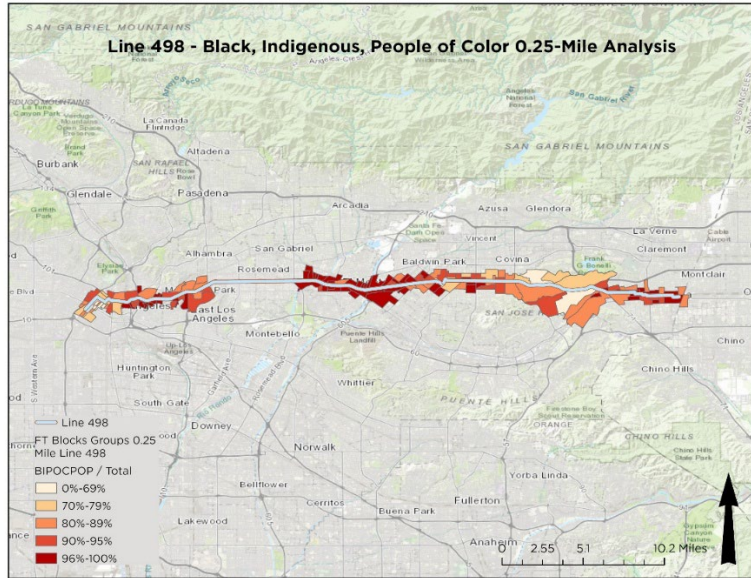


Figure 21

Low-Income Populations (0.25-mile from Line 498)

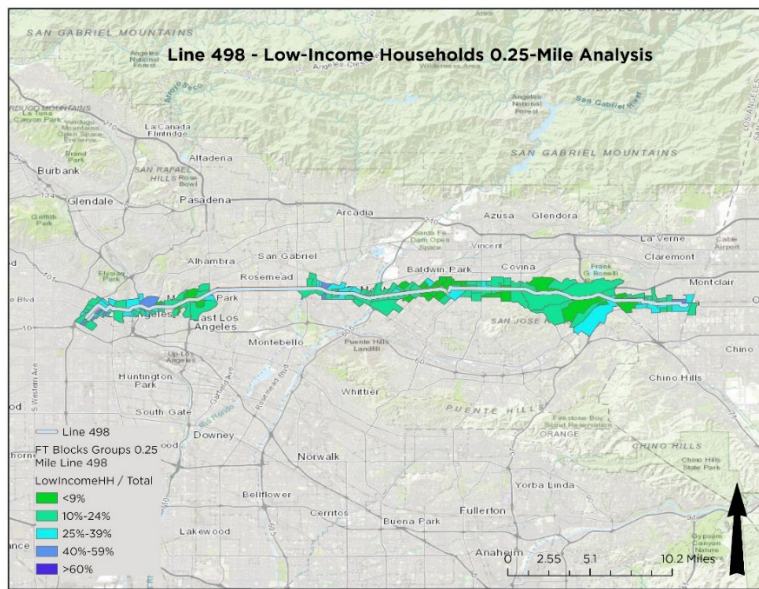




Table 8

Line 498 vs Overall Service Area: Quarter-mile radius analysis

| | Population | Percentage of BIPOC Populations | Difference from Overall Service Area | Number of Households | Percentage of Low-Income Households | Difference from Overall Service Area |
|----------------------------------|------------|---------------------------------|--------------------------------------|----------------------|-------------------------------------|--------------------------------------|
| ¼-mile radius of Line 498 | 252,651 | 89% | +5% | 87,337 | 22% | +5% |
| Overall Service Area | 1,817,746 | 84% | | 598,828 | 17% | |

One-mile radius analysis

Figures 22 and 23 below visually depict the BIPOC and low-income populations that are one-mile from Line 498. Table 9 - Line 498 vs Overall Service Area: One-mile radius analysis summarizes the proportion of BIPOC and low-income populations one-mile from Line 498 versus Foothill Transit’s overall service area.

Figure 22

BIPOC Populations (1-mile from Line 498)

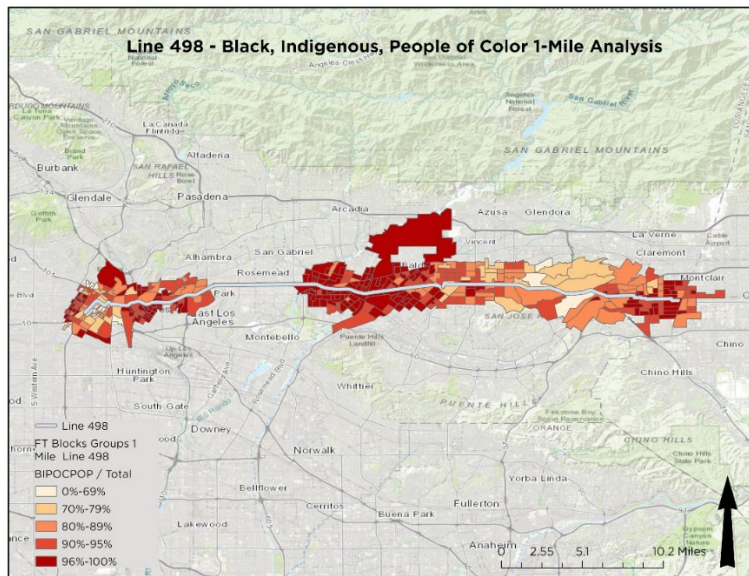




Figure 23

Low-Income Populations (1-mile from Line 498)

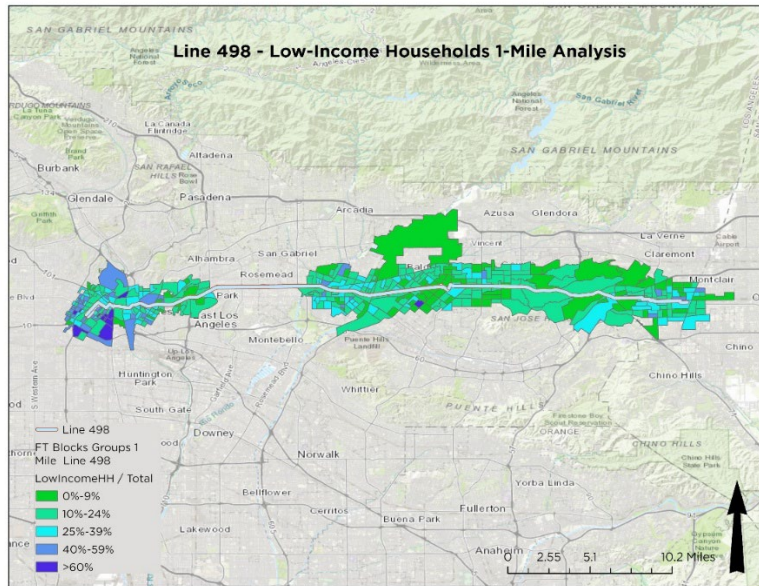


Table 9

Line 498 vs Overall Service Area: One-mile radius analysis

| | Population | Percentage of BIPOC Populations | Difference from Overall Service Area | Number of Households | Percentage of Low-Income Households | Difference from Overall Service Area |
|----------------------------------|------------|---------------------------------|--------------------------------------|----------------------|-------------------------------------|--------------------------------------|
| 1-mile radius of Line 498 | 635,909 | 91% | +7% | 211,201 | 25% | +5% |
| Overall Service Area | 1,817,746 | 84% | | 598,828 | 17% | |

Demographic Analysis Results

Based on the 15 percent threshold set forth by the agency’s disparate impact and disproportionate burden policy, Foothill Transit found that the service mileage added to Line 498 has 1) no disparate impact on BIPOC populations, and 2) no disproportionate burden on low-income populations.



Conclusion

The proposed changes to the Commuter Express network are not expected to result in either a disparate impact on BIPOC populations or a disproportionate burden on low-income populations, based on Foothill Transit's 15 percent threshold established in its Disparate Impact and Disproportionate Burden Policy.

All stops currently served by Line 490 would continue to receive service through the proposed extension and consolidation of Line 498. Riders at the West Covina City Hall stop would experience no change in service availability under the proposed plan.

With the proposed discontinuation of Line 493, customers would be directed to use Line 495 from the Industry Park & Ride. To improve connections for customers impacted by the cancellation of Line 493, local Line 482 will be routed to serve the Industry Park and Ride during peak travel times. This connection will allow customers to ride local transit to transfer to Line 495. To accommodate the anticipated increase in ridership resulting from this change, Foothill Transit proposes increasing the frequency of Line 495 service.
Sincerely,

Lourdes Alvarez
Transit Planner

Doran J. Barnes
Chief Executive Officer



June 26, 2026

To: Executive Board

Subject: **June 2026 Legislative Update and Adoption of Board Positions**

Recommendation

1. Adopt SUPPORT positions on SB 741 and AB 1944; and
2. Receive and file the June 2026 Legislative Update.

Analysis

Recommended SUPPORT positions on SB 741 and AB 1944

Recommended SUPPORT Position on SB 741

A **SUPPORT position on SB 741 (Low Carbon Transit Operations Program)** is recommended. Introduced in consultation with the California Transit Association, SB 741 would streamline the administration and funding structure of the Low Carbon Transit Operations Program (LCTOP), an important source of state funding for transit service and capital investment from Cap-and-Invest revenues. This bill would make it simpler and easier for transit operators to utilize LCTOP funds by expanding eligible uses of LCTOP funds to include maintenance and by removing various administrative barriers to accessing the funds, such as reporting requirements, greenhouse gas reduction demonstrations, disadvantaged community compliance requirements, and CARB oversight. With these amendments to streamline LCTOP, the bill would allow for faster access to funding allocations and increase funding predictability and certainty. In order to position Foothill Transit to benefit from these changes, a SUPPORT position on SB 741 is recommended.

Recommended SUPPORT Position on AB 1944

A **SUPPORT position on AB 1944 (Zero-Emission Transit Buses: Axle Weight)** is recommended. AB 1944 would extend and phase in higher allowable axle weight limits for zero-emission buses (ZEBs), providing transit agencies with greater flexibility when procuring zero-emission vehicles. This bill is intended to support transit agencies; compliance with the California Air Resources Board's (CARB) Innovative Clean Transit (ICT) regulation. The ICT regulation requires public transit agencies to convert their bus fleets to zero-emission technology by no later than 2040. However, ZEBs that ensure longer ranges and aggressive duty cycles require additional batteries that result in additional weight that often exceed the current axle weight limits current allowed by law. This bill aims to address this conflict between



state’s ICT regulation and the axle weight limits that apply to ZEBs purchased by transit agencies like Foothill Transit. For these reasons, a SUPPORT position on AB 1944 is recommended.

June 2026 Legislative Update
Federal Update

Federal Surface Transportation Reauthorization

On May 21, 2026, H.R. 8870, the U.S. House of Representatives’ \$581 billion five-year surface transportation reauthorization bill, was approved by the House Transportation and Infrastructure Committee by a bipartisan vote of 62-2. This bill, also called the Building Unrivaled Infrastructure and Long-Term Development for America’s 250th Act (BUILD America 250 Act), would authorize \$103.3 billion for public transit over five years from FY 2027 through FY 2031. This reflects a \$16.5 billion cut to public transit investment from the \$119.9 billion authorization baseline provided for public transit under the Infrastructure Investment and Jobs Act (IIJA). This House bill represents the first major step in the federal surface transportation reauthorization process, and the Senate has not yet released its reauthorization proposal, leaving room for significant revisions as Congress continues its consideration of the surface transportation reauthorization legislation.

Federal Appropriations Funding Requests

On May 21, 2026, the House Transportation, Housing and Urban Development, and Related Agencies (THUD) Appropriations Subcommittee advanced H.R. 9170, the House FY 2027 THUD Appropriations Act, by a party-line vote of 9-7. Subsequently on June 3, 2026, the full House Appropriations Committee approved the bill on a 34-27 vote. This House markup provides \$16.5 billion for public transit in FY 2027, representing a \$4.6 billion cut compared to the FY 2026 enacted levels. It also includes \$875 million to support the 2028 Olympics and Paralympic Games, \$10 million for bus driver protection barriers through competitive grants, and \$86.7 million for Community Project Funding for public transit projects. Included within the list of Community Project Funding requests is \$250,000 advanced by Congressman Gil Cisneros for Foothill Transit’s Zero-Emissions Bus Program. The appropriations process will continue to be monitored as additional congressional actions are taken.



State Update

California Air Resources Board Amendments to Cap-and-Invest

Amid opposition, the California Air Resources Board (CARB) approved amendments to the state’s Cap-and-Invest regulation on a 10-3 vote on May 29, 2026. The Cap-and-Invest program, formerly the Cap-and-Trade program, is the state’s market-based climate policy that was reauthorized through 2045 with the passage of SB 840 in September 2025. A Greenhouse Gas Reduction Fund (GGRF) Expenditure Plan was also adopted last year as part of SB 840, laying out a sequenced structure for allocating GGRF proceeds to public transit, housing, and clean air. Despite significant opposition from stakeholders, such as affordable housing organizations, local governments, and transit agencies, CARB adopted amendments at the end of last month that undermines these agreements established under SB 840, cutting \$2 billion in GGRF revenue annually and eliminating funding for key GGRF climate programs including the Affordable Housing and Sustainable Communities Program (AHSC), Transit and Intercity Rail Capital Program (TIRCP), and Low Carbon Transit Operations Program (LCTOP). As a result, significant uncertainty exists regarding future state transit funding under TIRCP and LCTOP.

State Budget

In response to the Cap-and-Invest amendments, the Legislature approved a “two-party” budget agreement framework on June 15, 2026 through the passage of AB 109, which defers most future GGRF expenditure decisions while negotiations continue with Governor Newsom. Additionally, the Senate has proposed legislation via amendments to SB 1216 that would revise the GGRF expenditure plan established in SB 840 and preserve funding for transit, including TIRCP and LCTOP. AB 109 will serve as the starting position for the Legislature to begin budget negotiations with Governor Newsom for a “three-party” agreement to introduce Budget Bills Junior and Budget Trailer Bills that will ultimately comprise the Budget Act of 2026. As the California Transit Association and transit agencies advocate for the preservation of transit funding programs this month, budget negotiations will continue to be monitored.

Sincerely,

Yoko J. Igawa
Director of Government Relations

Doran J. Barnes
Chief Executive Officer

Attachment

PLATINUM | ADVISORS

June 10, 2026

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

FR: Steve Wallauch
Platinum Advisors

RE: Legislative Update

May Revise: The updated version to his January budget proposal reflects newer, better, revenue estimates and sets the stage for the final round of negotiations with the Legislature. The state has more money than expected thanks in large part to stock market gains tied to artificial intelligence and the possibility of major IPOs from companies like OpenAI, Anthropic, and SpaceX.

That gives Newsom a stronger short-term story than he had in January, but it does not erase the structural problem. California is still spending more than its revenue base can reliably support. The out-year deficits are still large, reaching \$67 billion in 2029-30. Health care costs are still pushing upward. Federal cuts are still a live threat. And the state is still heavily dependent on high-income earners and capital gains, which is great when the market is roaring and less charming when it is not.

The May Revision is a plausible draft that includes spending reductions, a cap on certain corporate tax credits, record-high education spending, a new wildfire rebuilding fund, and expands the application of sales tax to include software sales. Governor Newsom's spending plan is restrained without sounding like he is taking a chainsaw to the safety net.

To take the edge off the out-year deficits, the Governor is proposing through the May Revise a 2-year budget solution. While the short-term revenue bump helps balance the 2026-27 budget, the May Revise proposes placing \$9.7 billion in the Projected Surplus Temporary Holding Account to help address the 2027-28 deficit. It will be difficult to protect these funds from efforts to divert it to legislative spending priorities.

To bump up revenues, the May Revise proposes to expand the application of the sales tax to digital prewritten software and software as a service. This would generate for the state \$450 million in 2026-27, growing to \$900 million in 2029-30. In addition, local sales tax revenue is projected to increase by \$560 million in 2026-27 and by approximately \$1.1 billion annually thereafter.

On the downside, the May Revise further downgrades the forecast of cap & invest revenue. This does not take into consideration the changes adopted by CARB. According to the Department of Finance the update drops total auction revenues for 2027-28 to \$3.4 billion, down from the January forecast of \$3.8 billion. The funding target to fully fund the SB 840 expenditure plan is \$4.2 billion. With this adjustment, funding for LCTOP drops to \$105 million, and TIRCP drops to \$209 million. However, the drop in LCTOP funds is offset by higher sales tax returns due to higher diesel prices. The amount of revenue allocated via the STA formula has increased from a little under \$1 billion to \$1.2 billion.

The state of budget play is the Assembly and Senate have amended their respective spending plans into SB 109, Assembly proposal, and AB 109, the Senate proposal. The two houses must address their differences and get a bicameral agreement in print by June 12th. This provides enough time to meet the 72 hour in-print rule, and vote on a budget on June 15th – basically a paycheck protection vote. The real negotiations between leadership and the Governor heat-up thereafter with the goal of adopting trailer bills and budget bill juniors that are needed to get a spending plan in place for the new fiscal year.

Anything that is enacted between now and the end of June will not be a complete budget. As always, the controversial spending pieces and policy changes, such as cap & invest and health spending, will stretch out until the last day of session on August 31st.

Cap & Divest: After 18 hours of presentations, public comments and board deliberation, CARB adopted the April 14th amendments to the cap & invest program. Transit agencies led the charge in opposing this proposal. These controversial changes were applauded by Governor Newsom, but the impact these changes will have on public transit and affordable housing programs could be significant.

The amendments generally do 3 things. First, they reduce the total number of credits available between 2027 and 2030 by 118 million credits. This shrinks the pie. Second, of the remaining available credits, the amendments reallocate the amount to each share. The amendments increase the allocation to the Climate Credit, which is used to offset utility bills for consumers, by 7.4%, or 57 million credits, and increase the industrial allocation by 3.5%, or 26 million credits. This further reduces the slice of the pie set aside for the auction. It is the sale of these credits that funds the Greenhouse Gas Reduction Fund, which is how the SB 840 expenditure plan is funded. Third, the amendments create a new program called the Manufacturing Decarbonization Incentive (MDI) program. MDI would provide assistance for near-term GHG reductions by backfilling the loss of federal funding programs. The number of credits that can be doled out for this program between now and 2030 equals the total amount of credits reduced, or 118 million credits. CARB would revisit the MDI allocation in 2030.

This is a zero-sum game. Reducing the total amount of credits and allocating more credits to utilities and industry reduces the number of credits available for auction, and thus less funds available for the SB 840 expenditure plan. The most at risk are the Tier

3 programs because they will be the first ones cut. This includes funding for LCTOP, TIRCP, and Affordable Housing & Sustainable Communities programs. However, the level of impact is debatable.

The LAO rang alarm bells when it estimated CARB's changes would impact to the GGRF by \$2 billion. At this level, all funding for Tier 3 would be eliminated and Tier 2 would be reduced. However, during the Board deliberations questions were raised about the accuracy of that number. CARB Executive Officer pointed out that fewer credits available do not translate into a dollar-for-dollar revenue reduction. The reduced number of credits available should result in higher credit prices, simple supply v. demand. While CARB staff are reticent about forecasting auction outcomes, their on-the-spot estimate pegs the reduction at \$700 million. Still a significant impact, but it would not zero out Tier 3.

The Board did amend its resolution to direct the Executive Officer to report to the board on the impact of the MDI credits that are allocated to industry would have on GGRF funding. This report must be provided to the Board before any MDI credits are allocated. Surprisingly, the discussion about the MDI program appears to have changed Senator Stern's mind about the value of the MDI program. Senator Stern said he would see about having the LAO revisit its review of the cap & invest changes, and their estimated impact.

With the adoption of these amendments, these regulatory changes are now sent to the Office of Administrative Law (OAL) for review. If OAL does not find any significant problems, the changes are expected to take affect September 1st. This is not the end of the fight. The Senate Budget Subcommittee adopted language countering CARB's proposal. There is no expectation that the Senate's proposal will be enacted, but it sets the stage for additional negotiations on the cap & invest program.

The Senate Strikes Back: Senate Budget drew its line in the sand with the adoption of the "Deal is a Deal" budget bill language. This proposal is aimed at taking back control of the cap & invest funding program from CARB. It basically puts a hold on CARB's amendments.

This action is a place marker for negotiations between the Administration over who sets the priorities and parameters of the cap & invest program. The Assembly took no action on addressing CARB's deeds. The Deal is a Deal language includes the following:

- The spending priorities are reshuffled, and transit is placed, almost, on top. The language states for the 2026-27 fiscal year auction revenue shall be allocated in following order: \$1 billion for legislative priorities, fully fund Tier 3 programs, \$250 million for Zero Emission Transit Capital Program and TIRCP, and \$1.2 billion for CalFire. At the bottom of the list is \$1 billion for High Speed Rail, and \$355 million for Tier 1 expenditures.

- Specifies that, notwithstanding existing law, no appropriations shall be made from the Greenhouse Gas Reduction Fund, including continuous appropriations and reappropriations, unless either of the following occurs:
 - Department of Finance makes a written determination that estimates at least \$5.7 billion will be generated for GGRF in 2026-27 & 2027-28, and there will be no Tier 3 reductions.
 - \$1 billion from the GGRF is appropriated in 2026 -27 for the Legislative priorities, and no Tier 3 reductions.

- Budget bill language that specifies no later than July 6, 2026, the Department of Finance shall provide the Legislature updated revenue estimates for 2026 -27 and 2027 -28, incorporating as applicable any decisions taken by the Air Resources Board on the cap -and -invest regulation at its May board meeting.

- Budget bill language that specifies that, notwithstanding existing law and regulations, the Air Resources Board shall not create or distribute any Manufacturing Decarbonization Incentive allowances, unless all the following conditions are met:
 - CARB makes a written determination, which is reviewed and accompanied by written comments from the Independent Emissions Market Advisory Committee that the use of any such allowances is consistent with the statewide emission reductions required by latest climate change scoping plan.
 - California Energy Commission makes a written determination that providing refiners with additional allowances will lower retail gasoline prices.
 - Finance makes a written determination estimating that at least \$5.7 billion will be generated for the Greenhouse Gas Reduction Fund in both 2026 -27 and 2027 -28 and that no programs will receive reductions.

Delay ICT: Last year the Joint Legislative Audit Committee approved a request from Senator Aisha Wahab to audit the performance of transit operators in the Counties of Alameda and Contra Costa and the transit coordination effort of MTC. The Auditor was directed to make recommendations on how to improve performance, coordination, and potentially consolidation. The State Auditor posted the final report that included the statement, *“We found that the transit agencies regularly coordinate, including directly with each other and as part of regional initiatives, and there are few barriers to their collaboration.”*

The audit made no findings with respect to the transit operators. However, of particular note, the report did *recommend that the Legislature consider amending state law to extend the deadline that transit agencies currently have to make all new bus purchases zero-emission buses or allocate new funds to the transit agencies for these purchases.*

This is an unusual finding for an audit that was intended to focus on other areas but underscores the challenges facing transit operators.

Legislation: Senator Catherine Blakespear recently gutted and amended SB 741 to simplify and streamline the use of Low Carbon Transit Operations Program (LCTOP) funds. Senator Blakespear has been actively involved in protecting public transit funding. The content of SB 741 was developed in consultation with the California Transit Association.

The bill makes numerous changes to the LCTOP statute that will make it easier for transit operators to use these funds. SB 741 eliminates the bureaucratic hurdles operators face in drawing down these funds, and it removes CARB from the oversight process. It also allows operators to indefinitely apply the use of LCTOP funds on a specific route. Specifically, SB 741 simplifies the definition of an eligible expenditure to include:

- Maintenance or expansion of bus, rail, or ferry services, including, but not limited to, equipment acquisition, vehicles, fueling, maintenance, and other costs to operate bus, rail, and ferry services.
- Transit fare subsidies, including reduced or free student passes.
- network and fare integration improvements.

SB 741 also reduces the reporting requirements tied to drawing these funds down. As amended, a transit operator must simply submit to Caltrans a list describing how LCTOP funds would be used.



June 26, 2026

To: Executive Board

Subject: **Authorization to Award Contract for Firewall Replacement**

Recommendation

Authorize the Chief Executive Officer to finalize contract terms and conditions and enter into an Agreement (No. 26-054) with Digital Scepter in the amount of four hundred eighty-seven thousand six hundred sixty-one dollars and twenty-three cents (\$487,661.23) for the purchase and installation of a replacement firewall for the Foothill Transit Data Center located at the administrative offices.

Analysis

Network security is a critical component of protecting Foothill Transit from cyber threats. While no organization can completely eliminate the risk of cyberattacks, maintaining a strong and reliable security infrastructure is essential to safeguarding business systems and data. The network firewall serves as the first line of defense by monitoring and controlling traffic entering and leaving the Foothill Transit network.

As the cybersecurity threat landscape continues to evolve, attackers are constantly developing new techniques to exploit vulnerabilities and gain unauthorized access to systems. Foothill Transit's current firewall was installed more than four years ago and has reached end-of-life status. As a result, the system no longer provides the level of protection, performance, and vendor support necessary to address current and emerging threats. To maintain a secure network environment and support business continuity, replacement of the existing firewall is recommended.

Staff issued Invitation for Bids (IFB) No. 26-054 to solicit bids from authorized Palo Alto Networks resellers for the purchase and implementation of a next-generation firewall solution. A total of four bids were received in response to the solicitation. After reviewing the bids for responsiveness and compliance with the IFB requirements, Digital Scepter was determined to be the lowest responsive and responsible bidder. Digital Scepter is an authorized Palo Alto Networks reseller and is qualified to provide the proposed solution and associated support services.



Budget Impact

The funding for this project is included in the FY2025-2026 budget under Project No. 0291, Firewall Replacement.

Sincerely,

Roy Eseyan
Information Technology Manager

Doran J. Barnes
Chief Executive Officer



June 26, 2026

To: Executive Board

Subject: **Public Outreach Results on Proposed Changes to Commuter Express Service**

Recommendation

Recommend to the Governing Board to Approve the following proposed changes to Commuter Express Service:

- Combine Lines 490 and 498
- Cancel Line 493
- Maintain Lines 499 and 699 as currently operated

Analysis

Foothill Transit currently operates six express service lines that primarily serve peak hour commuters traveling to and from Downtown Los Angeles. Since the COVID-19 pandemic, travel patterns to Downtown Los Angeles have shifted significantly, and express service ridership has not recovered to pre-pandemic levels, while local service has experienced a stronger return of passengers.

A comparison of year-to-date FY 2019 ridership to FY 2026 indicates that overall system ridership has recovered to approximately 88 percent of pre-pandemic levels. Local service ridership has rebounded to approximately 92 percent of pre-pandemic levels, reflecting a strong return of local travel demand. In contrast, express service ridership remains at about 38 percent of pre-pandemic levels and has largely stayed at this level since the pandemic.

Ridership Tables

| Total Ridership(July-May) | |
|----------------------------------|------------|
| FY 2019 | 11,128,864 |
| FY 2026 | 9,749,187 |
| Difference | -12% |
| Recovery | 88% |

Ridership trends show a stronger recovery in local service but continued challenges for express routes. Additionally, ongoing disruptions and shifting conditions in Downtown Los Angeles, including periodic street closures,



events, and operational constraints, potentially discouraging some riders from using services that connect directly to Downtown Los Angeles.

| Fiscal Year | Total Ridership | Local Ridership | Express Ridership |
|--------------------|-----------------|-----------------|-------------------|
| FY 2019 | 12,135,571 | 11,293,896 | 841,675 |
| FY 2020 | 10,308,931 | 9,686,147 | 622,784 |
| FY 2021 | 6,091,493 | 5,928,259 | 163,234 |
| FY 2022 | 6,802,690 | 6,565,532 | 237,158 |
| FY 2023 | 7,892,794 | 7,560,526 | 332,268 |
| FY 2024 | 9,209,770 | 8,862,872 | 346,898 |
| FY 2025 | 9,982,344 | 9,666,177 | 316,167 |
| FY 2026 YTD | 9,749,187 | 9,435,730 | 313,457 |

Due to lower ridership, the cost per passenger on express service lines remains higher than on local service routes. The table below illustrates the average cost per passenger for express service in comparison to Local service:

| Category | Cost per Passenger |
|---------------------|--------------------|
| Avg Express Service | \$30.09 |
| Avg Local Service | \$14.07 |

In an effort to improve efficiency, Foothill Transit is proposing the cancellation of Lines 490, 493, and 499. Lines 498 and 699 would be re-routed to serve most of the affected bus stops and better align service with current ridership demand.



Proposed Route Changes

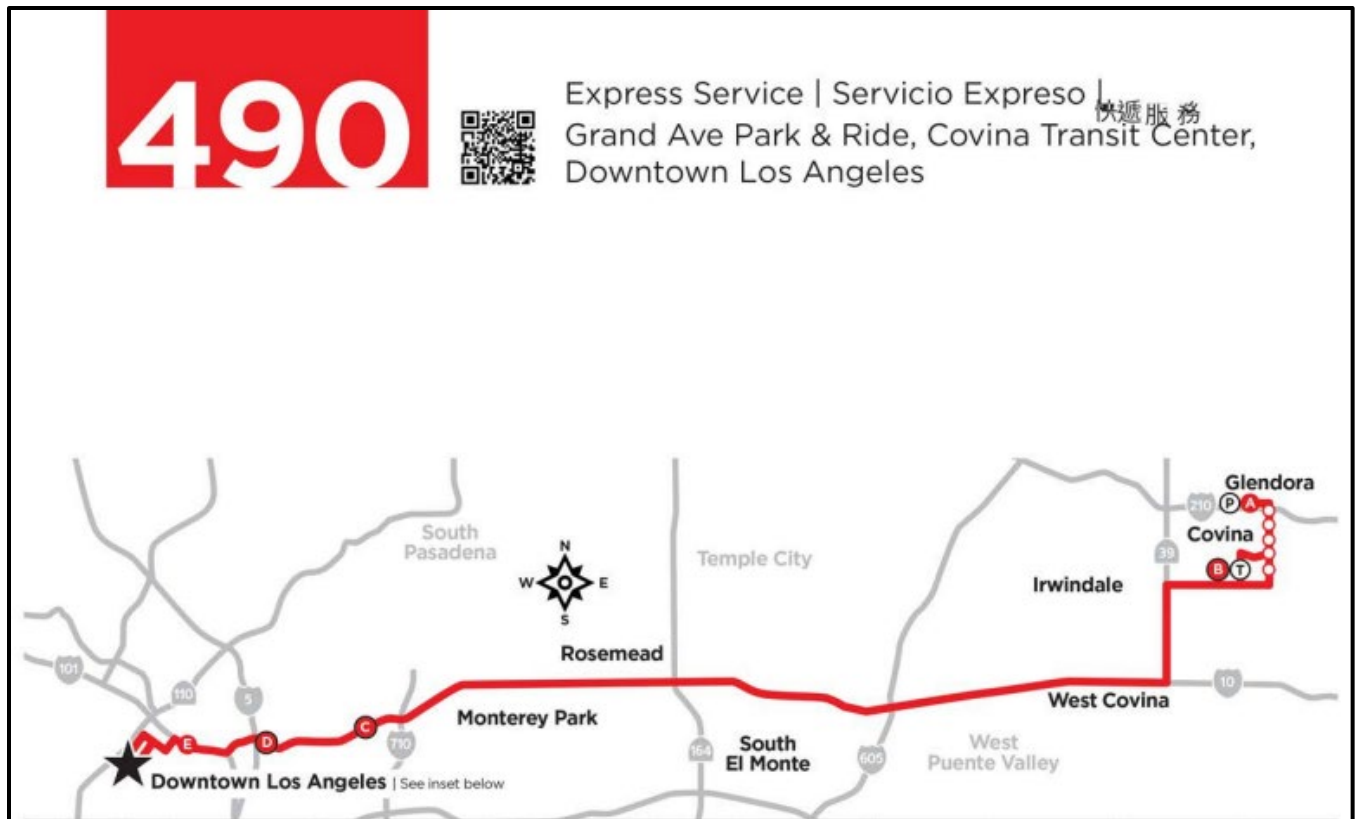
Line 490

Line 490 is an Express Route operating from Glendora through the Covina Transit Center into Downtown Los Angeles during peak hours only. The line has an annual operating cost of approximately \$790,559 and was introduced in March 2020, at the start of the COVID-19 pandemic.

Ridership

| | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 YTD |
|-----------------|-------|-------|--------|--------|--------|--------|-----------|
| Line 490 | 185 | 4,601 | 19,912 | 30,733 | 35,087 | 32,442 | 30,013 |

Map of current Line 490



The proposal for Line 490 is to cancel the line and extend Line 498 to serve all of the stops currently being served by Line 490.



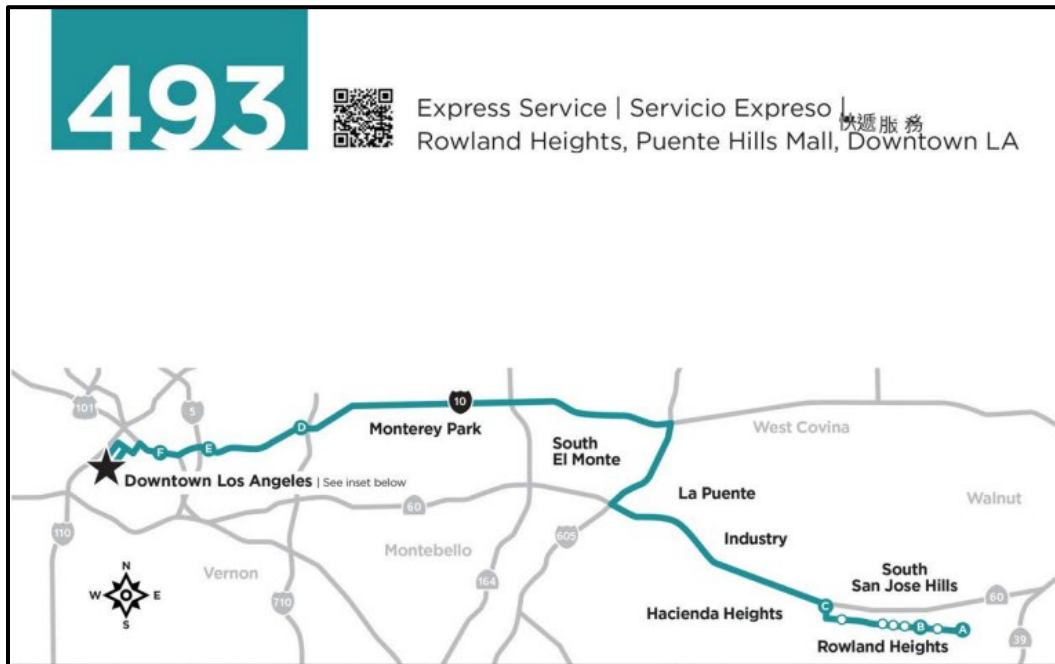
Line 493

Line 493 is an express line operating from Rowland Heights to Downtown Los Angeles during peak hours only. The annual operating cost for this line is \$1,361,838.

Ridership

| | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 YTD |
|-----------------|---------|---------|--------|--------|--------|--------|--------|-----------|
| Line 493 | 153,593 | 108,431 | 23,191 | 34,912 | 53,860 | 53,713 | 51,367 | 51,088 |

Map of current Line 493



The proposal for Line 493 is to cancel the line and direct customers to use Line 495 at the Industry Park & Ride. To accommodate the anticipated increase in ridership resulting from the cancellation of Line 493, service frequency on Line 495 is proposed to be increased. Implementation of this proposal is contingent upon the closure of Puente Hills Mall, as the redevelopment of the site will result in limited parking availability for customers.



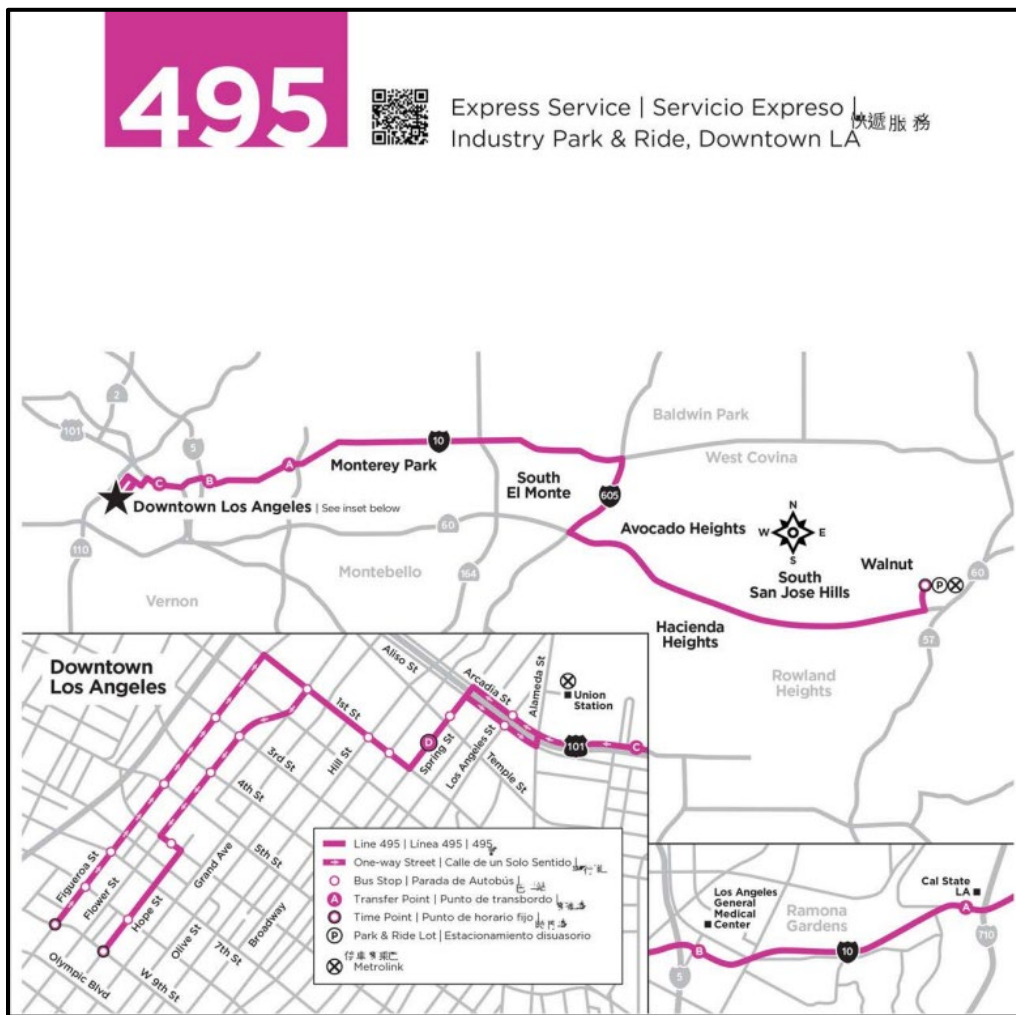
Line 495

Line 495 is an Express Route operating from City of Industry to Downtown Los Angeles during peak hours only. The annual operating cost for this line is \$922,748.

Ridership

| | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 YTD |
|-----------------|---------|--------|--------|--------|--------|--------|--------|-----------|
| Line 495 | 103,475 | 76,733 | 23,708 | 35,854 | 58,001 | 64,190 | 59,323 | 61,593 |

Map of current Line 495





The proposal for Line 495 is to adjust frequency based on the anticipated increase in ridership from the cancellation of Line 493.

Line 498

Line 498 is an Express Route operating from West Covina to Downtown Los Angeles during peak hours only. The annual operating cost for this line is \$1,149,461.

Ridership

| | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 YTD |
|-----------------|---------|---------|--------|--------|--------|--------|--------|-----------|
| Line 498 | 182,409 | 135,698 | 31,835 | 42,365 | 59,797 | 52,250 | 46,915 | 49,010 |

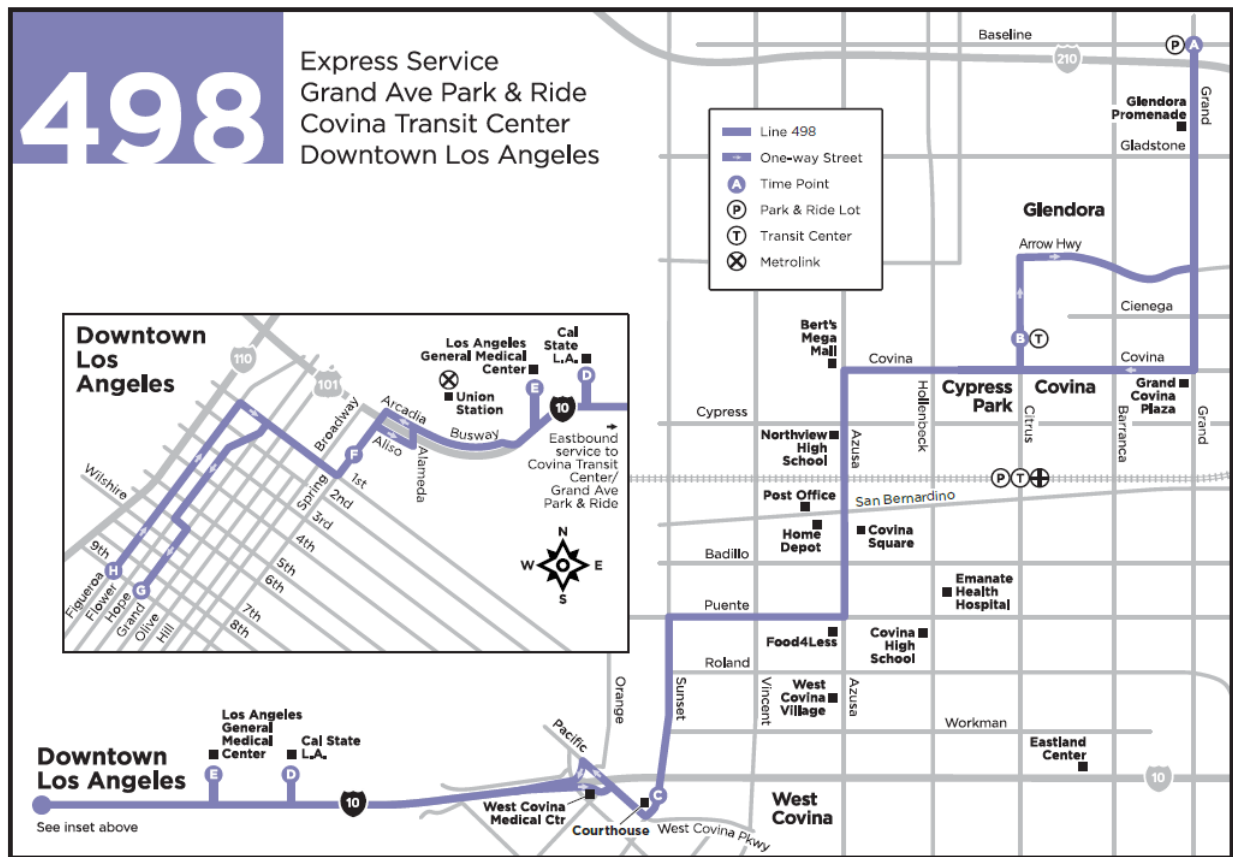
Map of current Line 498





The proposal for Line 498 is to combine the route with Line 490. If approved all of the current stops serving Line 490 will continue to be served. The current passengers that board at the West Covina City Hall stop will not see an impact to service.

Proposed map of Line 498





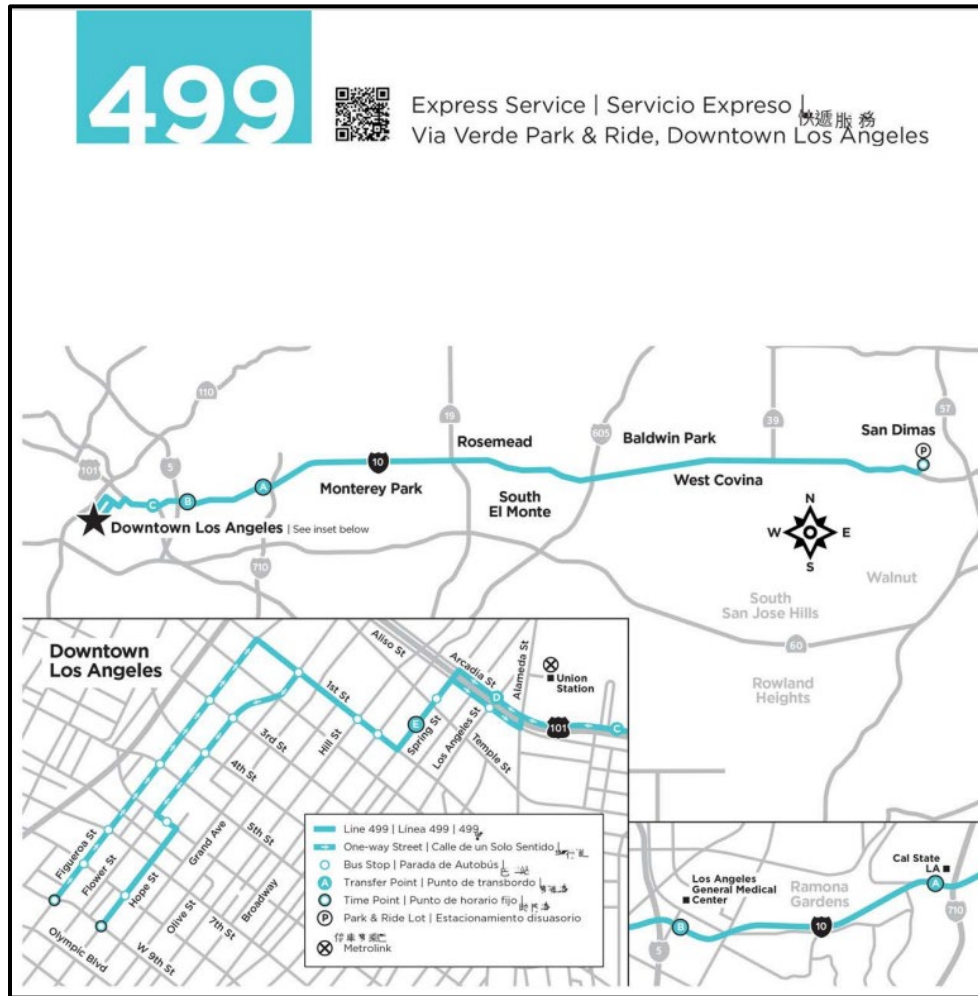
Line 499

Line 499 is an Express Route operating from San Dimas to Downtown Los Angeles during peak hours only. The annual operating cost for this line is \$748,405.

Ridership

| | FY19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 YTD |
|-----------------|---------|--------|--------|--------|--------|--------|--------|-----------|
| Line 499 | 125,987 | 85,889 | 19,938 | 27,960 | 39,045 | 40,335 | 38,780 | 35,443 |

Map of current Line 499



The proposal for Line 499 was to cancel the line and have Line 699 pickup passengers at stops located near the freeway on and off ramps adjacent to



the Via Verde Park and Ride. As noted below, based on public comments and additional operational analysis, no changes to this line are recommended at this time.

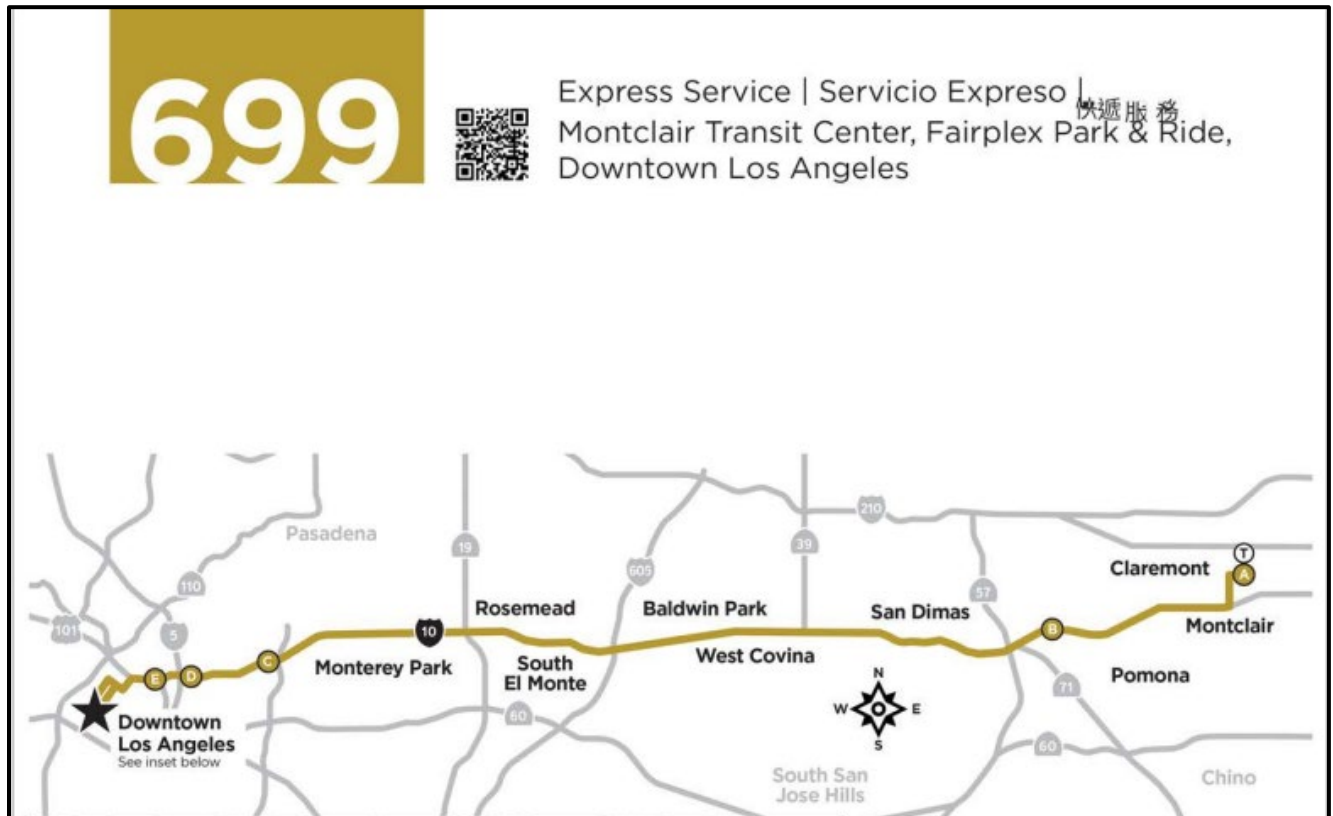
Line 699

Line 699 is an express route operating from Montclair to Downtown Los Angeles during peak hours only. The annual operating cost for this line is \$1,463,960.

Ridership

| | FY 19 | FY 20 | FY 21 | FY 22 | FY 23 | FY 24 | FY 25 | FY 26 YTD |
|-----------------|---------|---------|--------|--------|--------|--------|--------|-----------|
| Line 699 | 248,603 | 159,994 | 59,961 | 76,155 | 90,832 | 96,140 | 87,340 | 86,310 |

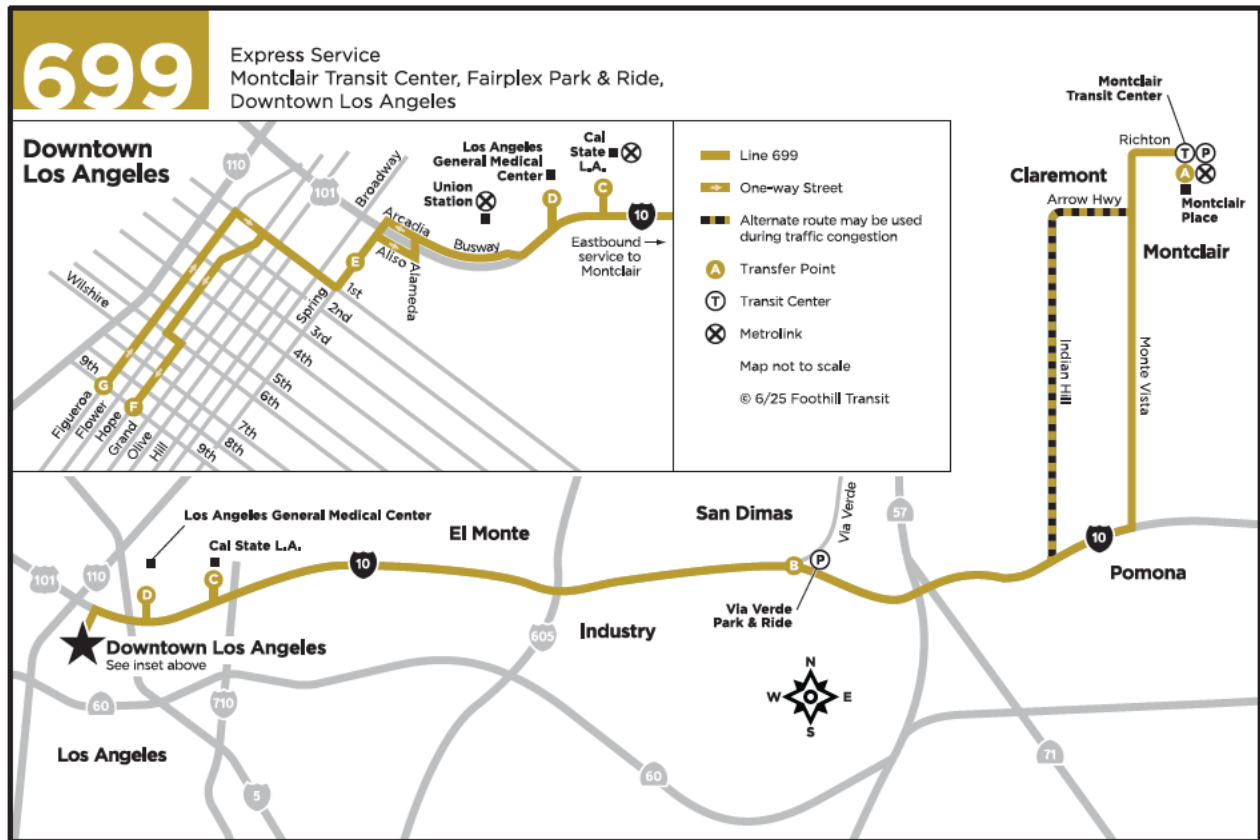
Map of current Line 699





The proposal for Line 699 was to close the current stop at Fairplex Park and Ride and pickup customers from Via Verde Park and Ride to serve customers from the canceled Line 499. The closure of the Fairplex Park and Ride would have helped with routing efficiency to better accommodate the increase in riders from Line 499 if the two lines were merged. Passengers who currently board at the Fairplex Park and Ride would utilize the new stops adjacent to the Via Verde Park and Ride, approximately 4 miles west of the Fairplex Park and Ride.

Proposed map of Line 699



As noted below, based on public comments and additional operational analysis, no changes to this line are recommended at this time.



Public Outreach

Since the proposed changes involve the cancellation of three lines, the changes are considered a major service change. Foothill Transit staff conducted the necessary outreach and review as required by the Federal Transit Administration to ensure changes to the routing have no disparate impacts on Black, Indigenous, and other People of Color or disproportionate burden on low-income populations in our service area.

Foothill Transit held a public hearing on May 15, 2026, to gather public comments on the proposed routing changes and proposed cancellations of bus lines. At the conclusion of the Public Comment period and Public Hearing, staff reviewed the comments and have recommendations to the Board.

The table below outlines the next steps with anticipated timelines for various outreach gatherings.

| Next Steps | |
|---|--------------------|
| Board recommendation to seek authorization to conduct public outreach | March 2026 |
| Conduct Public Outreach in accordance with Title VI | April to June 2026 |
| Present final recommendations to the Executive Board | June 2026 |
| Present final recommendations to the Governing Board | August 2026 |
| Proposed Implementation of any final recommendations | November 2026 |

Public Outreach Results

Foothill Transit held a total of eleven meetings both virtually and in person at bus stops around the service area to ensure customers were made aware of the proposed changes to their bus line. Customers also had the opportunity to submit comments via email, the online website form, and with a customer comment form.



The below table shows attendance during the in person and virtual meetings

| Location | Customers in Attendance |
|--------------------------------------|-------------------------|
| Puente Hills Mall | 30 |
| Puente Hills Mall | 68 |
| Fairplex Park & Ride | 25 |
| Virtual Meeting: | 10 |
| Fairplex Park & Ride | 35 |
| Spring St and 1st St | 100 |
| West Covina City Hall Park & Ride | 55 |
| Covina Transit Center | 35 |
| Via Verde Park & Ride | 37 |
| Public Hearing in person | 6 |
| Public Hearing Virtual | 24 |
| Total | 425 |

Additionally, Foothill Transit received 306 comments regarding the proposed service changes. The following pages provide a breakdown of comments received by line, along with staff recommendations for each proposed change.

Foothill Transit also received 15 general comments that were not clearly identified as supporting or opposing the proposed changes. These comments typically included suggestions or observations, such as requests for new stop locations or comments about service frequency, without indicating a position on the proposal.



The table below shows the total comments received by comment type. A newly added comment type was via the Foothill Transit website. Customers were able to review the proposed changes and submit a comment directly online via a convenient webform that sent the comment to the planning department.

| Social Media/ Foothill Transit Website | Comment Card | Email | Total |
|--|--------------|-------|-------|
| 149 | 15 | 142 | 306 |

Recommendations

Line 490 and Line 498

Foothill Transit received 50 comments related to the proposed changes for Line 490 and Line 498. Customers opposed to this proposal voiced their primary concern as potential overcrowding of buses that would impact their commute. As we explained the proposal included additional buses to mitigate this concern, several customers shifted their opinion and were more in favor of the change. Other customers expressed their opinion on potentially adding 10-15 minutes on their commute with the change. This will be an area of focus we continue to review to find alternate routing options that might reduce overall travel time to and from Downtown Los Angeles. Of the 50 comments received, 48 were identified as either in favor or opposed, while two were categorized as general comments

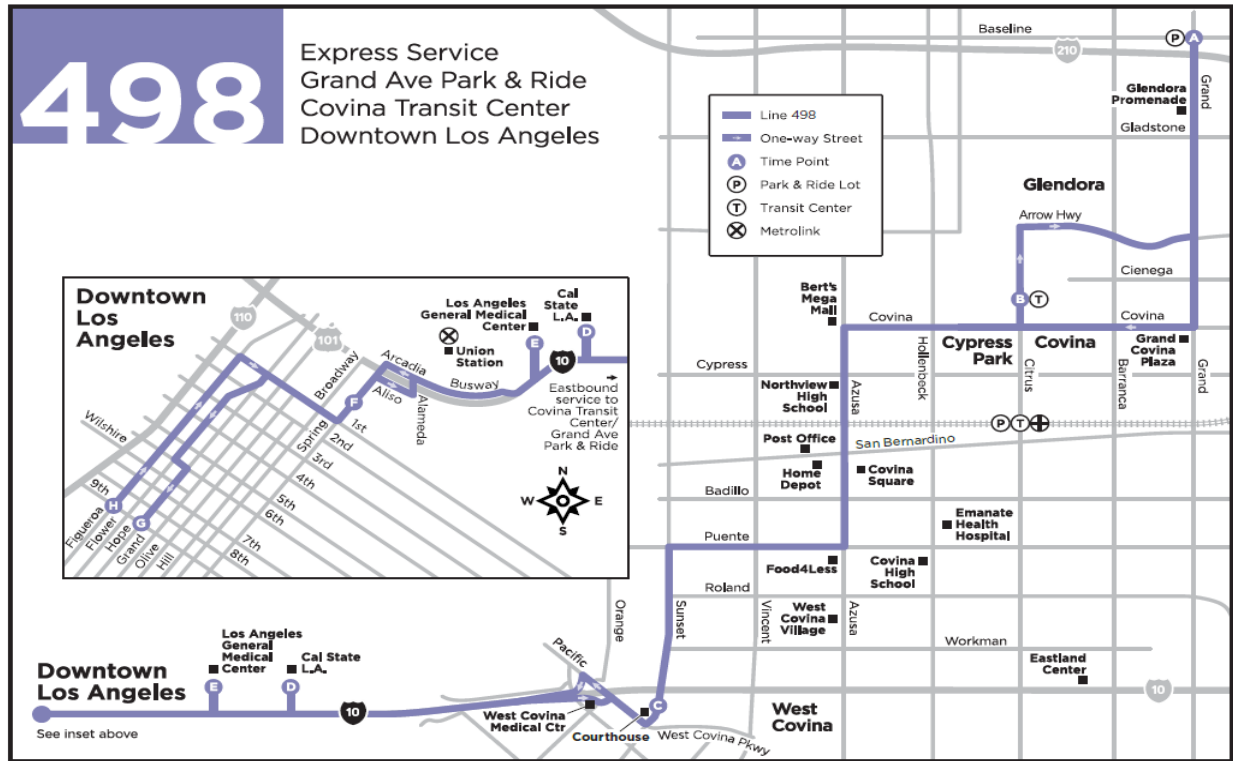
| Line | In Favor | Opposed | Total |
|-------|----------|---------|-------|
| 490 | 3 | 20 | 23 |
| 498 | 6 | 19 | 25 |
| Total | 9 | 39 | 48 |

The recommendation for Line 490 is to cancel the line and adjust the routing of Line 498 to serve all existing stops that are currently served by Line 490. Furthermore, frequency on Line 498 will be increased to accommodate changes in ridership resulting from the combination of the two lines.



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Public Outreach Results for Proposed Commuter Express
Changes
Page 14

Below is a map of the recommended combination of Line 490 and Line 498.



Line 493 and Line 495

Foothill Transit received 145 comments related to the cancellation of Line 493 and the proposed service frequency for Line 495. Customers who currently ride Line 493 were against the proposal to cancel the line as it would increase their overall travel time to and from Downtown LA as they would need to travel to Industry Park & Ride to ride Line 495. Customers who currently ride Line 495 mentioned concern for potential overcrowding of the bus with new riders from Line 493, however the increased trips that would result in more frequency for Line 495 as mitigation to this concern. Of the 145 comments received, 138 were identified as either in favor or opposed, while seven were categorized as general comments.

| Line | In Favor | Opposed | Total |
|-------|----------|---------|-------|
| 493 | 3 | 128 | 131 |
| 495 | 2 | 5 | 7 |
| Total | 5 | 133 | 138 |



The recommendation for Line 493 is to cancel the line due to the Puente Hills Mall Transit Center closure and their future planned development that would not allow for customer parking to ride Foothill Transit. Additionally, Line 493 has the highest cost per revenue hour to operate at over \$260 per revenue service hour. This higher cost also leads to Line 493 having the highest cost per passenger at \$43.17 per passenger. Compared to local service, Line 291 has a cost per passenger of \$8.37 and cost per hour of \$132.16.

With the recommendation to cancel Line 493, the recommendation for Line 495 is to add approximately 6 trips in each direction to account for planned increase in ridership.

Line 499 and Line 699

Foothill Transit received 96 comments related to the cancellation of Line 499 and the proposed closure of the Fairplex Park & Ride stop for Line 699. Similar to other proposed changes, customers voiced their concern of overcrowding and the location of the proposed new bus stop for Line 699 at the Via Verde off-ramp and on-ramp. Customers who currently ride Line 699 at Fairplex Park & Ride voiced their concern regarding added travel time to arrive at Via Verde parking lot. Data analysis shows there is capacity for customers at Via Verde Park & Ride, with several customers voicing their comments about that as well.

| Line | In Favor | Opposed | Total |
|-------|----------|---------|-------|
| 499 | 5 | 39 | 44 |
| 699 | 8 | 42 | 50 |
| Total | 13 | 81 | 94 |

In addition to these comments, there were two comments for Line 499 that were general comments and included in the overall total.

During the public outreach and analysis, Foothill Transit worked closely with Caltrans representatives to ensure the proposed added bus stops meet our standards. It was agreed upon to conduct more in-depth traffic analysis of this area prior to making any changes to existing bus routing. For this reason, Foothill Transit recommends keeping both Line 499 and Line 699 as they currently operate while we continue to work with Caltrans staff in the near



future. If there are new developments at this location, we will review to bring this back to the Board for consideration at a later time.

Fiscal Impact

Preliminary analysis indicates that the proposed service changes would result in approximately \$2,110,242 in annual operating savings. These savings are anticipated to be reinvested throughout the Foothill Transit network to improve service frequency in corridors where demand is strongest.

Weekend ridership has shown a strong and steady recovery since the pandemic. Comparing year to date for FY 2026 to the same time period of FY 2019, weekend ridership is 4.8 percent higher in FY 2026 than in FY 2019. This trend indicates that weekend demand continues to grow as travel patterns shift toward more flexible schedules and non-commute trips.

If the proposed changes are approved, Foothill Transit plans to reinvest the savings into weekend service where demand is stronger and service improvements can benefit a larger number of customers.

The table outlines a summary of weekend ridership recovery since FY 2019.

| Fiscal Year | Weekend Ridership | Recovery vs. FY2019 |
|----------------|-------------------|---------------------|
| FY 2019 | 1,807,874 | - |
| FY 2020 | 1,675,886 | 88% |
| FY 2021 | 1,173,821 | 61% |
| FY 2022 | 1,248,119 | 65% |
| FY 2023 | 1,417,291 | 74% |
| FY 2024 | 1,696,520 | 89% |
| FY 2025 | 1,803,048 | 99% |



While weekend ridership returned to pre-pandemic levels in FY2025, FY2026 ridership has exceeded the comparable FY2019 period by 4.8 percent, indicating that weekend travel demand is now higher.

| Fiscal Year (July-May) | Weekend Ridership |
|-----------------------------------|--------------------------|
| FY2019 | 1,639,534 |
| FY 2026 | 1,717,558 |

The proposed changes would reduce weekday service by approximately 8,100 annual revenue hours. These service hours would be reallocated to support enhanced weekend service on the Silver Streak, Line 187, and Line 486 as an initial priority. Any remaining service hours not allocated to these lines would be distributed across other Foothill Transit services to support systemwide improvements while maintaining an overall cost-neutral service plan.

Sincerely,

Josh Landis
Manager of Service Development

Doran J. Barnes
Chief Executive Officer



June 26, 2026

To: Executive Board

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

Recommendation

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

Analysis

On October 25, 2024, the Executive Board authorized the Chief Executive Officer to execute a First Amendment to the existing five-year Agreement with the Los Angeles County Sheriff's Department (LASD) for Supplemental Law Enforcement Services. The amendment allowed Foothill Transit specific hours of law enforcement services to address any security or crime-related concerns that may arise. Prior to this amendment, the contract only provided "as needed" uniformed law enforcement services, which meant Foothill Transit did not contract for any specific number of deputies nor guaranteed any specific level of service. Additionally, it amended the scope of services adding "full-time" uniformed law enforcement services to "as needed" services which guaranteed Foothill Transit a minimum availability of those services.

Since the authorization from the Executive Board, a substantial amount of effort was required to finalize the amendment. Nonetheless staff and contractors worked with the Los Angeles County Sheriff's Department and communicated and planned proposed changes over Security and Emergency Preparedness Planning (SEPP) meetings.

On July 1, 2025, the First Amendment became official and two Los Angeles County Sheriff's Department Transportation Services Bureau Deputies were officially assigned to Foothill Transit, Monday - Friday from 5 A.M. to 9 P.M. Calls for service from Foothill Transit and its contractors are now received at one centralized location where Transportation Services Bureau dispatcher's direct resources from the appropriate law enforcement agency depending on day/time. Foothill Transit also has access to LASD special teams, crime analysts, and detectives who follow-through on criminal investigations. We



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also collaborated with LASD to track crime throughout our system using reporting districts that will assist both LASD and Foothill Transit in timely, accurate, and validated crime reporting. Monthly meetings with Operations and Maintenance Contractors, staff, Security Contractors, and the LASD Transportation Services Bureau have led to increased collaboration and coordination addressing criminal activity, public nuisance matters, unruly passengers, and training. Foothill Transit intends to continue hiring LASD Mental Evaluation Team members on an overtime basis to conduct 4-hour de-escalation training with contractors as that program has proven effective in decreasing bus operator assaults. We have also been able to use deputies at both Governing and Executive Board meetings to ensure overall security for these public meetings. Finally, Foothill Transit has hired LASD deputies on an overtime basis to work at the Rose Bowl alongside contractors and staff, providing a uniformed presence for this service.

As it pertains to LASD and the activity of Immigration Customs Enforcement (ICE) in the region, Foothill Transit works closely with the Los Angeles County Sheriff's Department (LASD) who has clear policies and open communication to reassure immigrants they will not be targeted for their immigration status. Instead, LASD focuses on public safety and ensuring transparent communication which fosters a more cooperative relationship with immigrant communities. This approach not only enhances the effectiveness of law enforcement, but it contributes to a safer community. Both staff and contractors have been briefed on this and other related scenarios to ensure they understand Foothill Transit does NOT have an adopted policy regarding (ICE) and its agents' ability to board Foothill Transit buses to conduct checks.

Overall, the first year of the new LASD deployment has been effective in our layered approach to overall safety and security. The exact cost of the first-year of the Agreement is difficult to identify due to the structure of the County and timing of its labor negotiations. However, for FY 2027 Foothill Transit's supplemental law budget of \$2.1 million will be sufficient for the services outlined in the Agreement as well as other related costs like de-escalation training.



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Budget Impact

Funding for the first year of the Agreement is included in the approved FY 2027 Business Plan - Safety and Security budget program; estimated total annual cost is \$2,100,000.00. This 5-year Agreement between Foothill Transit and LASD is set to expire on June 30, 2031.

Sincerely,

John Curley
Chief of Safety and Security

Doran J. Barnes
Chief Executive Officer



June 26, 2026

To: Executive Board

Subject: **2026 LA County Fair Service**

Recommendation

Receive and file the 2026 LA County Fair Service report.

Analysis

The LA County Fair has completed its 2026 season. This year’s theme was “Play Your Way” which celebrated the way Southern California loves to play, including through music, dance, and food. For several years, Foothill Transit has provided service to get riders to the fair. This year, two Foothill Transit lines served fairgoers: Line 197 and Line 67(six seven).



Line 197 provides service between Montclair Transit Center and the Pomona Transit Center and the last trip leaves at 8:00 p.m. during the week and 7:00 p.m. on weekends. During fair season, later trips were added on Fridays, Saturdays, Sundays, and Memorial Day, to coincide with the fair closing, allowing fairgoers and fair employees to take the bus at the end of the day. The routing of Line 197 was also modified to accommodate the newly opened Pomona North A Line Station. By serving this station, Line 197 can pick up both A Line and Metrolink customers who want to attend the Fair.



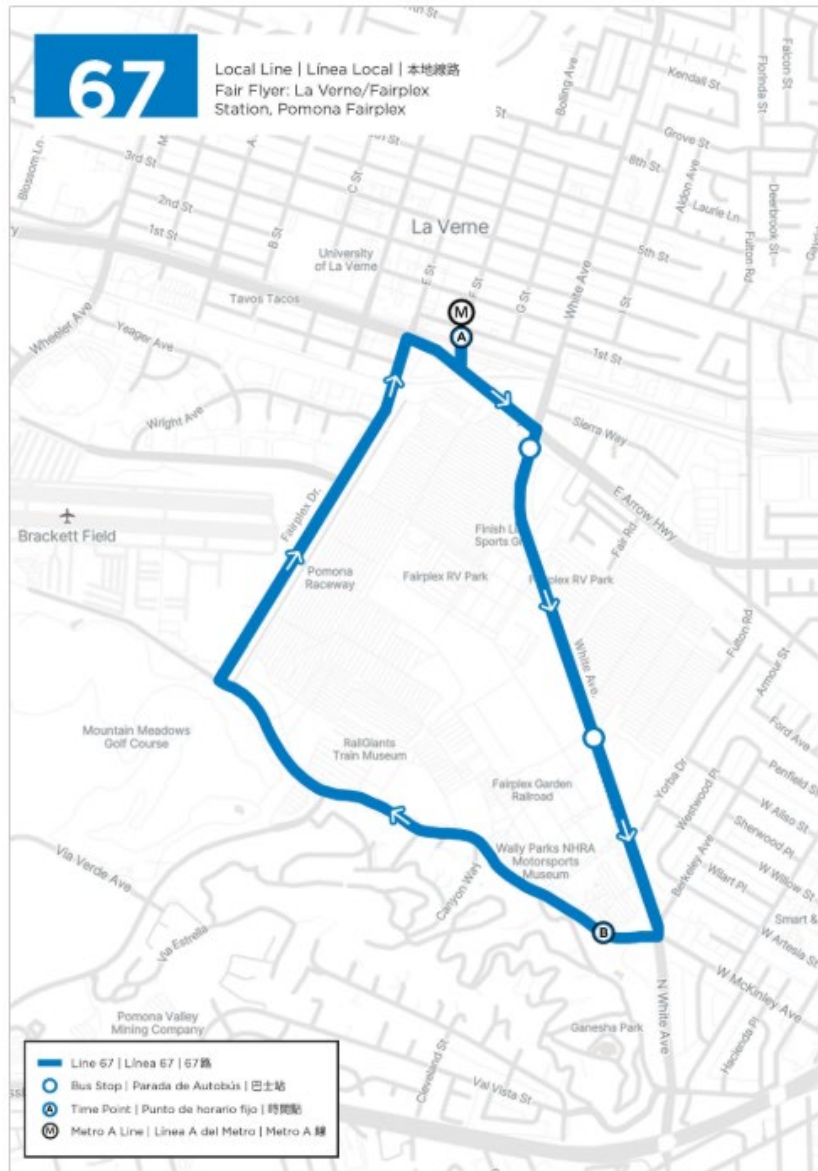
Line 197 LA County Fair Route Map





This year, Foothill Transit introduced Line 67, also known as “Line Six Seven” the Fair Flyer. Line 67 can be considered express service to the fair, with only three stops, one stop at the La Verne A Line Station, a stop at Gate 6, and a stop along McKinley. This circular route provided service every 30 minutes starting at 10:30 a.m. and the last trip leaving at 11:30 p.m. Line 67 only operated during days when the fair was open for a total of 17 days.

Line 67 Route Map

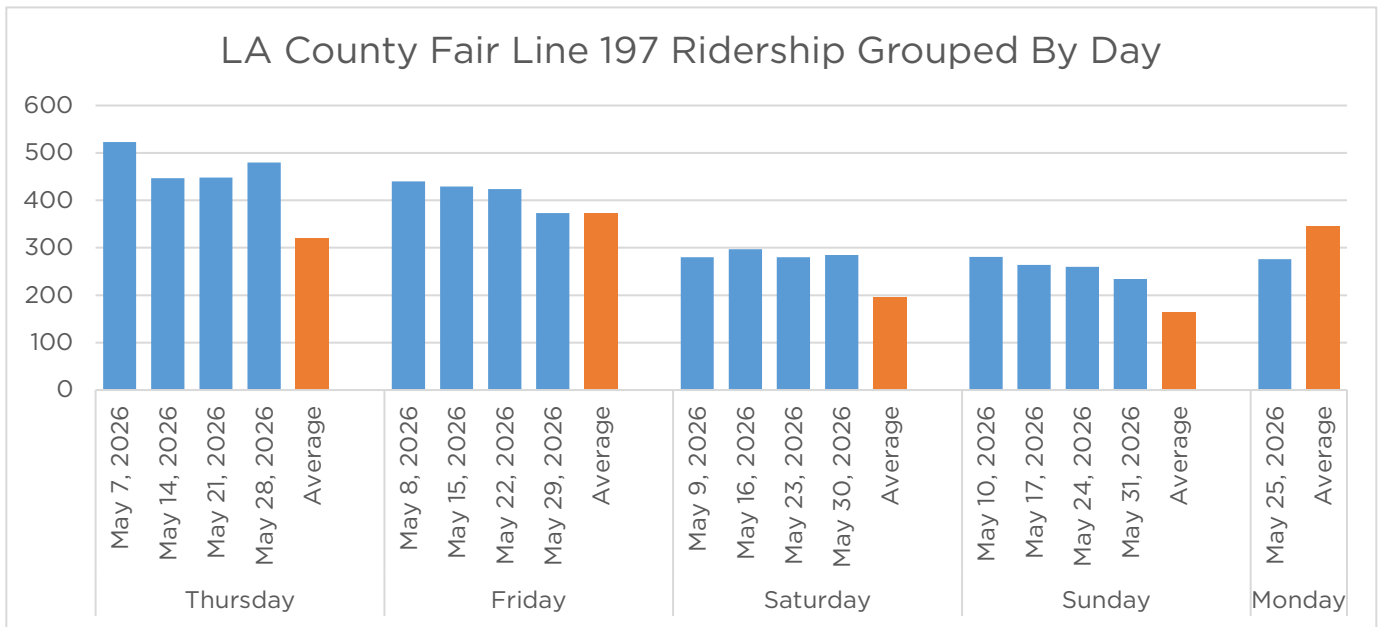




Ridership

The LA County Fair is a ride generator for Foothill Transit. Looking specifically at Line 197 during Fair season, ridership is higher on the line when compared to outside the fair. During the months of March and April 2026, Line 197 averaged 346 riders on the weekdays and 180 riders on the weekend. During the fair days, Line 197 averaged 446 riders on the weekdays and 273 riders on the weekend. The chart below compares the actual ridership on fair days versus the average ridership for the same day on non-fair days.

Chart Depicting Daily Ridership During the Fair Vs Average Ridership on Non-Fair Days





Considering the quick implementation of Line 67, ridership had exceeded expectations. During the first week of service, Line 67 served 781 customers. For the entire seventeen day run of the fair, Line 67 served 4,692 customers. The chart below shows the daily ridership of the line.

Daily Ridership on Line 67

| Date | Day | Ridership |
|-----------|----------|-----------|
| 5/7/2026 | Thursday | 211 |
| 5/8/2026 | Friday | 127 |
| 5/9/2026 | Saturday | 269 |
| 5/10/2026 | Sunday | 174 |
| 5/14/2026 | Thursday | 342 |
| 5/15/2026 | Friday | 254 |
| 5/16/2026 | Saturday | 427 |
| 5/17/2026 | Sunday | 280 |
| 5/21/2026 | Thursday | 327 |
| 5/22/2026 | Friday | 241 |
| 5/23/2026 | Saturday | 283 |
| 5/24/2026 | Sunday | 369 |
| 5/25/2026 | Monday | 357 |
| 5/28/2026 | Thursday | 353 |
| 5/29/2026 | Friday | 188 |
| 5/30/2026 | Saturday | 248 |
| 5/31/2026 | Sunday | 242 |
| | Total | 4,692 |

Overall, this year’s LA County Fair service was successful. The service interfaced with the A Line and Metrolink. During the fair, Foothill Transit carried on average 100 additional customers on the weekday and 93 more customers during the weekend on Line 197 and 4,692 customers on the Fair Flyer, Line 67.

Budget Impact

The LA County Fair service has been programmed into the FY26 Operating Budget.

Sincerely,

Joseph Raquel
Director of Service Development and IT

Doran J. Barnes
Chief Executive Officer