

COMMUNITY
EVENTS

Pomona Family Fun Days: Family Literacy and Book Fair

Every 4th Saturday, starting January 23
1pm – 4pm
Cal Poly Pomona Downtown Center
300 West Second St.
Pomona CA 91768

FREE and open to the public. Receive tips on why families should read together! Why read aloud? Because reading aloud: - is great fun - nurtures your children's love of both the written and spoken word - gives a chance to rediscover favorite stories and find new ones - helps your children develop important language skills that will help them learn to read on their own. Every child attending will receive free books to take home to help build their family library! For details and registration call Jonnie Owens at (909) 869-4689 Coordinator or email jjowens@csupomona.edu

Take Foothill Transit Line 195, 291, 292, 482, Silver Streak

We're suckers for putting the quiz answers inside Footnotes. Thankfully, some of you are willing to indulge us in our little game. For that, we thank you. The answer was Capital Funding and Jess Hernandez of Azusa, who rides on practically every line we have, won this month's drawing. Jess will be getting a free 31-Day Pass. This month's theme is WEST COVINA. Good luck!

Please, only ONE entry per customer. We pick one winner at random from all the correct answers we receive. Duplicate entries could get you disqualified, so no monkey business. Ok?

What are we trying to build for you, our customers, in the fine city of West Covina?

- A. Another In-N-Out (YUM!)
- B. A Trader Joe's (We wish!)
- C. A Silver Streak Cafe (Hm!)
- D. A brand new park and ride with 500+ spaces.

As always, employees of Foothill Transit contractors and their families are not eligible to win.

Send your answers to Footnotes, c/o Foothill Transit, 100 S. Vincent Ave., Suite 200, West Covina, CA 91790. Please include your personal information, so we can let you know if you've won.

Name: _____

Address: _____

City & Zip: _____

Ride Line #: _____

Daytime phone: _____

Evening phone: _____



Published for the customers, board members, friends, and staff of Foothill Transit. Articles may be submitted to Felicia Friesema, editor.

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Foothill Transit contracts with Veolia Transportation for management and administrative services, and with First Transit and MV Transportation for operations.



Foothill Transit

100 S. Vincent Ave., Ste. 200
West Covina, CA 91790



Foothill Transit

WE DRIVE

Footnotes

Volume 20 No. 1

JANUARY 2010

What does the Local Taxpayer, Public Safety and Transportation Protection Act mean to you?

Last month we talked a little bit about how transportation is funded. It wasn't just so we could fill space – funding for public transportation is a pretty important issue to us, and by proxy to you too. It's how we keep the wheels turning in your neighborhoods and city centers and without it, we'd just be a bunch of parked buses going nowhere, the freeways would be even more clogged than usual, and the air would be pretty nasty. Fifteen MILLION of you ride with us each year. Imagine all those cars back on the road!

One of the things we mentioned last month was how the State of California has made a habit of raiding dedicated transportation funding to make ends meet in other parts of the state budget. 2009 is barely cold in its grave and already we're hearing talk of another round of transit funding raids. When this happens, transit advocates look to the California Transit Association, or CTA, for action.

This past year the CTA successfully sued the State of California for illegally taking dedicated transportation funding away from local transit agencies. Today, they're gearing up for another big battle, and this time it's to put legislation in place that will prevent these annual raids on transportation funding.

The CTA is a member of Californians to Protect Local Taxpayers and Vital Services, a partnership of the CTA, the League of California Cities, and the California Alliance for Jobs, forming a coalition of public safety, local government, transportation, business, labor and public transit leaders. This coalition recently announced kicking



off a signature-gathering effort to qualify the Local Taxpayer, Public Safety and Transportation Protection Act for the November 2010 ballot.

The Local Taxpayer, Public Safety and Transportation Protection Act is intended to close loopholes to prevent California from borrowing, raiding or otherwise redirecting local government, transportation and public transit funds. CTA's recent legal victory has provided transit agencies like Foothill Transit with a financial reprieve, but there are no guarantees that the state won't continue its transportation fund raiding. In the last three years, the State of California has pulled \$3.5 billion of transit funding away from transportation. The results have been felt all over California. Fare increases, service reductions and job layoffs have become increasingly common in order for transit agencies to cope with budget shortfalls brought about by the diversion of state transit funding.

Based on an analysis conducted by the CTA, the Local Taxpayer, Public Safety and Transportation Protection Act will protect at least \$2 billion in transit funding every year. In order to qualify the measure for the November 2010 ballot, Californians to Protect Local Taxpayers and Vital Services will need to collect more than 1.1 million signatures to ensure it qualifies for the statewide ballot. For more information please visit savelocalservices.com.

Part II of Transit Funding 101: A Capital Achievement

This is how we build, and pay for, the solid parts of Foothill Transit.

It doesn't take long. All you have to do is skip from 2009 to 2010 and your eyes and ears get flooded with budget information. This is the time of year when it seems like everyone, from the governor to your grandmother, has things like fiscal responsibility and revenue diversions coming out of their mouths. We here at Foothill Transit got a head start in December with our "How Your Transit Is Funded" series. In this, our second story, we'll talk about the magic, mystical world of infrastructure.

If you take a look at the Business Plan for Foothill Transit (everyone can – it's at foothilltransit.org in the Document Library), you'll notice that the agency's budget is spliced up into two major sections – Operating and Capital. We talked about Operating money last month. This is the funding that puts actual service on the street and is what helps us put this piece of paper in your hand. Operating money gets you where you need to go by buying the fuel, drawing the maps, and planning the schedules.

But all of that is useless if you don't have a bus to fuel, and place to park it, or a shop to fix it in. That's where Capital money comes in. Capital money buys the bus, builds the garage, installs the bus washers, and all the computers and software that it takes to keep Foothill Transit rolling along. Capital money is about solid assets. Infrastructure. Like park and rides (see right).

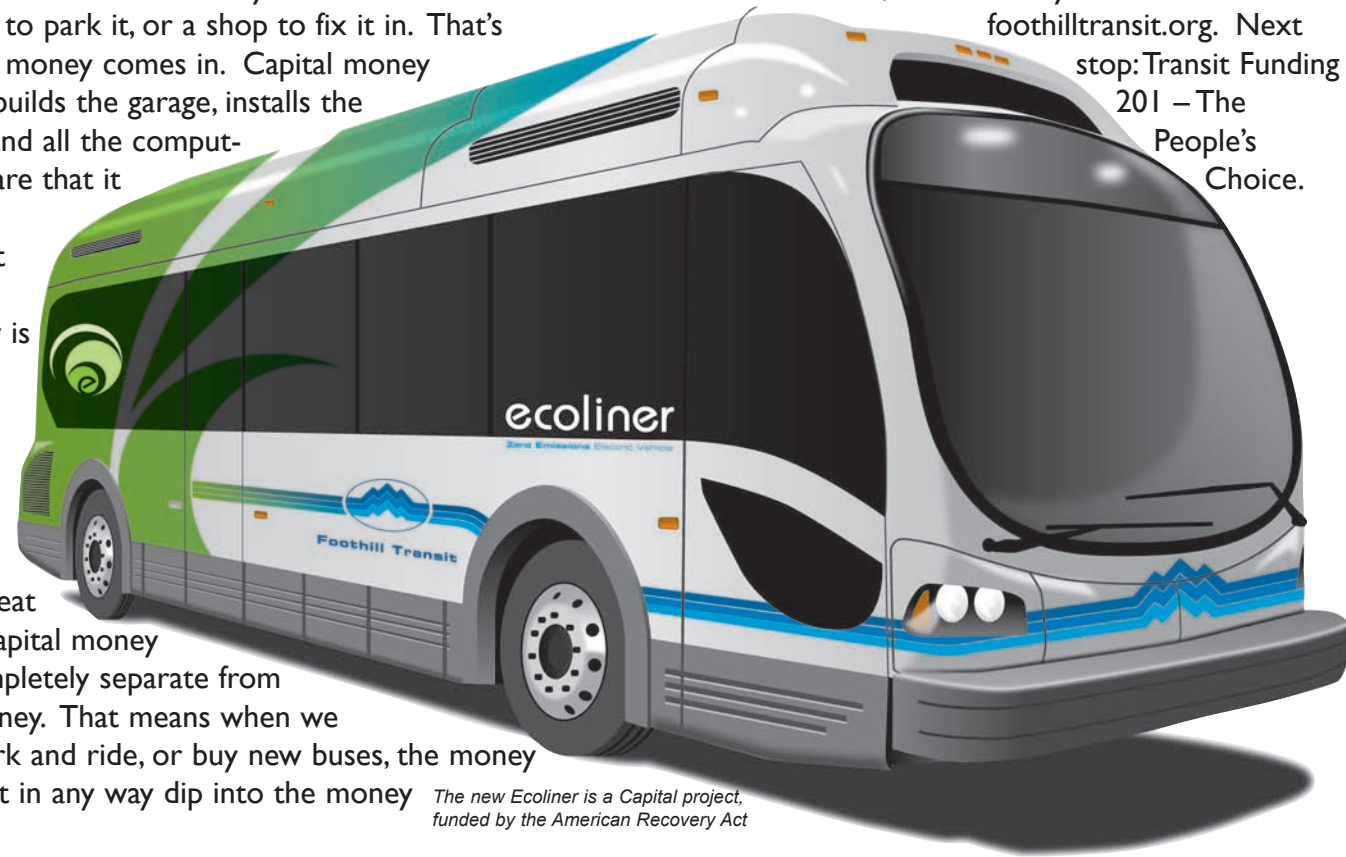
The great thing about Capital money is that it's completely separate from Operating money. That means when we build, say, a park and ride, or buy new buses, the money we use doesn't in any way dip into the money

for service. As long as we have the Capital funds to build, buy, and install, we can add infrastructure, as we need it, without it ever impacting your ability to ride. It's a complete separate pot o' cash.

We mention this because it's usually the first thing people say when we announce a new bus, like the electric Ecoliner, or construction projects, like the proposed West Covina Park and Ride. "Your new [whatever] is going to raise my fares!" Nope. It won't. Other things will raise your fares, like loss of funding from the state or a dramatic rise in fuel prices. But that new bus you might be sitting in isn't it. Different money. Different budget. Different rules.

Next month in Footnotes, we're going to continue this series with a peek inside where exactly transit funding comes from – at least from the state side. It's going to involve a whole lot of propositions, taxes, and measures, but it's important stuff. If you've read the first two articles in this series, congratulations! You've graduated from Transit Funding 101. If you missed the December 2009 issue, not to worry. It's archived at

foothilltransit.org. Next stop: Transit Funding 201 – The People's Choice.



The new Ecoliner is a Capital project, funded by the American Recovery Act



Did you hear about the flaming canaries?



That's ok, neither did we. BUT if there HAD been flaming canaries, and they detoured or interrupted your bus service, you would know about it...if you were signed up for **E-Notices**.

E-Notices are your own personal electronic invitations to the latest knowledge. Foothill Transit knowledge. For example, if the 10 freeway shuts down the Wednesday before Thanksgiving (like it did in 2008 – right in the middle of rush hour. What a mess that was!), we let you know via **E-Notices**, and hopefully in time for you to make alternative plans to get where you need to go. And recently, you would have known that there was the possibility of a bus operator strike. It didn't end up happening, but we wanted to give our customers a heads up so they weren't surprised and unprepared. We also told you when we were sure the strike wasn't going to happen. All done through E-Notices.

Signing up is simple – at the bottom of the website there's a link that says "E-Notice Sign Up". Click that. Fill in the bits. You can customize the notices so that you only receive the information you want. So say you ride Line 498 – chances are you're not terribly interested in detours in Line 187. You click the lines you want info about and we do the rest. Holiday schedules, detours, major freeway shut downs – we cover all of them and then send the info along to you.

Foothill Transit E-Notices – sign up today and be up to date forever. At foothilltransit.org.

ATTENTION WEST COVINA RESIDENTS

The West Covina City Council decides YOUR park and ride's fate on January 19th!

If you're a Line 498 rider in the City of West Covina, you don't need us to tell you that your park and ride options have been moved to the corner of No and Where. And while we're on the subject, yes, we know about the city's new parking fees at city hall – we have no control over how the city manages its parking resources, but like every other city in the San Gabriel Valley, they're looking for new sources of revenue. And let's face it, parking is a real hot commodity here in Southern California. While we know it's making a lot of you make some hard choices regarding your commute, we can also sympathize with West Covina's desire for more control.

In fact, that's what we're here to talk about. Remember way back in August when we went to the West Covina Planning Commission with our park and ride proposal? They rejected it. And we appealed that to the city council. Here's the important part – they will review our appeal at the Tuesday January 19th city council meeting and decide if it goes forward...or not.

This is it, West Covinites. We're proposing to build you a permanent park and ride in the heart of West Covina. No more shuffling from lot to lot because the property owners said

they didn't want you there – in this proposal we ARE the property owners. We have the funding. We have the design. We have the land. All we need is the thumbs up from the city.

That's the part that's a little up in the air. The council could still vote it down. Getting this park and ride approved depends on your support.

Your voice in this issue has never been more important. Yes, we need your support. But more than that, we need your voice. Here's how you make sure your voice is heard regarding the park and ride proposal:

Tuesday, January 19th @ 7PM
West Covina City Council Meeting
West Covina City Hall Council Chambers
1444 West Garvey Avenue

The City Council meeting is a public meeting open to all. Members of the public may speak about this issue, providing they fill out a speaker card at the beginning of the meeting. In this case, bodies in seats don't count as much as your thoughts and words. A few people speaking for the many doesn't have the impact of the many speaking for themselves. Please come prepared to tell the council what you think.

This will be the last chance you have to make your voices heard. We've done everything we can to make this work. And now we need you. Thank you for riding Foothill Transit.