



Foothill Transit

# Governing Board Meeting AGENDA

## GOVERNING BOARD MEETING

7:45 AM, March 24, 2017

Foothill Transit Administrative Office

2<sup>nd</sup> Floor Board Room

100 South Vincent Avenue

West Covina, CA 91790

1. CALL TO ORDER
2. PLEDGE OF ALLEGIANCE
3. FOCUS ON SAFETY
4. ROLL CALL
5. APPROVAL OF MINUTES FOR THE GOVERNING BOARD MEETING OF FEBRUARY 17, 2017
6. APPROVAL OF AGENDA
7. PUBLIC COMMENT
8. RECESS MEETING FOR SPECIAL ELECTION FOR CLUSTER 1 TO ELECT EXECUTIVE BOARD ALTERNATE (CLAREMONT, LA VERNE, POMONA, SAN DIMAS, WALNUT)
9. RECONVENE MEETING AND ANNOUNCE THE EXECUTIVE BOARD ALTERNATE FOR CLUSTER 1

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

The public may view and obtain all written information supporting this agenda provided to the board both initially and supplementary prior to the meeting by calling (626) 967-3147 extension 7204 or at the agency's offices located at 100 S. Vincent Ave., Suite 200, West Covina, CA 91790. Documents, including PowerPoint handouts, distributed to Board Members by staff or Board Members at the meeting will simultaneously be made available to the public upon request.



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10. CLUSTER 2 AND 3 ELECTIONS NOTIFICATION

*Recommended Action: Receive and file the notification of Cluster 2 and 3 elections.*

11. PROPOSED FARE STRUCTURE - PUBLIC HEARING AND OUTREACH REQUEST

*Recommended Action: Authorize the Executive Director to seek public input and conduct a public hearing regarding fare restructuring.*

12. PROPOSED FISCAL YEAR 2017-2018 SERVICE ENHANCEMENTS AND REQUEST TO CONDUCT PUBLIC HEARING AND OUTREACH

*Recommended Action: Authorize the Executive Director to seek public input and conduct a public hearing and outreach regarding proposed service enhancements for Fiscal Year 2017-2018.*

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

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

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

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

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

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

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

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

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

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

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

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



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13. EXECUTIVE DIRECTOR COMMENT
14. GOVERNING BOARD MEMBER COMMENT
15. ADJOURNMENT

The Annual Meeting of the Governing  
Board is scheduled for  
Friday, May 26, 2017 at 8:00 a.m.



**Foothill Transit**

**STATEMENT OF PROCEEDINGS  
FOR THE MEETING OF THE  
FOOTHILL TRANSIT GOVERNING BOARD**

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

**Friday, February 17, 2017  
7:45 a.m.**

**1. CALL TO ORDER**

The meeting was called to order by Chair Herrera at 7:46 a.m.

**2. PLEDGE OF ALLEGIANCE**

The Pledge of Allegiance was led by Chair Herrera.

**3. FOCUS ON SAFETY**

Ali Showkatian, Safety Compliance Coordinator, presented a message on New Year safety resolutions.

**4. ROLL CALL**

Roll call was taken by Christina Lopez, Board Secretary.

Present: Member Corey Calaycay, Member Charlie Rosales, Member Emmett Badar, Member Robert Torres, Member Gary Boyer, Member Albert Ambriz, Member Corey Warshaw, Member Roger Chandler, Member Tzeitel Paras-Caracci, Member Becky Shevlin, Member Cynthia Sternquist, Member Carol Herrera, Member Juventino Gomez, Member Violeta Lewis, Member Sam Pedroza, Member Michael De La Torre

Absent: Member Cruz Baca, Member Uriel Macias, Member Peggy Delach, Member Richard Barakat, Member Margaret McAustin, Member Cory Moss, Member Hector Delgado, Member David Rodriguez

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

Approval of the minutes for the Special Meeting of October 4, 2016.

Motion by Member Chandler, second by Vice Chair Calaycay, the minutes for

the Special Meeting of October 4, 2016 were approved. Motion carried 17-0.

6. **APPROVAL OF AGENDA**

Chair Herrera approved the agenda as presented.

7. **PRESENTATIONS:**

Recognition of Paula Lantz

Doran Barnes, Executive Director thanked Paula Lantz for her nearly 15 years of service on the Foothill Transit Executive Board. Mr. Barnes and the Governing Board thanked her for providing valuable leadership to the Executive Board.

8. **PUBLIC COMMENT**

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

9. **CLUSTER 1 SPECIAL ELECTION NOTIFICATION**

Recommended Action: Receive notification of Cluster 1 Special Election to be held on March 24, 2017.

David Reyno, Director of Government Relations, presented this item.

Mr. Reyno reported that the Executive Board Alternate position for Cluster 1 is vacant. Cluster 1 consists of the cities of Claremont, La Verne, Pomona, San Dimas, and Walnut. The vacancy was created as Ms. Paula Lantz was not reelected to the Pomona City Council. Notification of Interest Forms will be emailed on February 21. The Notification of Interest Form is strictly optional and not required in order to be elected to the position. Forms are due to Foothill Transit on March 3<sup>rd</sup> and on March 6<sup>th</sup> completed forms will be emailed to the Cluster 1 Governing Board Members and Alternates for their consideration. The special election will take place at the March 24, 2017 Governing Board Meeting.

Received and filed by consensus.

10. **FARE RESTRUCTURING UPDATE**

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



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

Ms. Caldwell reported that every year Foothill Transit prepares an overall financial review that encompasses a ten year period looking both backwards at history and anticipates the future. One of the major changes from last year's ten year forecast is the fare revenue assumptions and the impact of the fare revenues in the future. For seven months declines in ridership throughout the region have been reported. In the ten year forecast farebox revenues have been decreased by 18 percent to reflect Foothill Transit's projected performance during the fiscal year. This is a combination of decreased ridership and no fare revenue gained from operating Lines 190, 194, 270 as was assumed when the budget was prepared. Ms. Caldwell reported that the fare restructuring will improve fare revenues in future years and that the fare restructuring is vital to the overall health of Foothill Transit's financial position going into the future.

Ms. Caldwell introduced Laura Wolfgram from Four Nines Technologies who gave the results of the fare restructuring study. Ms. Wolfgram provided an overview of the fare restructuring study's goals, objectives and performance metrics that helped guide the study. She presented the proposed fare change and reported that the staff recommendation would simplify the fare structure and provide improved fare payment options while minimizing the financial impact on customers. The proposed fare change would retain three fare types of Local, Silver Streak, and Commuter Express. The recommendation would be to phase in a fare increase to improve Foothill Transit's farebox recovery while minimizing the financial impact on customers and minimizing additional ridership losses. A day pass will also be introduced as part of the fare restructuring. The first phase of the fare change would be implemented October 2017 with the second phase in July 2019.

Mr. Wolfgram reviewed the next steps in the fare restructuring process, which was to receive input on the recommendation and pricing from the Governing Board on this day. Then at the March 24, 2017 Governing Board Meeting, staff will be seeking Governing Board approval to conduct public hearings. In April, staff will conduct a public hearing and outreach. At the May 26, 2017 Annual Governing Board Meeting, staff will request Governing Board adoption of the fare restructuring recommendation.

Staff received input from Governing Board Members on increasing ridership, making TAP cards available to low income riders, communicating fare restructuring to Foothill Transit customers.



Received and filed by consensus.

11. **EXECUTIVE DIRECTOR COMMENT**

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

Mr. Barnes reported the following:

- In his role as APTA Chair Mr. Barnes had the opportunity to meet with Transportation Secretary Elaine Chao.
- Computerized Automated Dispatcher/Automated Vehicle Locator (CAD/AVL) project that will get real-time information to Foothill Transit customers is moving forward.
- Staff is working on the proposed business plan and budget.
- Foothill Transit's Electric Bus Program continues to lead the nation in electric vehicle deployment.
- Covina Transit Center and Park & Ride Project is moving forward. Possible groundbreaking in the summer.

12. **BOARD MEMBER COMMENT**

Comments by Members of the Foothill Transit Executive Board.

- Member Pacheco invited Governing Board Members to the Mayors Summit scheduled for April 5, 2016 at the Pacific Palms Resort.

13. **ADJOURNMENT**

Adjournment for the February 17, 2017 Foothill Transit Governing Board Meeting.

There being no further business, the Foothill Transit Governing Board meeting adjourned at 9:20 a.m.



March 24, 2017

To: Governing Board  
Subject: **Cluster 2 and 3 Elections Notification**

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**Recommendation**

Receive and file the notification of Cluster 2 and 3 elections.

**Analysis**

Cluster elections are scheduled to take place at the Annual Governing Board Meeting scheduled for May 26, 2017. Cluster 2 consisting of the cities Azusa, Baldwin Park, Covina, Glendora, Irwindale, and West Covina, will be holding their election. The current Executive Board Member is Corey Warshaw from the City of West Covina and the Executive Board Alternate is Cruz Baca from the City of Baldwin Park.

Cluster 3 will also be holding their election. Cluster 3 consists of the cities of Arcadia, Bradbury, Duarte, Monrovia, Pasadena, and Temple City. The current Executive Board Member is Cynthia Sternquist from the City of Temple City and the Executive Board Alternate is Richard Barakat from the City of Bradbury.

Notification of Interest forms will be emailed to Governing Board Members of Cluster 2 and 3 on April 14, 2017. The Notification of Interest Form is strictly optional and is not required in order to be elected to the Foothill Transit Executive Board. Governing Board Members interested in utilizing the form must submit their completed form by April 28, 2016. On May 5, 2017 completed forms will be emailed to each cluster's governing board members and alternates for their consideration.

Sincerely,

Christina Lopez  
Board Secretary

Doran J. Barnes  
Executive Director





March 24, 2017

To: Governing Board

Subject: **Proposed Fare Structure - Public Hearing and Outreach Request**

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### **Recommendation**

Authorize the Executive Director to seek public input and conduct a public hearing regarding fare restructuring.

### **Analysis**

In August 2015, the Executive Board authorized the issuance of RFP No. 16-016 for Foothill Transit to seek proposals from qualified firms to conduct a fare restructuring study. The purpose of the study is to evaluate Foothill Transit's current fare structure, provide recommendations to restructure, and perform predictive modeling for potential fare changes. The Executive Board authorized award of a contract to Four Nines Technologies in December 2015. Parts of the study included peer reviews of similar size transit agencies and on-board surveys to identify potential disproportionate burden on low income and disparate impacts on minority populations resulting from any fare changes.

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

- Increase ridership while maintaining or increasing fare revenue
- Develop an overall fare policy
- Simplify fares
- Increase TAP usage
- Maintain fare equity
- Align fares regionally

Four Nines Technologies completed a comprehensive review of Foothill Transit's fare structure, ridership, and revenue. Financial and performance data was used to craft a predictive model that allows us to forecast revenue and ridership when adjusting our fares and product offerings. With the model, Four Nines has drafted four alternative fare structures that meet our goals and objectives of the fare study. After careful consideration, staff is proposing an alternative that best fits financial and performance goals.



Overarching Business Trends

For the last three years, Foothill Transit has experienced an increase in operating expenses and decrease in ridership. Ridership decline has impacted transit agencies across the nation. The reasons are numerous and continue to be studied so that solutions can be implemented. Ridership decline translates to revenue reduction, which has ultimately affected our farebox recovery ratio. Each year our operating contractors' costs have been adjusted by the consumer price index (CPI), while fare prices have remained unchanged. The gap between fare revenue and operating cost is widening and a fare change is needed to support rising operating costs and innovative projects.

Proposed Fare Structure Features

Below are the two charts showing the proposed fare changes. Please note that the proposal includes implementing both phase one and phase two.

Proposed Cash and TAP Fares

	Current	PHASE 1		PHASE 2	
		Cash	TAP	Cash	TAP
<b>Local</b>					
• Adult	\$ 1.25	\$ 1.50	\$ 1.25	\$ 1.75	\$ 1.50
• Senior/Disabled	\$ 0.50	\$ 0.75	\$ 0.50	\$ 0.75	\$ 0.50
• Student	\$ 1.25	\$ 1.50	\$ 1.25	\$ 1.75	\$ 1.50
<b>Silver Streak</b>					
• Adult	\$ 2.45	\$ 2.75	\$ 2.50	\$ 3.00	\$ 2.75
• Senior/Disabled	\$ 1.15	\$ 1.25	\$ 1.15	\$ 1.50	\$ 1.25
• Student	\$ 2.45	\$ 2.75	\$ 2.50	\$ 3.00	\$ 2.75
<b>Express</b>					
• All Customers	\$ 4.90	\$ 5.00	\$ 5.00	\$ 5.50	\$ 5.50
<b>Interagency Transfer</b>	Adult/Student: \$ 0.50		Senior/Disabled: \$ 0.25		



Proposed Pass Prices

	Current 31-Day	PHASE 1		PHASE 2	
		1-Day	31-Day	1-Day	31-Day
<b>Local</b>					
• Adult	\$ 70.00	\$ 5.00	\$ 50.00	\$ 6.00	\$ 60.00
• Senior/Disabled	\$ 22.00	\$ 2.50	\$ 25.00	\$ 3.00	\$ 30.00
• Student	\$ 33.00	\$ 5.00	\$ 40.00	\$ 6.00	\$ 45.00
<b>Silver Streak</b>					
• Adult	\$ 105.00	\$ 5.00	\$ 105.00	\$ 6.00	\$ 110.00
• Senior/Disabled	\$ 52.00	\$ 2.50	\$ 52.00	\$ 3.00	\$ 55.00
• Student	\$ 52.00	\$ 5.00	\$ 75.00	\$ 6.00	\$ 85.00
<b>Express</b>					
• All Customers	\$ 170.00	N/A	\$ 170.00	N/A	\$ 180.00

Proposed Fare Structure Features

*TAP Incentives* - The proposed fare structure will include a price incentive for TAP card users. Customers who use a TAP card will not notice an increase in single-ride fares. The TAP card simplifies complicated fare policies allowing the farebox to compute the appropriate fare to be deducted. An increase in TAP card usage decreases cash transactions on-board, which then reduces cash collection risks and decreases dwell time. Increased bus speeds are a factor in improving ridership and increasing system efficiency.

*Day Pass* - The popularity of a day pass by customers at other agencies led our consultants to conduct an in-depth feasibility analysis to determine the financial implications of the product. With the strength of demand, the day pass option has signified a strong revenue and ridership generator. Introduction of a day pass eliminates the need for interagency paper transfers within Foothill Transit. The day pass will be valid on local and Silver Streak



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Proposed Fare Structure - Public Hearing and Outreach  
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service and priced at four times the single-ride TAP fare. Allowing day pass use on the Silver Streak will encourage the customer to travel to and from a Silver Streak stop using our local service, reducing the need to seek an alternative mode of transportation to complete the first and last mile trip.

*Simplification* - Single ride fares will be rounded up to the nearest quarter and passes will be rounded to the nearest \$5.00. Rounding single ride fares to the nearest quarter simplifies the cash paying process and reduces the number of coins inserted in the farebox, reducing maintenance costs and dwell time.

*Realigning Fares Regionally* - Pass prices will be derived from base fare multiples. Foothill Transit's current pass multiples are not aligned with industry levels. The fare restructuring improves alignment of pass multiples across all pass products resulting in a slight increase in certain products, with the exception of the 31-day pass which will be slightly decreased in price.

*Two-phase implementation* - The proposed fare structure includes a two-phase approach to ease the transition of TAP and cash fares and day pass. The first phase introduces the proposed fare structure with minimal changes in price; this allows time for both customers and operators to adjust to the new product and features of the proposed fare structure. In phase two, fares will increase to meet our financial objectives.

### Public Outreach

With the authorization of the Governing Board, Foothill Transit will begin the public hearing process to seek input on these proposed changes. We will also conduct the necessary outreach and reviews as required by the Federal Transit administration to ensure changes to the fare have no disparate impacts on minority or disproportionate burden on low income populations in our service area. We have conducted sufficient on-board surveys to identify potential areas of impacted population.

Staff will conduct a series of public workshop type meetings and one public hearing to gather public comment on the proposal in the month of April. The workshop meetings will be held in key locations of the service area and the hearing will be held at the Foothill Transit boardroom. Staff also plans to reach out to various community groups and member city councils. The below



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schedule outlines the dates and proposed locations for public meetings:

Public Workshop Meetings and Hearing	
Claremont Library	April 7 <sup>th</sup>
Glendora	April 11 <sup>th</sup>
Covina City Hall	April 12 <sup>th</sup>
San Dimas City Hall	April 13 <sup>th</sup>
Pomona Library	April 18 <sup>th</sup>
El Monte City Hall	April 20 <sup>th</sup>
Foothill Transit Boardroom (West Covina)	April 22 <sup>nd</sup>

Please note that we are waiting for final confirmation of our application for the use of meeting space in San Dimas and Claremont.

Aside from the workshops and hearing, customers will be able to submit their comments through email, postal mail, telephone using our 800-RIDE-INFO line, fax, and in person at our Transit Stores. The public comment period will last 30 days, giving customers ample time to submit comments.

At the close of the public comment period, staff will analyze the data and present their final recommendations to the Executive and Governing Boards for final approval. The board approved recommendations will then be implemented during the fall 2017 schedule change to be held in October. The chart on the following page shows the schedule of events.



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Next Steps	
Seek Governing Board Approval to conduct public outreach	March 2017
Public Comment/ Outreach Period	April 2017
Present Final Recommendations to the Executive Board for approval to go to the Governing Board	May 2017
Present Final Recommendations to the Governing Board for approval	June 2017
Implement Approved Changes	October 2017

**Financial Impact**

According to the forecast model, Phase 1 of the fare change will yield a one percent reduction in ridership and Phase 2 will yield a three percent reduction in ridership due to the fare changes. Fare revenue is expected to increase by seven percent in Phase 1 and an additional ten percent in Phase 2. The growth then compounds over the life of the forecast.

An initial decline in ridership is expected with price changes due to the natural behaviors of price sensitive customers. Over time, the long term trend of ridership stabilization will recuperate and ridership and revenue will trend back to improved levels.

Sincerely,

Michelle Caldwell  
Director of Finance & Treasurer

Doran J. Barnes  
Executive Director



March 24, 2017

To: Governing Board

Subject: **Proposed Fiscal Year 2017-2018 Service Enhancements and Request to Conduct Public Hearing and Outreach**

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### **Recommendation**

Authorize the Executive Director to seek public input and conduct a public hearing and outreach regarding proposed service enhancements for Fiscal Year 2017-2018.

### **Analysis**

On October 26, 2012 the Executive Board authorized the Executive Director to enter into an agreement with Nelson\Nygaard Consulting Associates to complete a Comprehensive Operational Analysis (COA) for Foothill Transit. The goals of the project are to optimize current transit services, maximize underutilized resources, and expand the system in an efficient manner, where possible and necessary so that Foothill Transit can provide the most effective bus network for residents of the Pomona and San Gabriel Valleys.

The COA recommendations have been divided into phases, with each phase being dependent on the success of the previous phase. This approach allows us to minimize service impact while still being prepared for future challenges that may arise.

The initial phase of service enhancements aimed at integrating service with the Gold Line extension and streamlining existing routes so they run more efficiently. Some of the highlights were:

- **Gold Line** - The adjustments made for Lines 272, 280, 284, and 488 allowed passengers to easily connect to Gold Line stations in the Foothill Transit service area. Several lines that connect to a Gold Line station have seen ridership increases since the extension of the Gold Line.
- **Improved Route Efficiency** - The customer surveys conducted through the COA indicated customers want faster and more efficient trips. The COA made recommendations to make minor route changes to local lines that improved productivity.
- **Lines 190, 194, and 270** - The transition of these lines from LA Metro has proven to meet the needs of the customers in the region as ridership on these lines has been strong. Our agreement with Metro stipulated that the



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lines be operated with only minor changes for the first year of Foothill Transit operation. Based on customer feedback, Sunday service is needed on Line 270. This line currently operated Monday - Saturday and provides a good north-south connection between the Monrovia Gold Line Station and the El Monte Bus Station. Additionally, Lines 190 and 194 schedules need to be modified to better meet the needs of the riding public.

The next phase of service enhancements is focused on providing an efficient transit service.

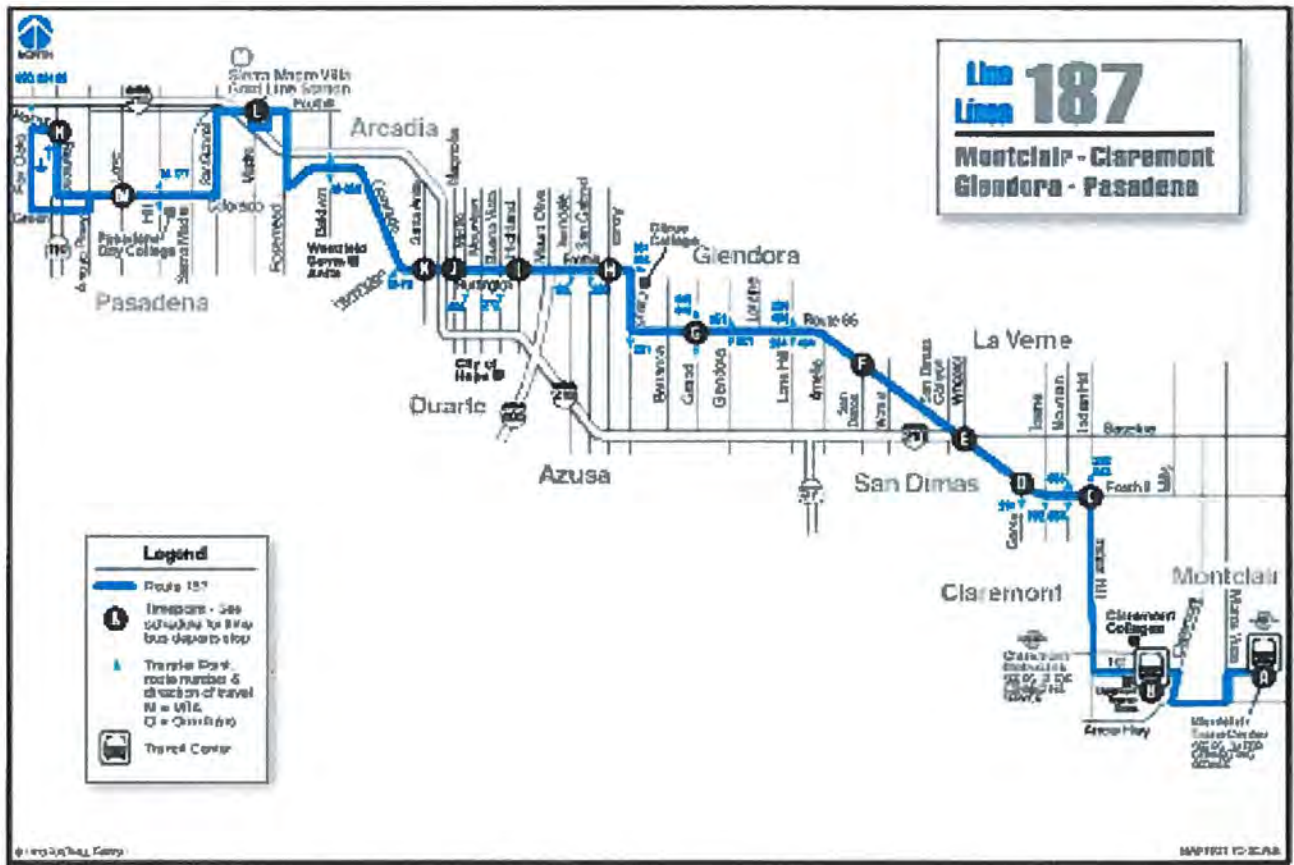




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Proposed Line Modifications:

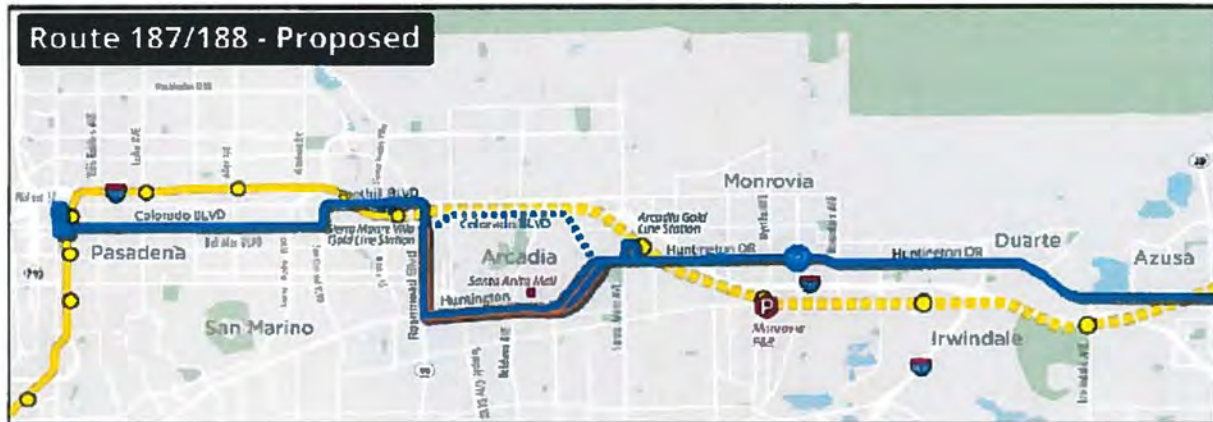
**Lines 187/188:** The recommendation is to split this line into two separate lines where service will be direct and trip lengths for the two segments will be shorter. Boardings and alightings are highest in Azusa near the Gold Line station, which is proposed to be the new route terminus. Line 187 will operate the western portion of the line from Pasadena to Azusa and also serve a new destination the Santa Anita Mall. Line 188 will operate the eastern portion from Azusa to Montclair.



The proposed change will have no budget effect, as the change is cost neutral.



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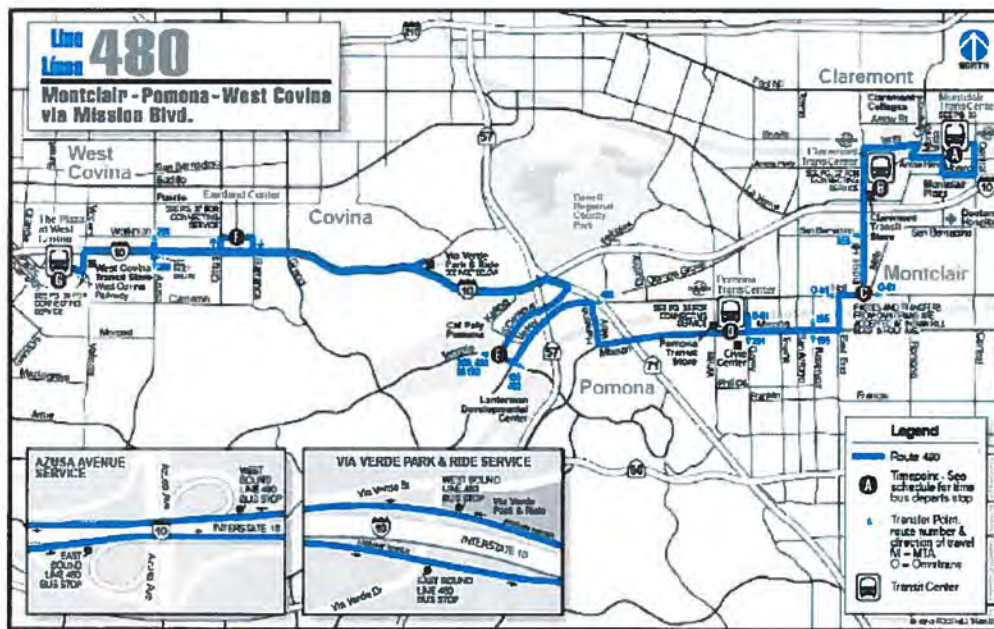


Route Map of Line 187/188 highlighting proposed changes.



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**Line 480:** The recommendation is to change the terminus from West Covina Plaza to Eastland Center as well as serve a new trip generator at Mount San Antonio College. The routing of this line to Mount San Antonio College will serve a needed function to connect riders to Pomona Transit Center, Claremont, and Montclair.



The proposed changes will result in an annual increase in cost, projected to be \$171,304.

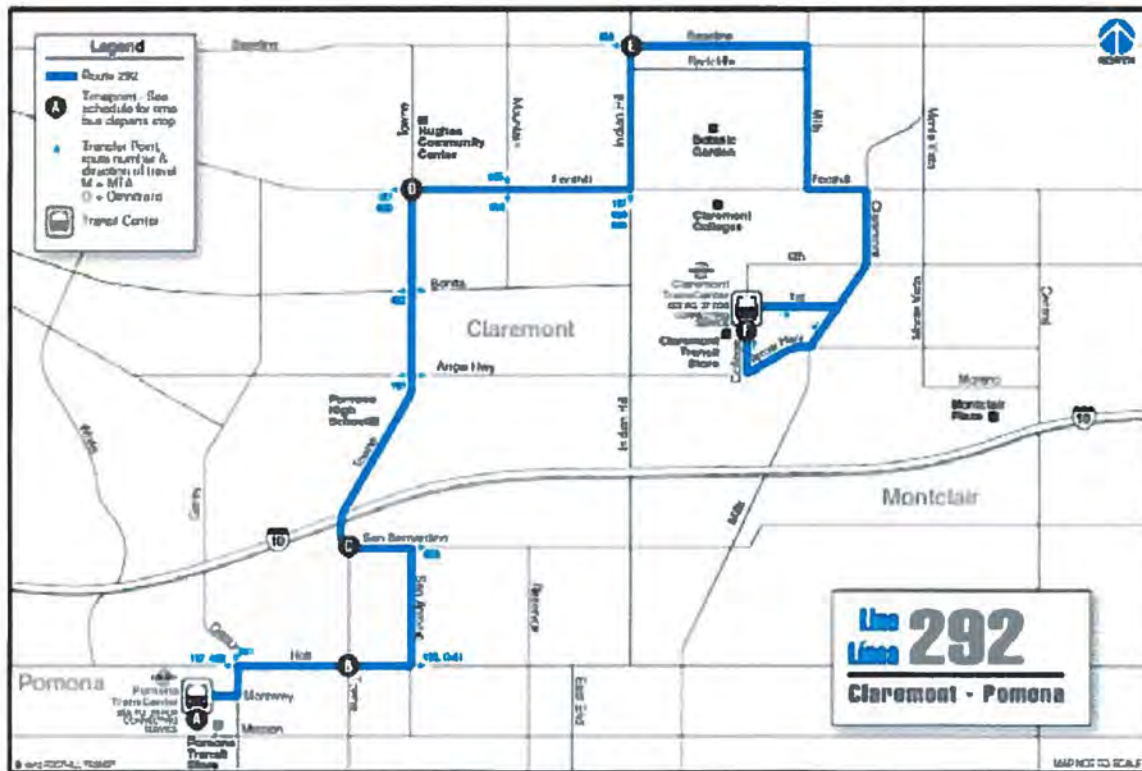


Route Map of Line 480 highlighting proposed changes.



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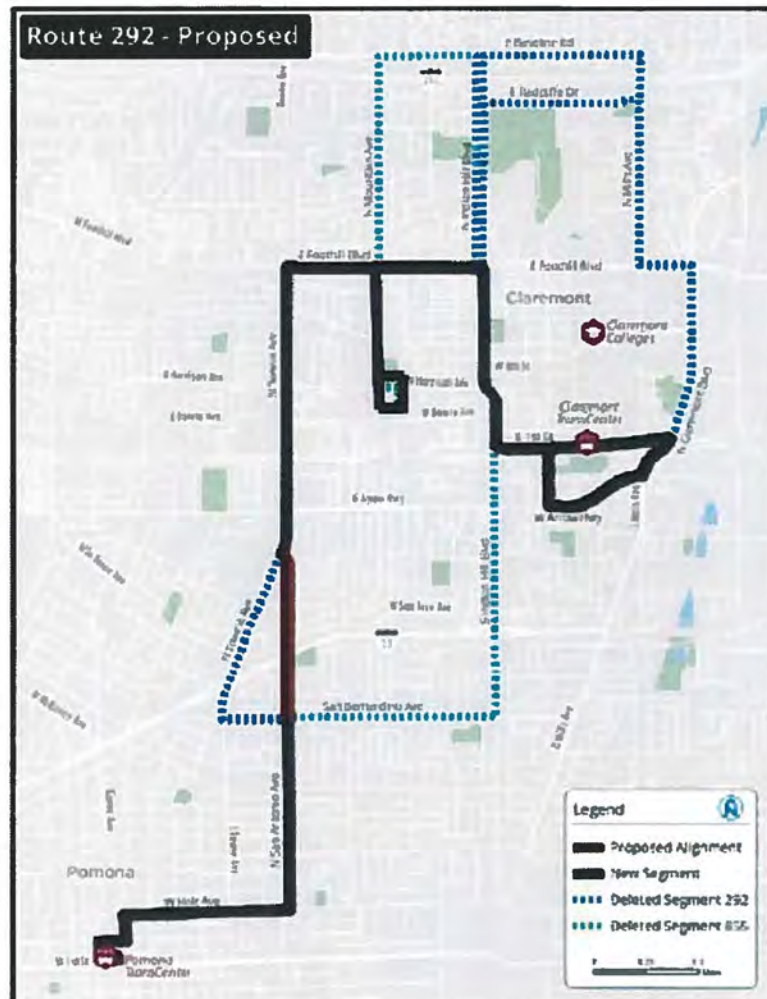
**Line 292:** The recommendation is to combine this line with the current line 855 to operate service throughout the day. Portions of the discontinued routes would be serviced by line 480 and the proposed line 188.



The additional annual cost for Line 292 is projected at \$245,311.



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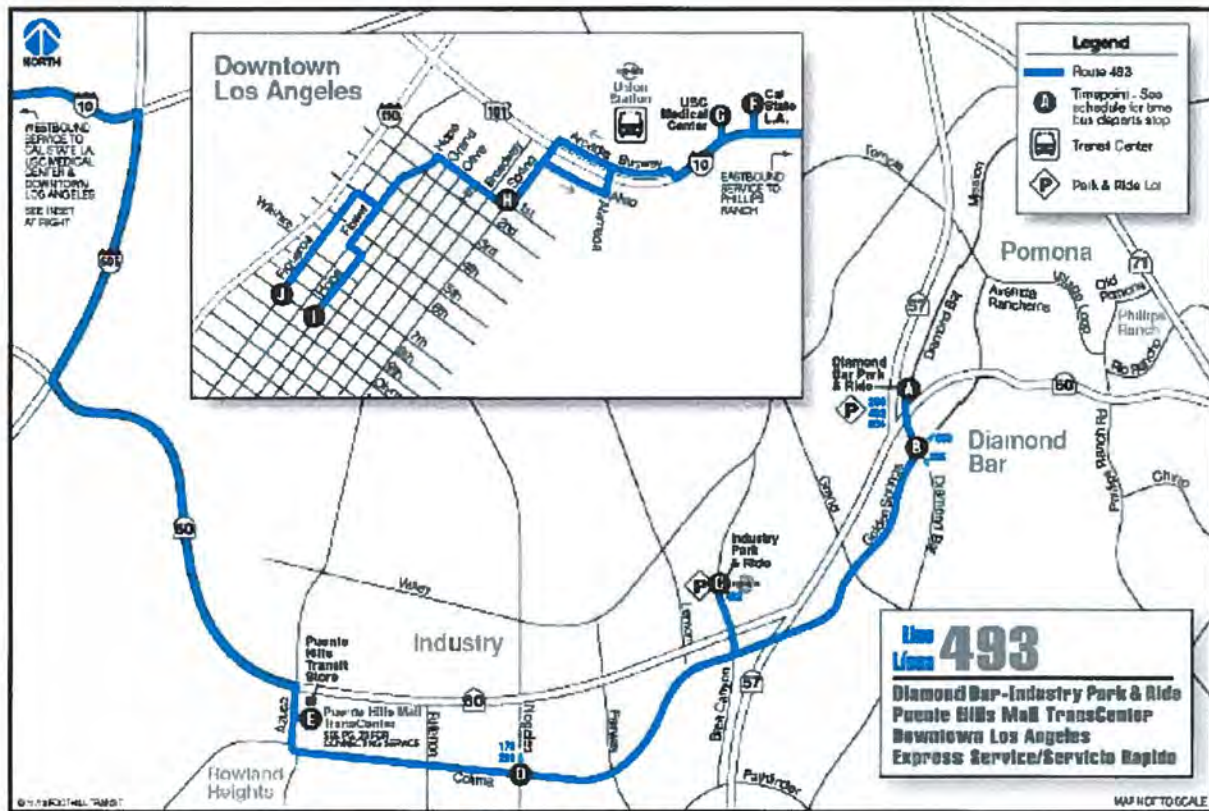


Route Map of Line 292 highlighting proposed changes.



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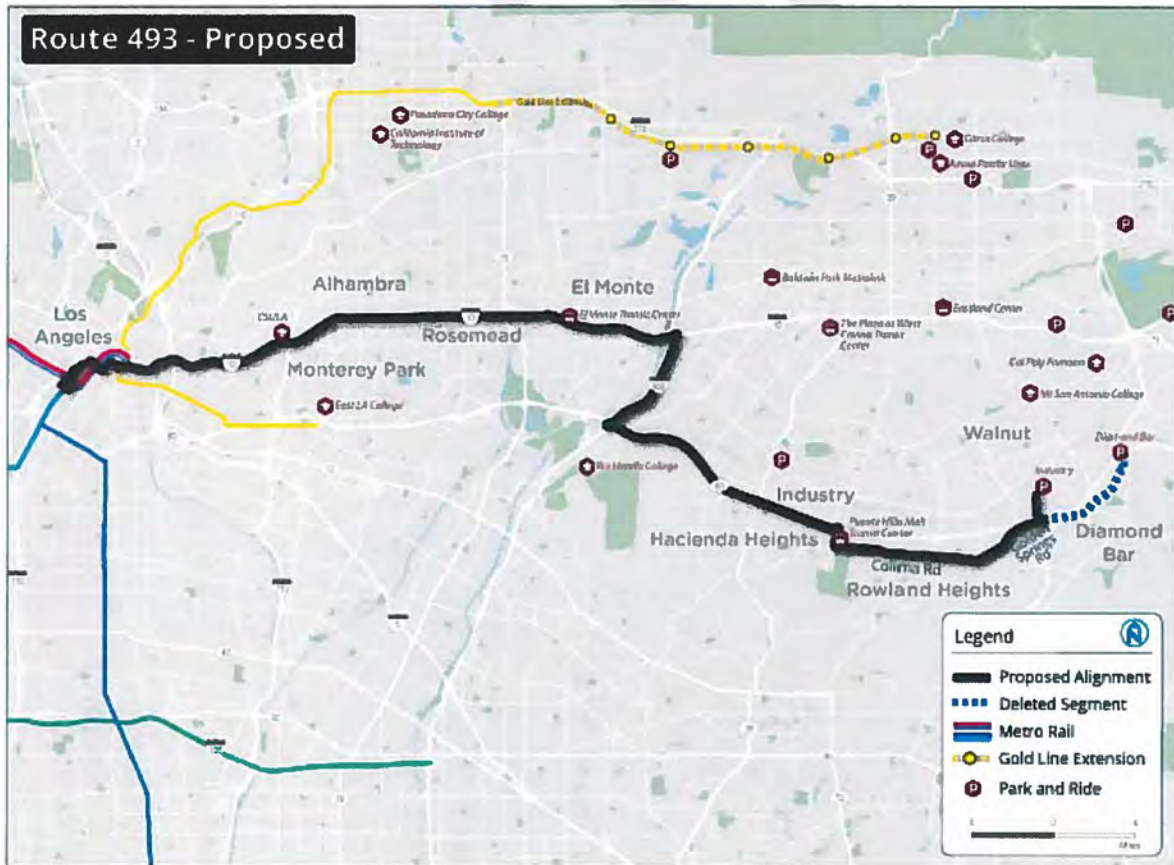
**Line 493:** The recommendation is to shift the starting point of the route to Industry Park & Ride instead of the Diamond Bar Park & Ride. Based on field observations, the Diamond Bar Park & Ride is currently experiencing capacity issues due to vaupool ride shares and minimal ridership for Foothill Transit. Cost savings from this adjustment could be reinvested into potential reverse commute service on line 493 and/or line 498.



This change has an expected annual cost savings of \$159,515.



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Route map of Line 493 highlighting proposed changes.



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**Line 291:** The recommendation is to have select northbound trips continue along Garey, travel west on Baseline, south on Fruit, then continue the normal route along Foothill and terminate at Durward Way and D Street.

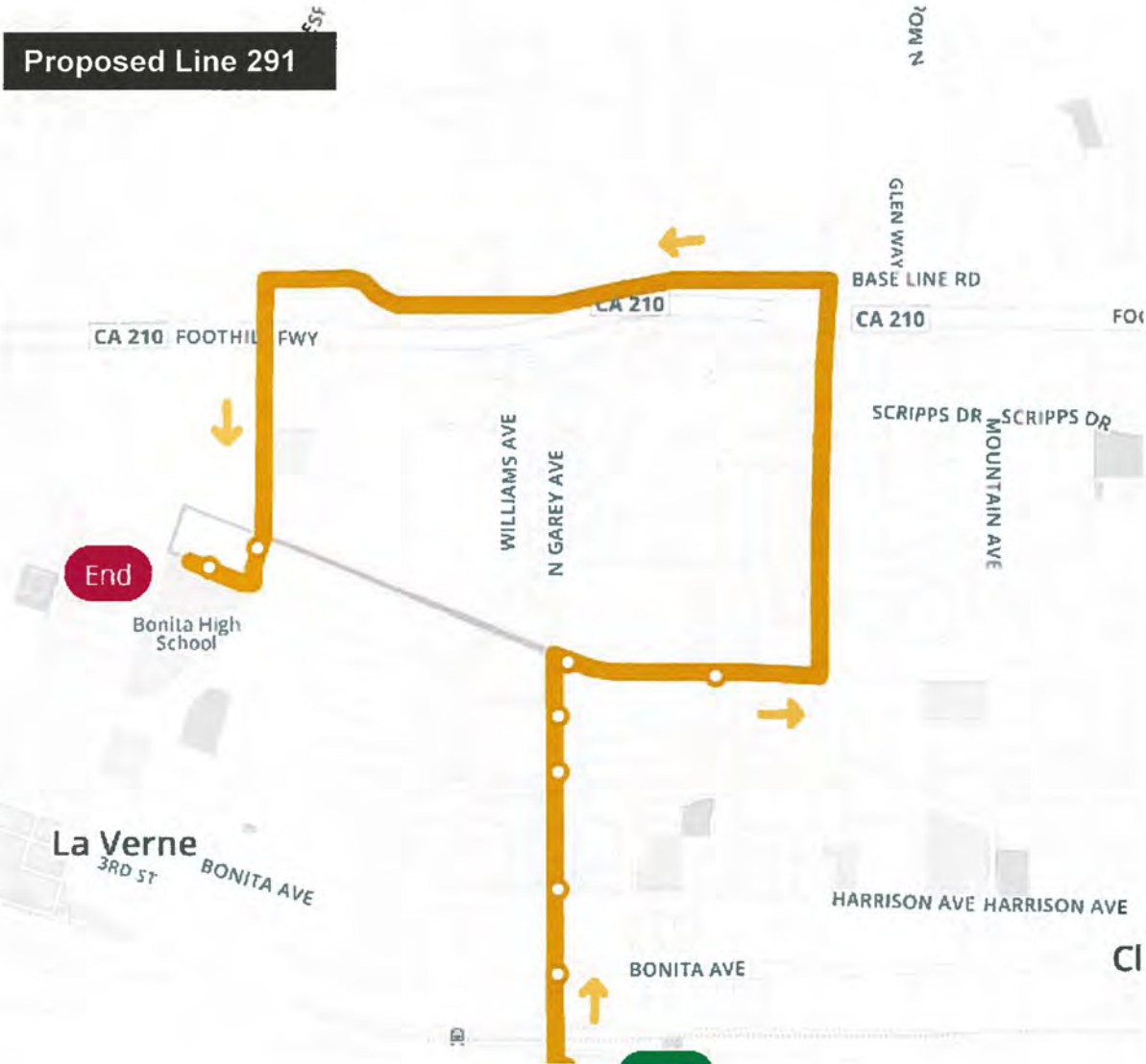


The additional annual cost for Line 291 is projected at \$92,278.





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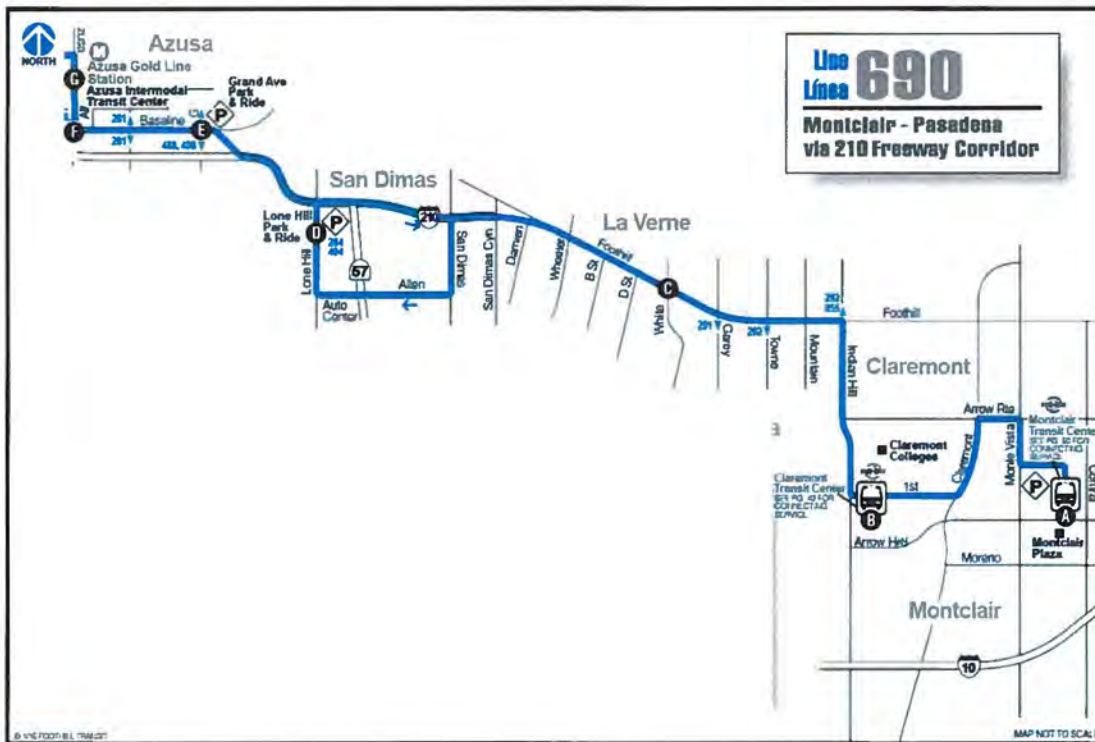


Route map of Line 291 highlighting proposed changes.



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**Line 690:** The recommendation is to have the line terminate close to the Citrus College Gold Line Station, provided a convenient and safe ADA compliant stop can be identified. The current route now terminates at the Azusa Intermodal Transit Center. The proposed change will have no budget effect, as the change is cost neutral.





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Route map of Line 690 highlighting proposed changes.



**Proposed Service Cancellations:**

**Line 481:** The recommendation is to eliminate this line due the routing being outside of our service area and riders have other competing options with LA Metro, such as the red and purple rail lines which operate at 5 minute frequency during peak times. The savings from the cancelation of this line would be used for other lines within the Foothill Transit service area.

The proposed change will have a cost savings of \$327,277.



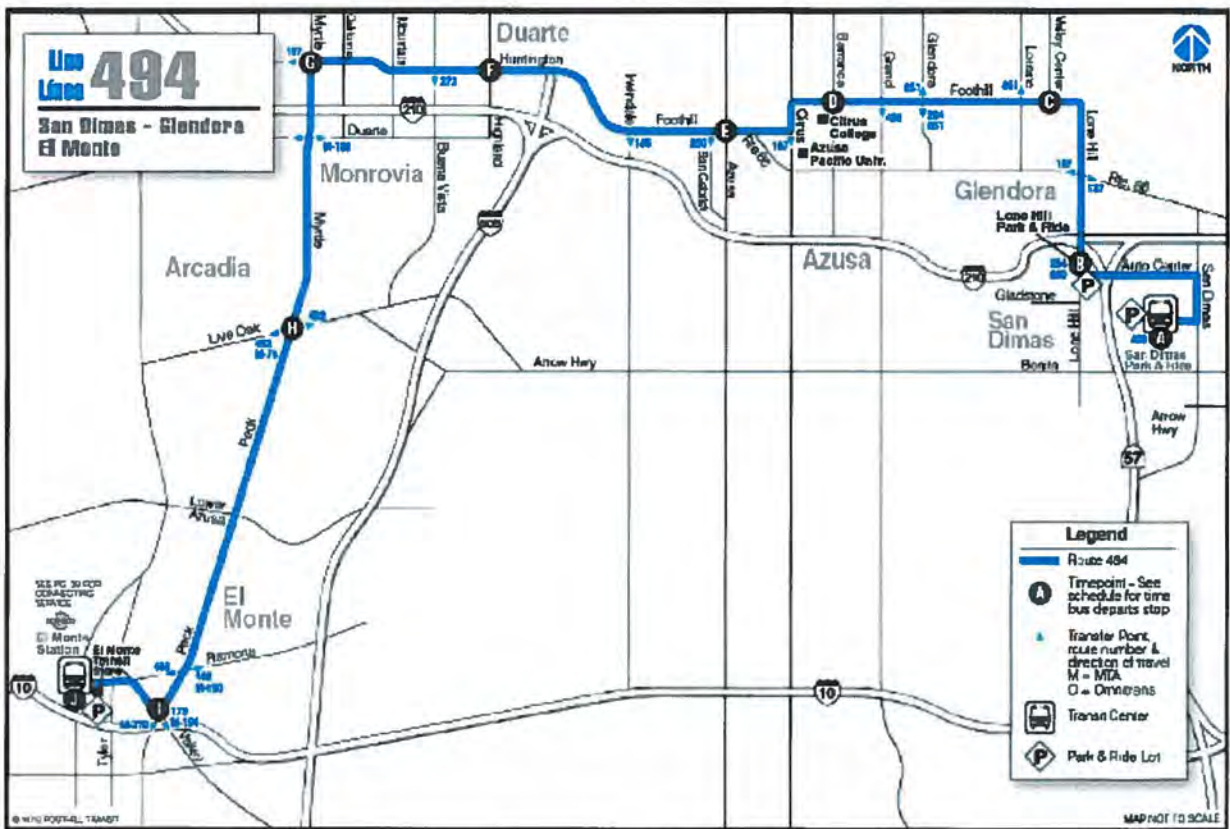
Current route map of Line 481 showing the portion which is outside of the Foothill Transit service area.



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**Line 494:** The recommendation is to eliminate this line due to low ridership and duplication with other Foothill Transit lines. The two key segments of the line are serviced by Lines 187, 270, and proposed line 690. The savings from the cancelation of this line would be used for other lines within the Foothill Transit service area.

The proposed change will have a cost savings of \$165,804.



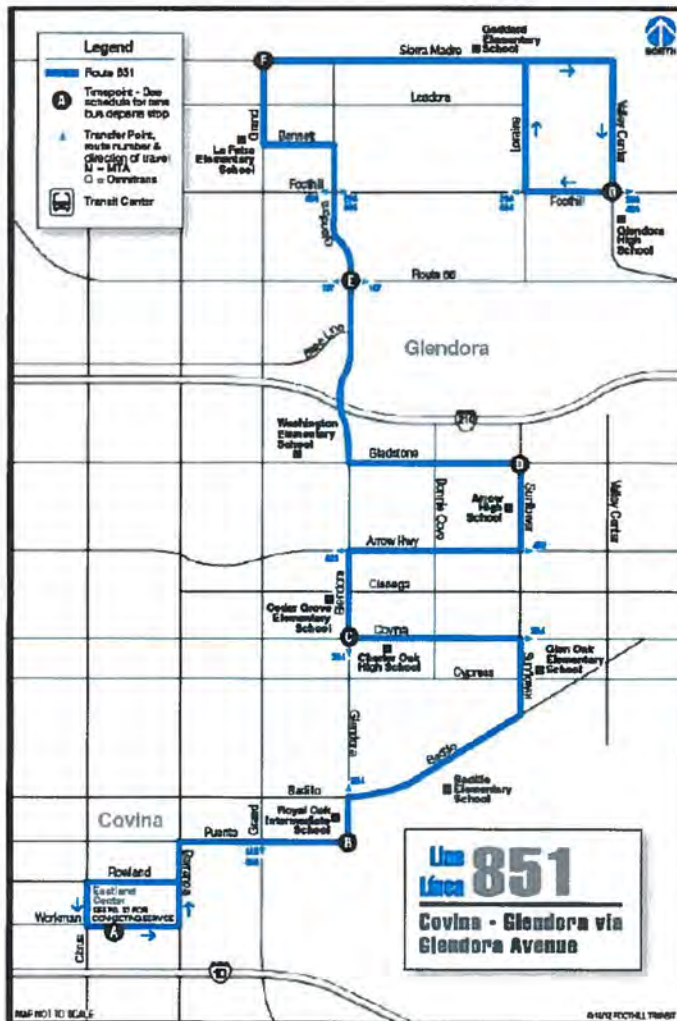
Current route map of Line 494.



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**Line 851:** The recommendation is to cancel this line due to low ridership. The stops with the highest boardings are currently served lines 284, 187, and 492. The savings would be reinvested into other services.

The proposed change will have a cost savings of \$226,295.



Route map of Line 851 highlighting proposed changes.



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**Line 855:** The recommendation is to eliminate this line and combine resources to the proposed line 292. The savings from this cancelation will be used to operate line 292 throughout the day instead of the current schedule of only operating during peak times.

The proposed change will have a cost savings of \$173,468.



Route Map of Line 855.



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Public Outreach and Next Steps

With the authorization of the Governing Board, Foothill Transit will begin the public hearing process to seek input on these proposed changes. We will also conduct the necessary outreach and reviews as required by the Federal Transit administration to ensure changes to the fare have no disparate impacts on minority or disproportionate burden on low income populations in our service area. We have conducted sufficient on-board surveys to identify potential areas of impacted population.

Staff will conduct a series of public workshop type meetings and one public hearing to gather public comment on the proposal in the month of April. The workshop meetings will be held in key locations of the service area and the hearing will be held at the Foothill Transit boardroom. Staff also plans to reach out to various community groups and member city councils. The below schedule outlines the dates and proposed locations for public meetings:

Public Workshop Meetings and Hearing	
Claremont Library	April 7 <sup>th</sup>
Glendora	April 11 <sup>th</sup>
Covina City Hall	April 12 <sup>th</sup>
San Dimas City Hall	April 13 <sup>th</sup>
Pomona Library	April 18 <sup>th</sup>
El Monte City Hall	April 20 <sup>th</sup>
Foothill Transit Boardroom (West Covina)	April 22 <sup>nd</sup>

Please note that we are waiting for final confirmation of our application for the use of meeting space in San Dimas and Claremont.

Aside from the workshops and hearing, customers will be able to submit their comments through email, postal mail, telephone using our 800-RIDE-INFO line, fax, and in person at our Transit Stores. The public comment period will last 30 days, giving customers ample time to submit comments.

At the close of the public comment period, staff will analyze the data and present their final recommendations to the Executive and Governing Boards





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for final approval. The board approved recommendations will then be implemented during the fall 2017 schedule change to be held in October. The chart on the following page shows the schedule of events.

Next Steps	
Seek Governing Board Approval to conduct public outreach	March 2017
Public Comment/ Outreach Period	April 2017
Present Final Recommendations to the Executive Board for approval to go to the Governing Board	May 2017
Present Final Recommendations to the Governing Board for approval	June 2017
Implement Approved Changes	October 2017



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**Budget Impact**

The chart below summarizes the budget impact of the proposed changes. It is important to note that the projected savings of \$543,467 will be reinvested into other parts of the system to improve frequency and coverage.

Annual Cost Summary

Proposed Enhancements	
Lines	Annual Cost Increase/(Decrease)
187	\$ (1,848,980)
188	\$ 1,848,980
480	\$ 171,304
292	\$ 245,311
291	\$ 92,278
493	\$ (159,515)
690	\$ -0
Annual Total	\$ 349,378
Proposed Service Cancellations	
Lines	Annual Cost Increase/(Decrease)
481	\$ (327,277)
494	\$ (165,804)
851	\$ (226,295)
855	\$ (173,468)
Annual Total	\$ (892,846)
Annual Total	\$ (543,467)

Sincerely,

Joshua Landis  
Planning Manager

Doran J. Barnes  
Executive Director