



**Foothill Transit**

# **GOVERNING BOARD MEETING**

West Covina, CA  
Friday, September 30, 2022



Foothill Transit

# Foothill Transit MISSION

To be the premier public transit provider committed to:

**SAFETY**

**COURTESY**

**QUALITY**

**RESPONSIVENESS**

**EFFICIENCY**

**INNOVATION**



## Foothill Transit VALUES

### **SAFETY**

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

### **RESULTS**

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

### **INTEGRITY**

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

### **GRATITUDE**

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

### **DIVERSITY**

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

### **TEAM MEMBERS**

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

### **COMMUNICATION**

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

### **SUSTAINABILITY**

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



Foothill Transit

# Governing Board Meeting AGENDA

GOVERNING BOARD MEETING  
7:45 AM, SEPTEMBER 30, 2022  
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. ROLL CALL
4. CONFIRMATION OF AGENDA BY CHAIR AND CHIEF EXECUTIVE OFFICER
5. APPROVAL OF MINUTES FOR THE GOVERNING BOARD MEETING OF AUGUST 26, 2022
6. INTRODUCTION OF FOOTHILL TRANSIT BUSINESS PARTNERS
7. FOOTHILL TRANSIT FORWARD

*Recommended Action: Authorize the Chief Executive Officer to seek public input and conduct public outreach regarding the proposed changes recommended by the Foothill Transit Forward study.*

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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 one minute in length. Action may be taken on any item identified on the agenda. 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.



7:45 AM, September 30, 2022  
2<sup>nd</sup> Floor Board Room, 100 South Vincent Avenue, West Covina, CA 91790  
Page 2

8. PUBLIC PARTICIPATION PLAN UPDATE

*Recommended Action: Receive and file the Public Participation Plan Update.*

9. CHIEF EXECUTIVE OFFICER COMMENT

10. GOVERNING BOARD MEMBER COMMENT

11. GENERAL PUBLIC COMMENT

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

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

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

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

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

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

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

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

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

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

ប្រសិនបើលោកអ្នកត្រូវការសេវាកម្មបកប្រែភាសា សូមទាក់ទងការិយាល័យនាយកក្នុងការប្រតិបត្តិការមន្ទីរ (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



**Foothill Transit**

**Governing Board Meeting  
AGENDA**

7:45 AM, September 30, 2022

2<sup>nd</sup> Floor Board Room, 100 South Vincent Avenue, West Covina, CA 91790

Page 3

12. ADJOURNMENT

**The next meeting of the Governing Board  
is scheduled for  
Friday, October 28, 2022, at 7:45 a.m.**



**Foothill Transit**

**STATEMENT OF PROCEEDINGS FOR THE  
REGULAR 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, August 26, 2022  
7:45 a.m.**

**1. CALL TO ORDER**

The meeting was called to order by Chair Calaycay at 7:51 a.m.

**2. PLEDGE OF ALLEGIANCE**

The Pledge of Allegiance was led by Chair Calaycay.

**3. ROLL CALL**

Roll call was taken by Christina Lopez, Board Secretary.

Present: Member Corey Calaycay, Member Rick Crosby, Member Victor Preciado, Member Emmett Badar, Member Linda Freedman, Member Edward Alvarez, Member Gary Boyer, Member H. Manuel Ortiz, Member Rosario Diaz, Member Paul Cheng, Member Becky Shevlin, Member Felicia Williams, Member Cory Moss, Member Hector Delgado, Member Cynthia Sternquist

Absent: Member Daniel Damian, Member John King, Member Richard Barakat, Member Fernando Vizcarra, Member Steve Tye, Member Jessica Ancona, Member Valerie Munoz, Member Sam Pedroza

**4. CONFIRMATION OF AGENDA BY CHAIR AND CHIEF EXECUTIVE OFFICER**

Chair Calaycay moved Item 7, General Public Comment after item 11, Governing Board Member Comment. There were no changes to the agenda by Chief Executive Officer Doran Barnes.

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



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

Approval of the minutes for the Governing Board Meeting of June 24, 2022.

Motion by Member Shevlin, second by Vice Chair Cory Moss, the minutes for the Regular Meeting of June 24, 2022, were approved. Motion carried 15-0.

6. **INTRODUCTION OF Foothill TRANSIT BUSINESS PARTNERS**

Brian Otchis, General Manager Arcadia Irwindale Facility, Transdev introduced Transdev's new Assistant General Manager Brent Johnson.

7. **GENERAL PUBLIC COMMENT**

General Public Comment was taken after Item 11, Board Member Comment.

Mike Greenspan provided one minute of General Public Comment.

Armando Herman provided one minute of General Public Comment.

7.1. Chief Executive Officer Response to General Public Comment

There was no response to General Public Comment by the Chief Executive Officer.

8. **FOOTHILL TRANSIT PROGRAM UPDATES**

Armando Herman commented on the Foothill Transit Program Updates and provided documents for the record.

Mike Greenspan commented on the Rose Bowl service.

8.1. Foothill Gold Line

Chair Calaycay introduced Ed Reece, Foothill Gold Line Chair, and Lisa Levy Buch, Chief Communications and Strategic Development Officer. They presented project updates on the Glendora to Pomona segment and the stations being constructed in Glendora, San Dimas, La Verne, and Pomona. They also provided an update on the funding status for the Claremont to Montclair segment.

Mr. Reece and Ms. Levy Buch responded to comments and questions by members of the Governing Board.



## 8.2. San Gabriel Valley Council of Governments Feasibility Study

Joe Raquel, Director of Planning, introduced Ricky Choi, Director of Government and Community Relations, San Gabriel Valley Council of Governments and Brent Ogden, Regional Vice President, Kimley-Horn and Associates. An update was presented on the San Gabriel Valley Transit Feasibility Study. The purpose of study is to evaluate and improve mobility in the San Gabriel Valley. The study will look at specific corridors in Foothill Transit's service area, and will look at the feasibility of adding BRT or rapid bus service.

Mr. Ogden and Mr. Choi responded to comments and questions from members of the Governing Board.

## 8.3. Cluster 3 Special Election Notification

Christina Lopez, Board Secretary, provided notification to member cities of Cluster 3 (Arcadia, Bradbury, Duarte, Monrovia, Temple City, Pasadena) of a special election that will be held on September 30, 2022. The Executive Board Alternate position for Cluster 3 is vacant. The Governing Board Member elected will serve the remainder of the term, which runs through May 2023.

There were no comments or questions from the Governing Board.

## 8.4. Rose Bowl Update

Tanya Pina, Customer Service and Operations Contract Manager, reported that the Rose Bowl Operating Company (RBOC) has contracted with Foothill Transit to provide shuttle service. The most current contract with the RBOC expired in August 2022. In July, the RBOC issued a request for proposals for shuttle services. Under Federal Transit Administration Charter Bus Service Regulations, federally funded public transit agencies are restricted from operating chartered services with limited exceptions. An exception to the rule applies when no registered charter provider responds to a notice sent by a recipient of federal funds. Foothill Transit issued the required notice and no registered charter providers responded. In addition, no registered charter providers submitted proposals to the RBOC. On August 4, 2022, the RBOC board awarded the Rose Bowl Stadium Shuttle contract to Foothill Transit for a term of five year with two one-year options.

Ms. Pina and Doran Barnes, CEO, responded to questions and





comments from members of the Governing Board.

8.5. Insurance Program Update

John Curley, Chief of Safety and Security, introduced Bob Kuhn, Principal, Alandale Insurance, who provided an insurance program update. He reviewed the different types of insurance coverages. He reported that the Executive Board approved increasing Foothill Transit's coverage an additional \$10 million, taking coverage to \$21 million.

Staff responded to questions and comments from members of the Governing Board.

8.6. Overview of Service Change Process

Josh Landis, Planning Manager, presented an overview of the service change process. He reviewed the two types of service changes that Foothill Transit conducts, a routine service change and major service change. He focused the presentation on Foothill Transit's routine service change, which is currently planned for September 25, 2022. He reviewed the implementation schedule, Line 188 routing adjustment, and Line 289 frequency adjustment.

There were no comments or questions from the Governing Board.

9. **CONTINUED GENERAL PUBLIC COMMENT**

Public comment was not reopened as General Public Comment (Item 7) was taken after Item 11 in the agenda.

10. **CHIEF EXECUTIVE OFFICER COMMENT**

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

Mr. Barnes reported the following:

- The first Foothill Transit fuel cell bus was delivered. Additional fuel cell buses will be delivered throughout the remainder of the calendar year. Work on the fuel infrastructure continues to advance.



11. **BOARD MEMBER COMMENT**

Comments by Members of the Foothill Transit Governing Board.

- Member Badar stated that San Dimas held its vintage car show, and Foothill Transit's double-deck bus was on display and very popular with the attendees.
- Member Cheng expressed his concern over the hurtful statements made during to public comment. He apologized for not speaking up and for the need to be supportive of each other as colleagues.
- Member Shevlin reported that she attended the APTA Transit Board Members Seminar in August, and she learned that there are many transit organizations that have a lot that they are dealing with, and she is very thankful for how smoothly Foothill Transit operates.

12. **ADJOURNMENT**

Adjournment for the August 26, 2022, Foothill Transit Governing Board Meeting.

There being no further business, the Foothill Transit Governing Board adjourned the meeting in the memory of former Duarte Mayor Pro Tem and Foothill Transit Governing Board Member Tzeitel Paras-Caracci at 9:32 a.m.



September 30, 2022

To: Governing Board

Subject: **Foothill Transit Forward**

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### **Recommendations**

Authorize the Chief Executive Officer to seek public input and conduct public outreach regarding the proposed changes recommended by the Foothill Transit Forward study.

### **Analysis**

What is Foothill Transit Forward?

As a reminder:

- Foothill Transit Forward is an evaluation of Foothill Transit service to determine how best to meet the needs of existing and potential customers.
- The Foothill Transit Forward study includes a detailed review of existing service and robust community outreach.
- The study aims to create a more effective, efficient, equitable, and sustainable transit system that will get people where they need to go in the shortest time possible.
- The outcome of Foothill Transit Forward will be an updated service plan, which will guide Foothill Transit service improvements over the next five years.

The next big milestone of this effort is to finalize the list of suggested route changes to present to the public for their comments, which will kick off Phase 2 of public outreach. Just as in the first phase, a series of public workshops and meetings, both physical and virtual, will be held to collect feedback.

Once the public outreach is complete, the proposed route changes may be modified based on the comments received. Any such changes will be included in the final report and recommended for implementation.



The goal of the recommendations is to increase and/or provide uniform frequencies of key routes, reduce redundancies, and change or streamline routes to match travel demands. The recommendations are summarized below, followed by detailed sheets showing each proposed route change, including maps illustrating the changes. The final impact to service hours and budget will be determined at the conclusion of the public outreach once the recommended changes have been finalized.

### **Proposed Route Changes**

#### **Line 190**

Extend the short trips that currently start and end at Eastland Center to run the full route from Cal Poly Pomona to El Monte Station.

#### **Line 194**

Extend the short trips that currently start and end at Valley Boulevard and Lemon Boulevard to run the full route from Cal Poly Pomona to El Monte Station.

#### **Line 195**

The proposed change is to eliminate the Corporate Center Drive loop and continue along South Campus Drive due to low ridership. In conjunction with the proposed Line 291 reroute, Line 195 will be changed to serve South Garvey Avenue, East County Road, and South Towne Avenue to provide coverage for almost all stops currently served by Line 291.

#### **Line 272**

Extend the route to serve Mountain Vista Plaza in the city of Duarte.

#### **Line 274**

Change the northern terminus from the Baldwin Park Metrolink Station to Plaza West Covina. There is greater ridership potential and more Foothill Transit lines for transfer at West Covina. Customers in Baldwin Park can use Line 178 to travel to West Covina.



**Line 281**

Keep the line on Citrus Avenue instead of going into the Covina Transit Center. This change will save 5 minutes on the southbound trip and 2 minutes on the northbound trip.

**Line 282**

The proposal is to cancel the line due to duplication; the only unique portion of this route is a segment on Haliburton Road, which has low ridership. Customers along this segment are about a 5-minute walk to bus stops served by other Foothill Transit routes.

**Line 286**

The proposal is to change the northern terminus from the Pomona Transit Center to the Mt. SAC Transit Center.

**Line 291**

Change the southern terminus from an industrial area to Rancho Camino Drive, which is close to retail stores such as Target, Walmart, and Win Co.

**Line 292**

Reroute the line to provide a direct connection between Pomona and Claremont. The data shows most of the ridership is between Pomona Transit Center and Arrow Highway. The modified route would also run until 7PM instead of ending service at 4:45PM.

**Line 482**

The propose change is to eliminate the segment connecting to the Industry Transit Center; the segment generates few riders and adds 10 minutes of travel. The Industry Transit Center will continue to be served by Line 495. The other change to the line is the elimination of the Corporate Center Drive loop. The segment generates few riders and the location is short walk from South Campus Drive.

**Line 486**

Extend the line to the Pomona Transit Center along Holt Avenue.



**Line 487**

This new line would combine Lines 197 and 289 and provide a one-seat ride from Puente Hills Mall to Montclair. The route would also eliminate the low ridership segments along Fairplex Drive. Service to the Pomona Fairplex will be provided along White Avenue and will link the future La Verne Gold Line Station to the Fairplex.

**Line 498**

The proposed change is to eliminate the Industry City Hall Park and Ride due to low ridership. Customers can go to either the West Covina City Hall Park and Ride or Puente Hills Mall.

**Line 499**

Line 499 provides express service from San Dimas into downtown Los Angeles. The proposed change is to cancel the line because the Gold Line will take ownership of the San Dimas Park and Ride, which is the eastern terminus of the line, and there will not be enough parking capacity for both Line 499 and Gold Line customers. Existing Line 499 customers can take Line 699 at the Fairplex Park and Ride or Line 490 at the Covina Transit Center.

**Line 851**

The recommendation is to cancel this line due to low ridership. Foothill Transit should explore the possibility of collaborating with the Glendora Shuttle to provide service.

**Line 853/854**

The recommendation is to combine the two lines to improve utilization and efficiency. The modified alignment will cover the highest ridership stops of both routes.

**Line 860/861**

The recommendation is to combine both Duarte routes into one consolidated route. The route will provide service to the city's biggest destinations. The new route will provide faster and more direct service for existing customers while being easier to understand for new customers. Customer in residential areas north of Royal Oaks Drive may need to walk further to access service.



**Silver Streak**

The recommendation is to connect Cal Poly Pomona to the route. The Silver Streak will service the school during the weekdays between the hours of 7AM to 7PM.

**Gold Line Service**

This new route will provide service from the San Dimas Gold Line station to the schools of Mt. SAC and Cal Poly Pomona.

Sincerely,

Joseph Raquel  
Director of Planning

Doran J. Barnes  
Chief Executive Officer

**Attachments**

- Summary of route changes by city spreadsheet
- One page summaries of proposed route changes
- Route maps of Line 490, 499, and 699

Summary of cities affected by proposed route changes

Attachment A

City	Foothill Transit Governing Board Cluster	Line 190	Line 194	Line 195	Line 272	Line 274	Line 281	Line 282	Line 286	Line 291	Line 292	Line 482	Line 486	Line 487	Line 498	Line 851	Line 853/854	Line 860/861	Line Silver Streak	Line New Goldline Service
Arcadia	3																			
Azusa	2						x													
Baldwin Park	2	x			x	x	x													x
Bradbury	3																			
Claremont	1										x			x						
Covina	2															x				
Diamond Bar	4								x			x					x			
Duarte	3				x													x		
El Monte	4	x	x					x					x							x
Glendora	2															x				
Industry	4		x			x	x	x				x		x	x					
Irwindale	2				x															
La Puente	4		x				x						x							
La Verne	1										x									
Monrovia	3																			
Pasadena	3																			
Pomona	1	x	x	x					x	x	x	x	x	x			x		x	x
San Dimas	1																			x
South El Monte	4																			
Temple City	3																			
West Covina	2	x			x	x	x								x					x
Walnut	1	x	x						x				x	x						x



# Line 190

## El Monte - West Covina - Pomona



### Proposed Changes

#### Coverage

All trips would begin or end at Cal Poly Pomona, which would increase the number of trips between Eastland Center and Cal Poly Pomona.

#### Hours of Service

	Weekday	Saturday	Sunday
Existing	4:40 AM-12:50 AM	5:30 AM-12:50 AM	6:10 AM-12:50 AM
<b>Recommended</b>	<b>4:40 AM-12:50 AM</b>	<b>5:30 AM-12:50 AM</b>	<b>6:10 AM-12:50 AM</b>

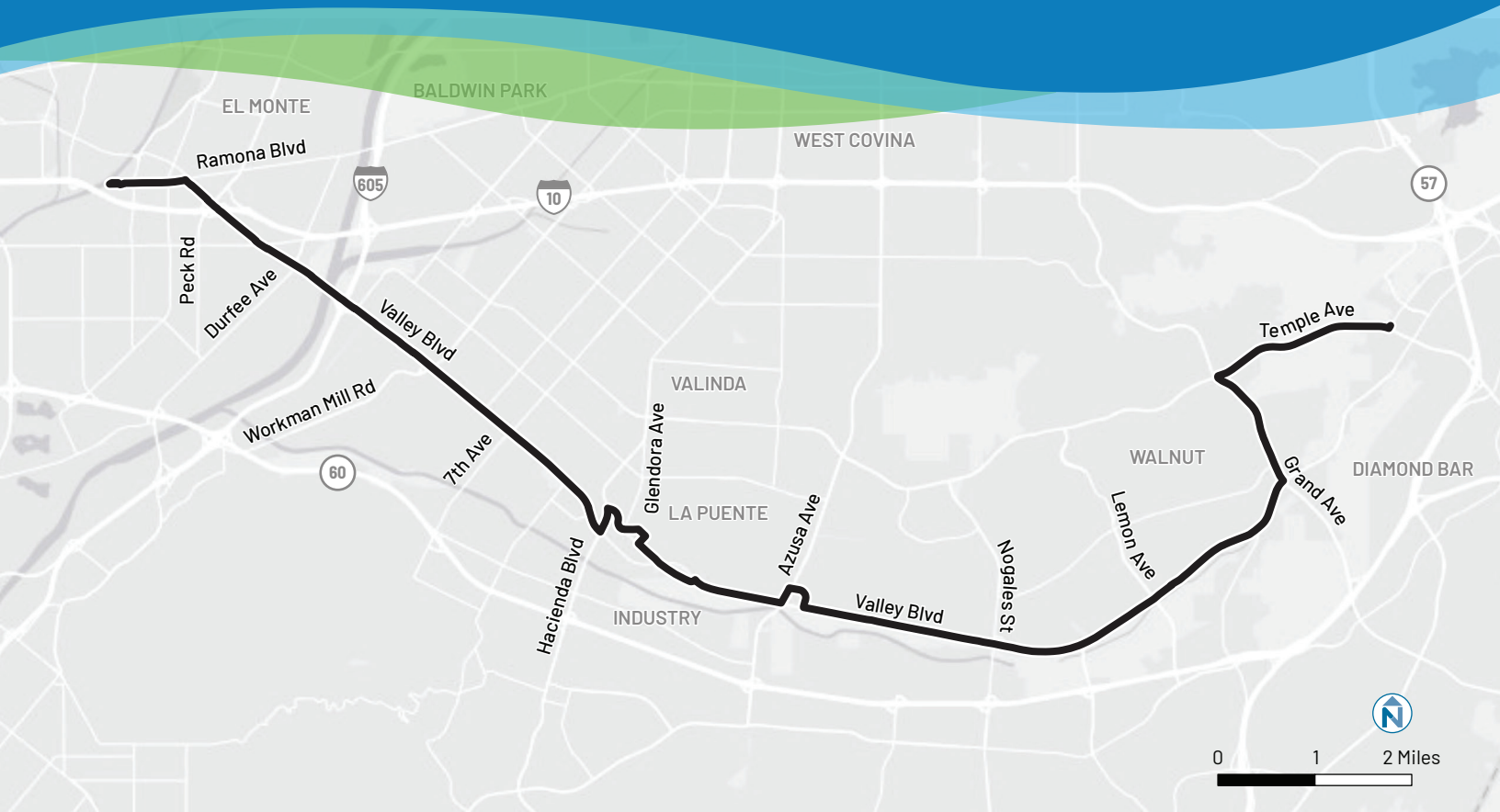
#### Frequency

Weekday midday frequency in the eastbound direction would be improved from every 40 minutes to every 30 minutes. The westbound direction would continue to operate every 30 minutes as it does today.

	Day	Peak (minutes) (6-9am, 3-6pm)	Midday (minutes) (9am-3pm)	Evening (minutes) (6pm-12am)
Existing	Weekday	15-20	30-40	30-60
	Saturday	30-60	60	60
	Sunday	60	60	60
<b>Recommended</b>	<b>Weekday</b>	<b>15-20</b>	<b>30</b>	<b>30-60</b>
	<b>Saturday</b>	<b>30-60</b>	<b>60</b>	<b>60</b>
	<b>Sunday</b>	<b>60</b>	<b>60</b>	<b>60</b>

# Line 194

El Monte - Industry - La Puente - Pomona



## Proposed Changes

### Coverage

All trips would begin or end at Cal Poly Pomona, which will increase the number of trips between Valley Boulevard and Cal Poly Pomona.

### Hours of Service

	Weekday	Saturday	Sunday
Existing	4:15 AM-2:00 AM	4:50 AM-2:00 AM	4:45 AM-2:00 AM
Recommended	4:15 AM-2:00 AM	4:50 AM-2:00 AM	4:45 AM-2:00 AM

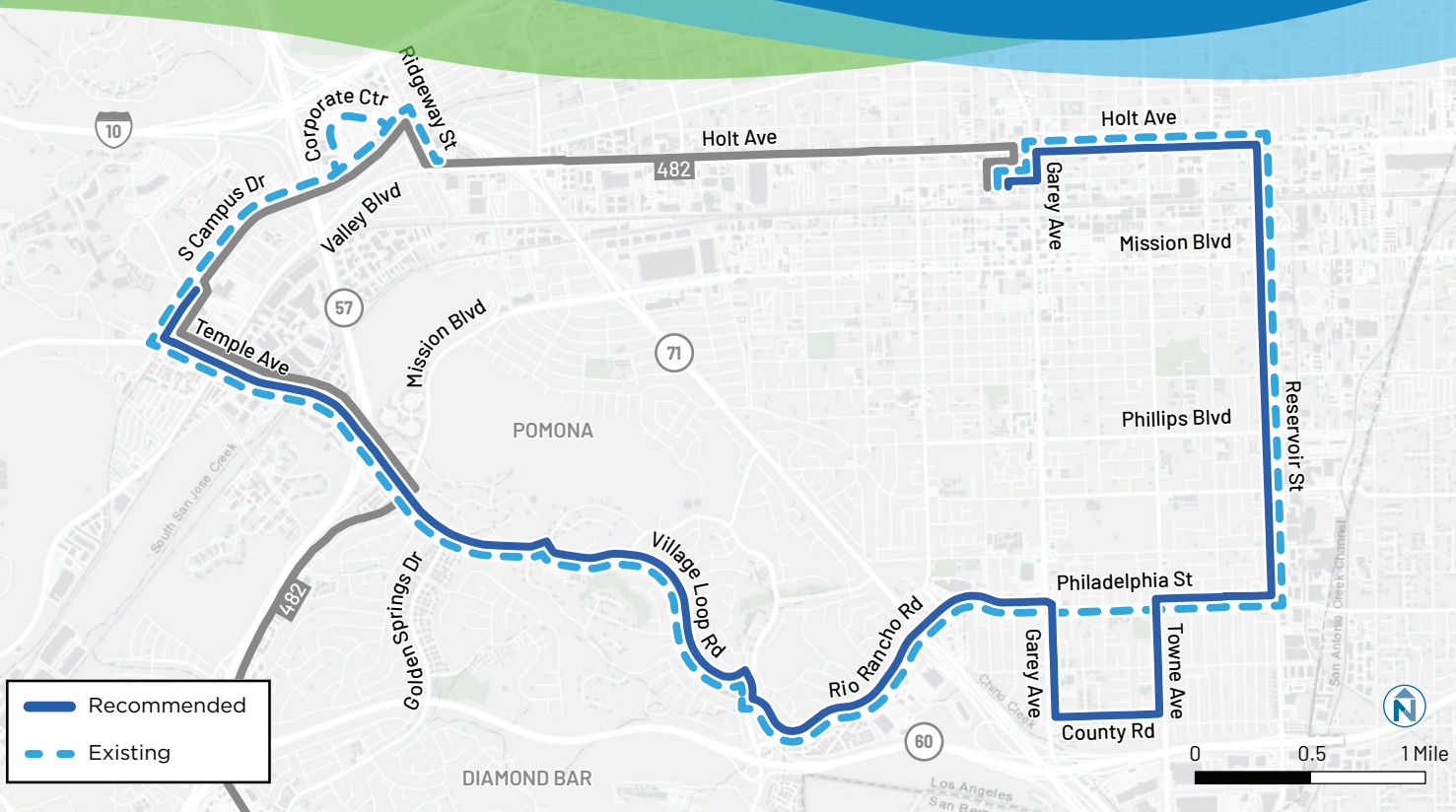
### Frequency

Weekday midday frequency would be improved from every 40 minutes to every 20 minutes. Sunday frequencies would be “balanced” to every 30 minutes in both directions, which would improve overall connectivity considering current service is 20 minutes in one direction and 40 minutes in the other direction.

	Day	Peak (minutes) (6-9am, 3-6pm)	Midday (minutes) (9am-3pm)	Evening (minutes) (6pm-12am)
Existing	Weekday	15	40	30-60
	Saturday	20	20	60
	Sunday	20-40	20-40	60
Recommended	Weekday	15	20	30-60
	Saturday	20	20	60
	Sunday	30	30	60

# Line 195

## Pomona - via Reservoir



### Proposed Changes

#### Coverage

Due to low ridership, the western end of Line 195 would be shortened to Cal Poly Pomona. Line 482 would continue to serve the Corporate Center Drive vicinity.

In conjunction with a proposed reroute of Line 291 to serve the Pomona Ranch Walmart, Line 195 would be changed to serve S Garey Avenue, E County Road, and S Towne Avenue. This change would provide coverage for almost all stops currently served by Line 291.

#### Hours of Service

No changes.

	Weekday	Saturday	Sunday
Existing	5:30 AM-8:15 PM	6:15 AM-7:00 PM	6:15 AM-7:00 PM
Recommended	5:30 AM-8:15 PM	6:15 AM-7:00 PM	6:15 AM-7:00 PM

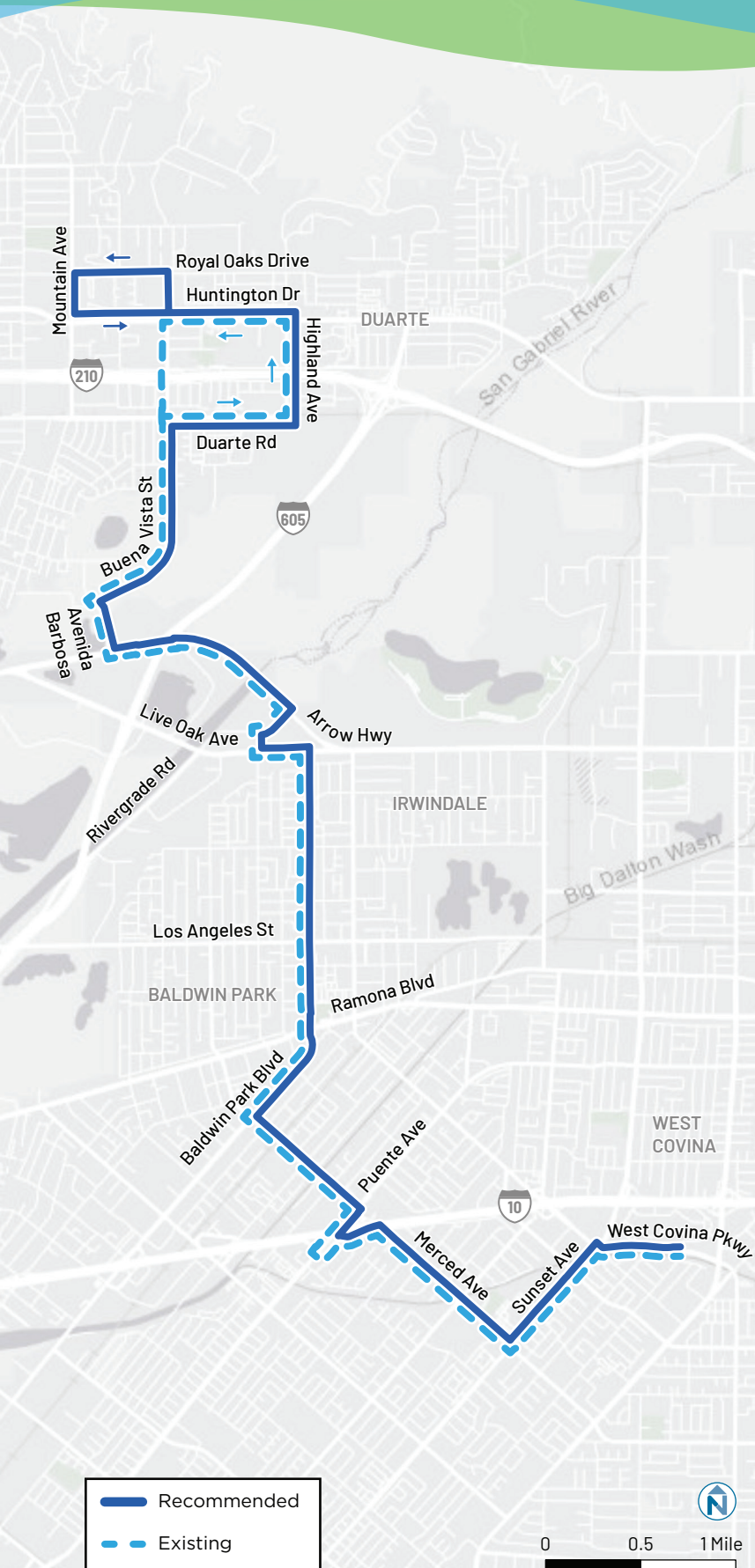
#### Frequency

No changes.

	Day	Peak (minutes) (6-9am, 3-6pm)	Midday (minutes) (9am-5pm)	Evening (minutes) (6pm-12am)
Existing	Weekday	60	60	60
	Saturday	60	60	60
	Sunday	60	60	60
Recommended	Weekday	60	60	60
	Saturday	60	60	60
	Sunday	60	60	60

# Line 272

Duarte - Baldwin Park - West Covina



## Proposed Changes

### Coverage

Line 272 would be extended to Mountain Vista Plaza to provide a better all-day destination for passengers.

### Hours of Service

No changes.

	Weekday	Saturday	Sunday
<b>Existing</b>	5:30 AM-9:15 PM	7:00 AM-7:45 PM	7:00 AM-7:45 PM
<b>Recommended</b>	5:30 AM-9:15 PM	7:00 AM-7:45 PM	7:00 AM-7:45 PM

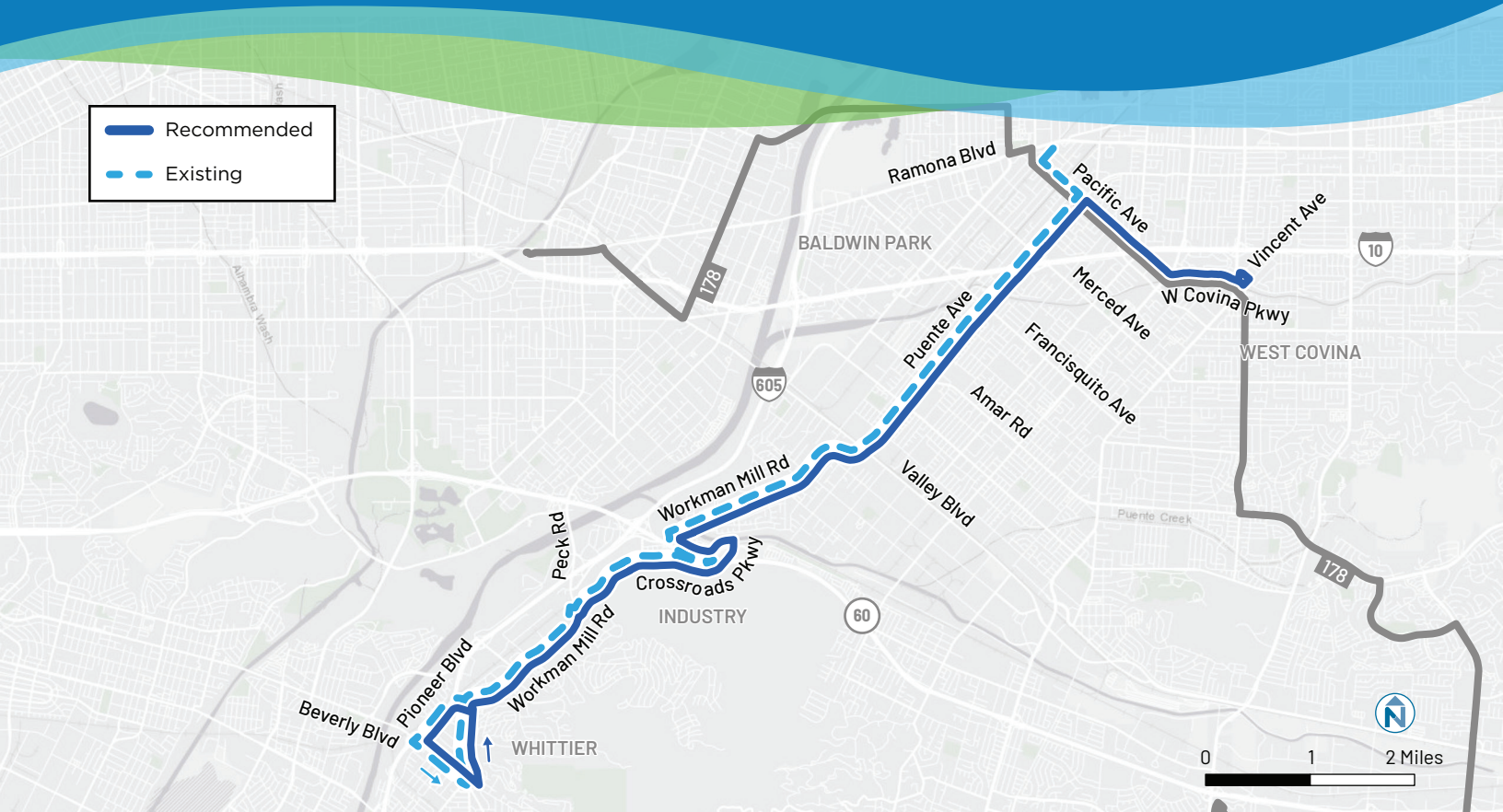
### Frequency

No changes.

	Day	Peak (minutes) (6-9am, 3-6pm)	Midday (minutes) (9am-3pm)	Evening (minutes) (6pm-12am)
<b>Existing</b>	Weekday	30-60	60	60
	Saturday	60	60	60
	Sunday	60	60	60
<b>Recommended</b>	Weekday	30-60	60	60
	Saturday	60	60	60
	Sunday	60	60	60

# Line 274

## Baldwin Park - Industry - Whittier



### Proposed Changes

#### Coverage

Line 274's northern terminus would shift from the Baldwin Park Metrolink Station to Plaza West Covina. Plaza West Covina is a stronger activity center than Baldwin Park and has greater ridership potential. In addition, there are more Foothill Transit lines at Plaza West Covina, including the Silver Streak, that would allow for more connections and better access to Rio Hondo College. Riders in Baldwin Park would continue to have service with Line 178.

#### Hours of Service

No changes.

	Weekday	Saturday	Sunday
Existing	5:00 AM-9:30 PM	6:00 AM-6:30 PM	6:00 AM-6:30 PM
Recommended	5:00 AM-9:30 PM	6:00 AM-6:30 PM	6:00 AM-6:30 PM

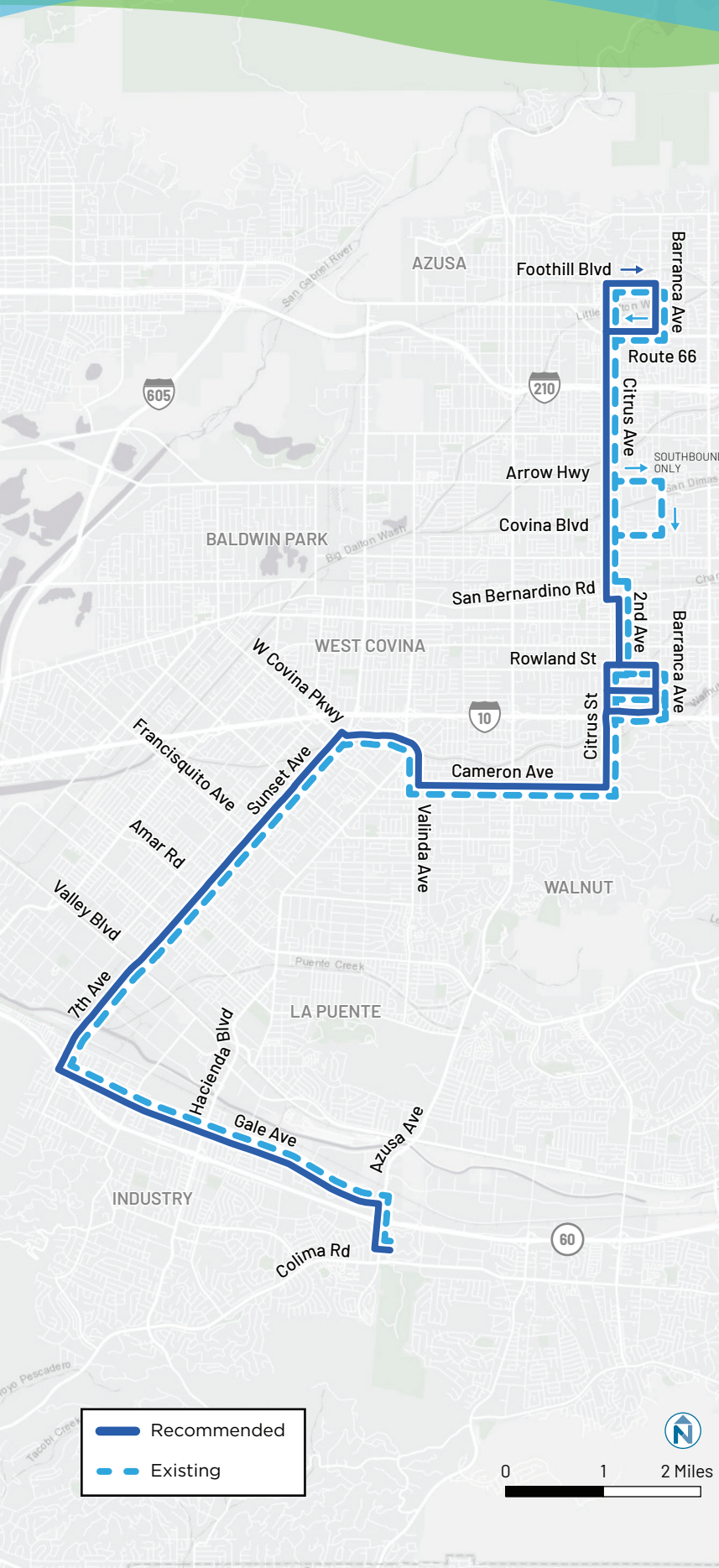
#### Frequency

No changes.

	Day	Peak (minutes) (6-9am, 3-6pm)	Midday (minutes) (9am-3pm)	Evening (minutes) (6pm-12am)
Existing	Weekday	60	60	60
	Saturday	45-90	45	90
	Sunday	45-90	45	90
Recommended	Weekday	60	60	60
	Saturday	45-90	45	90
	Sunday	45-90	45	90

# Line 281

Glendora - Azusa - West Covina - Puente Hills Mall



## Proposed Changes

### Coverage

Southbound Line 281 currently makes a 5 minute deviation to serve the Covina Transit Center. Ridership at the transit center is very low and the deviation adds travel times to anyone coming from Azusa. Southbound Line 281 would serve the Covina Transit Center via a stop at Citrus Avenue/ Covina Boulevard, where a signalized intersection allows pedestrians to safely cross Citrus Avenue. Consideration should also be given to streamlining northbound Line 281 to save 2 minutes of travel time. A stop on Citrus Avenue could be added less than 100 yards from the transit center platform. The majority of passengers will benefit as a result due to better reliability and faster travel times.

### Hours of Service

No changes.

	Weekday	Saturday	Sunday
Existing	5:00 AM-10:45 PM	5:45 AM-7:30 PM	5:45 AM-7:30 PM
Recommended	5:00 AM-10:45 PM	5:45 AM-7:30 PM	5:45 AM-7:30 PM

### Frequency

No changes.

	Day	Peak (minutes) (6-9am, 3-6pm)	Midday (minutes) (9am-3pm)	Evening (minutes) (6pm-12am)
Existing	Weekday	30	30	30
	Saturday	60	60	60
	Sunday	60	60	60
Recommended	Weekday	30	30	30
	Saturday	60	60	60
	Sunday	60	60	60

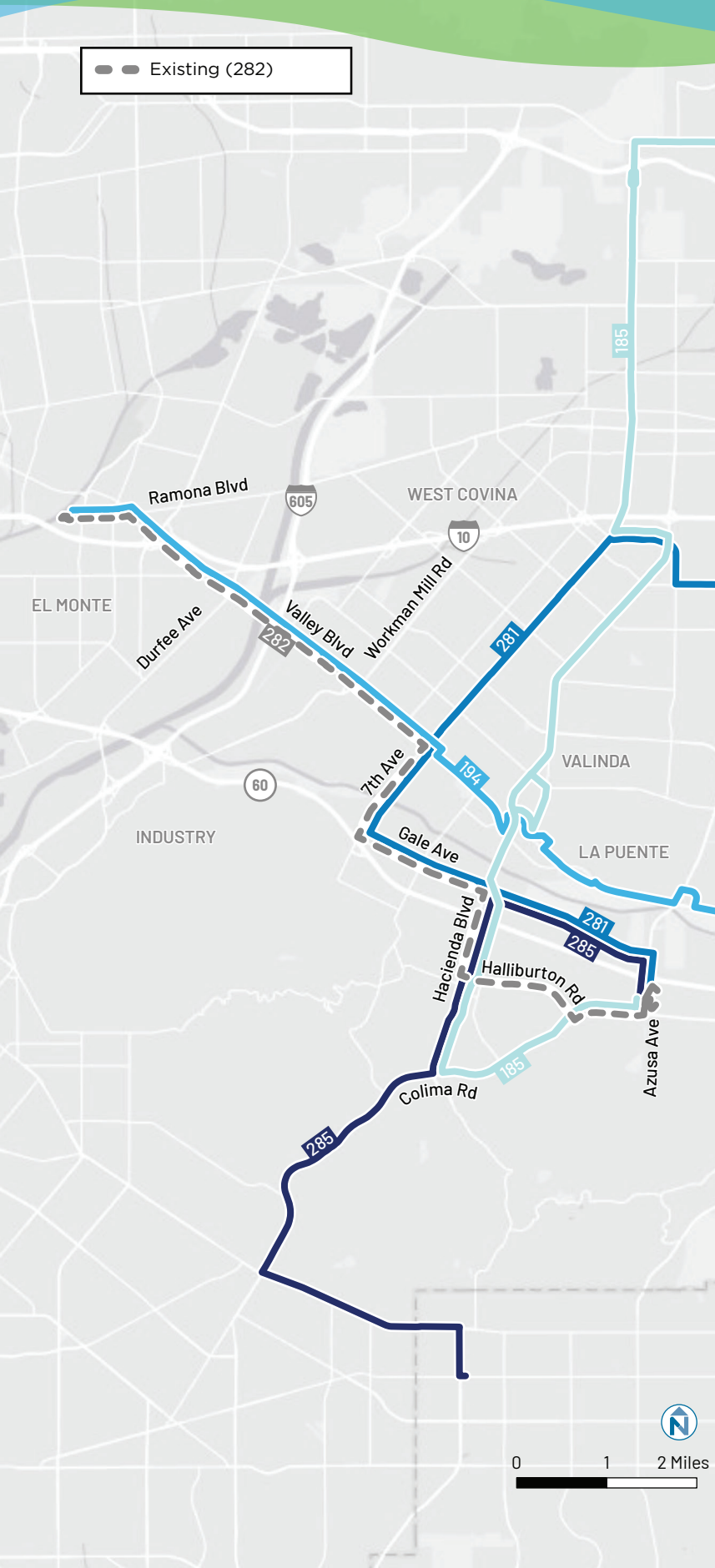


# Line 282

## El Monte - Puente Hills Mall



Existing (282)



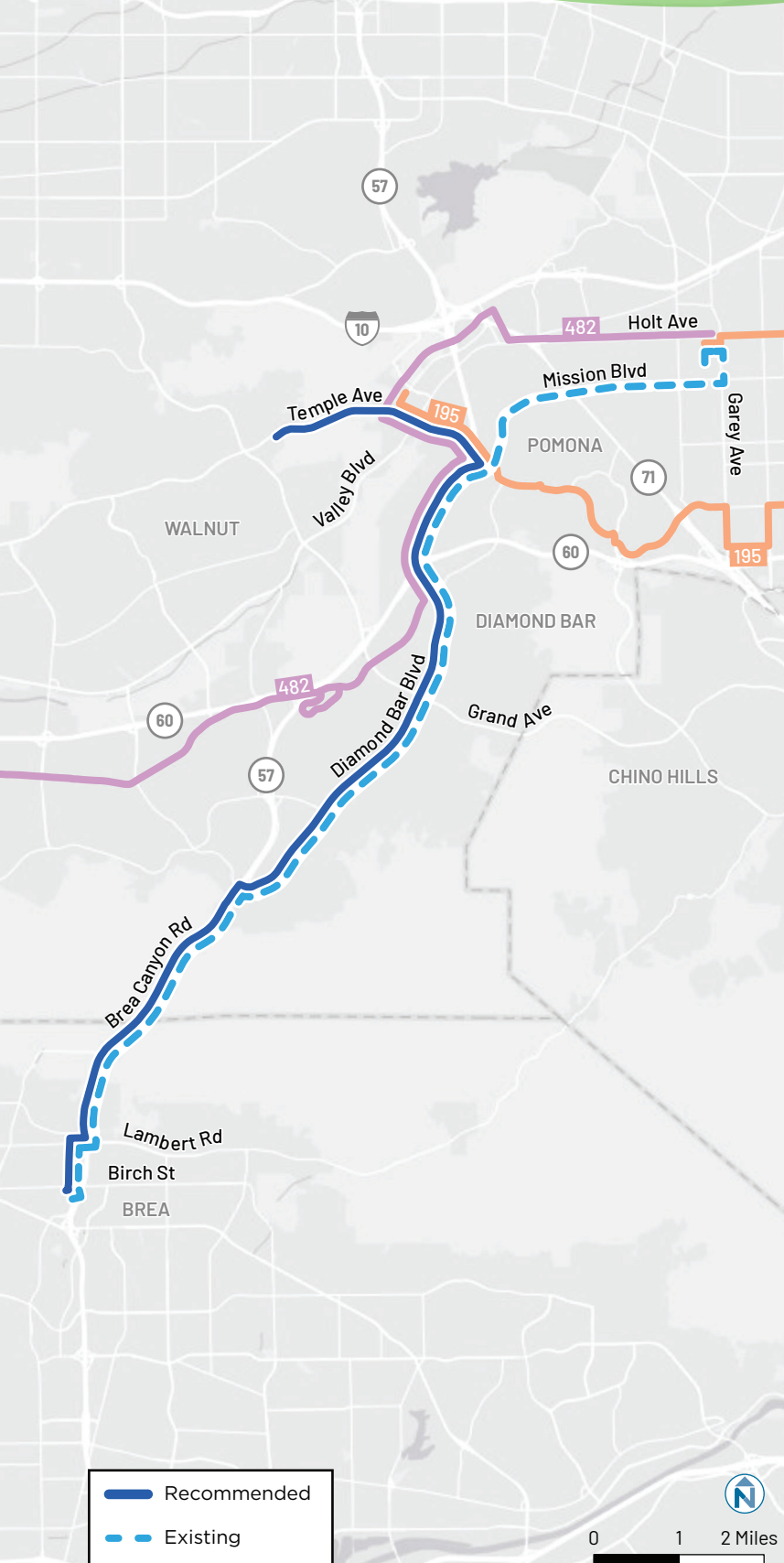
### Proposed Changes

Line 282 duplicates Line 194 on Valley Boulevard, Line 281 on 7th Avenue and Gale Avenue, and Lines 185 and 285 on Hacienda Boulevard. The only unique segment is on Haliburton Road, which has low ridership.

Line 282 resources would be reallocated to improving Line 194 service, which would reduce duplication of service. Aside from Halliburton Road, all riders would continue to have service with other Foothill Transit lines. Riders using the Halliburton Road/Stimson Avenue stops would need to walk 5 minutes to Line 185 or 285 service on S Hacienda Boulevard. Riders using the Halliburton Road/Ember Glen Road stops would need to walk 5 minutes to Line 185 service on Colima Road.

# Line 286

Pomona - Diamond Bar - Brea Mall



## Proposed Changes

### Coverage

Travel demand analysis shows more people from Brea are destined to either Cal Poly Pomona or Mt. San Antonio College than downtown Pomona. To better serve this demand, Line 286's northern terminus would shift from the Pomona Transit Center to the new Mt. San Antonio College Transit Center. This change would also directly serve Cal Poly Pomona.

At least three different lines would provide frequent options between Cal Poly Pomona and the Pomona Transit Center, so almost all existing riders would continue to have access to Foothill Transit service. Riders at the W Mission Boulevard/Allegro Lane stop would need to walk 5 minutes to W Temple Avenue/N Diamond Bar Boulevard for service on Lines 195, 286, or 482.

### Hours of Service

No changes.

	Weekday	Saturday	Sunday
Existing	6:00 AM-10:45 PM	7:30 AM-8:15 PM	7:30 AM-8:15 PM
Recommended	6:00 AM-10:45 PM	7:30 AM-8:15 PM	7:30 AM-8:15 PM

### Frequency

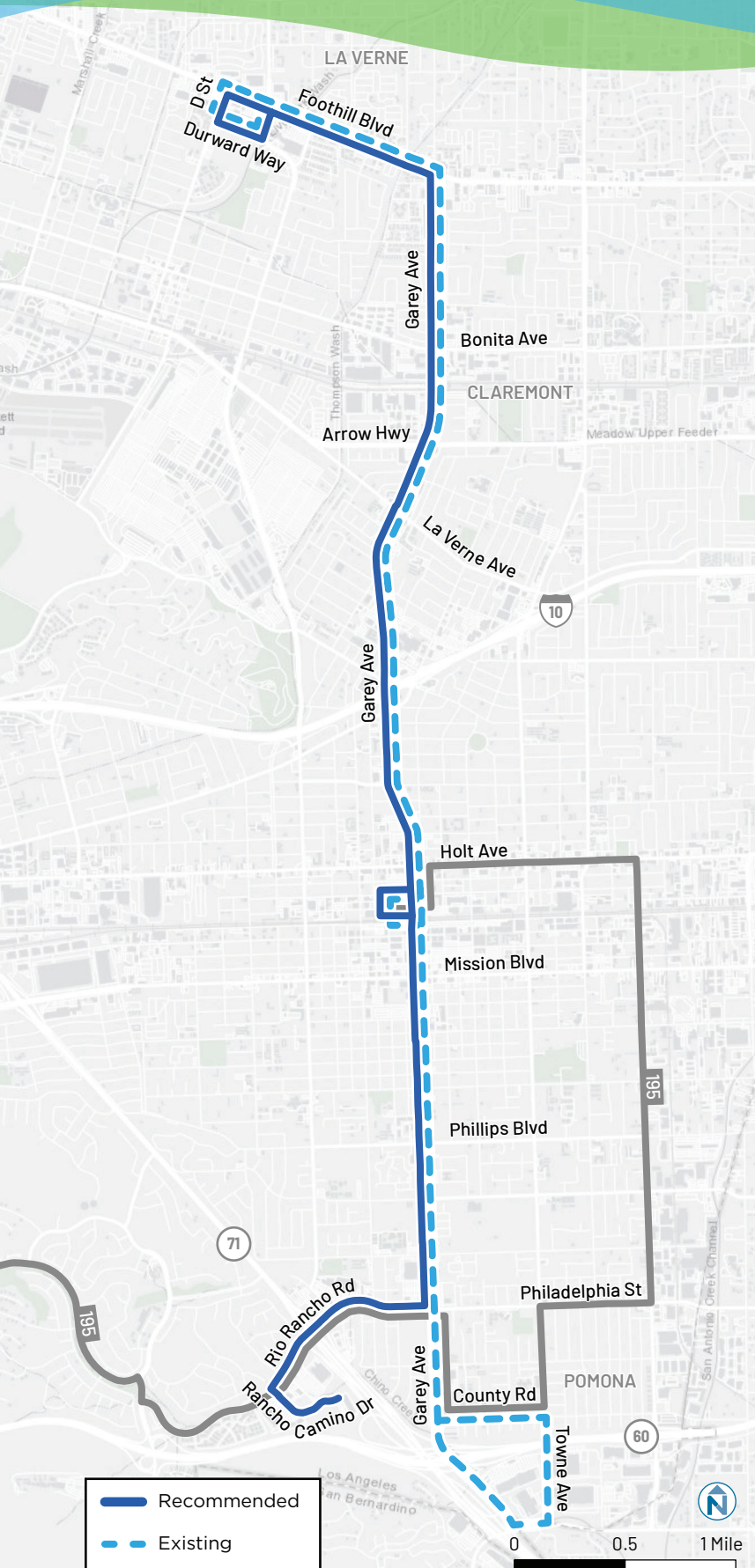
No changes.

	Day	Peak (minutes) (6-9am, 3-6pm)	Midday (minutes) (9am-3pm)	Evening (minutes) (6pm-12am)
Existing	Weekday	60	60	60
	Saturday	60	60	60
	Sunday	60	60	60
Recommended	Weekday	60	60	60
	Saturday	60	60	60
	Sunday	60	60	60



# Line 291

La Verne - Pomona South Pomona via Garey



## Proposed Changes

### Coverage

Line 291's southern terminus is in an industrial area, which does not generate high ridership. To better connect Pomona residents to jobs and shopping opportunities, Line 291 would be realigned to end at Rancho Camino Drive off of Rio Rancho Road. This will provide access to WinCo, Walmart, and Target.

In conjunction with this change, Line 195 would be modified to serve all existing Line 291 stops on S Garey Avenue and E County Road. Line 291 riders at the Towne Avenue/Market Place stop would need to walk approximately 5 minutes to the E County Road/Towne Avenue stop for service.

### Hours of Service

No changes.

	Weekday	Saturday	Sunday
Existing	4:00 AM-10:15 PM	5:00 AM-10:15 PM	5:00 AM-10:15 PM
Recommended	4:00 AM-10:15 PM	5:00 AM-10:15 PM	5:00 AM-10:15 PM

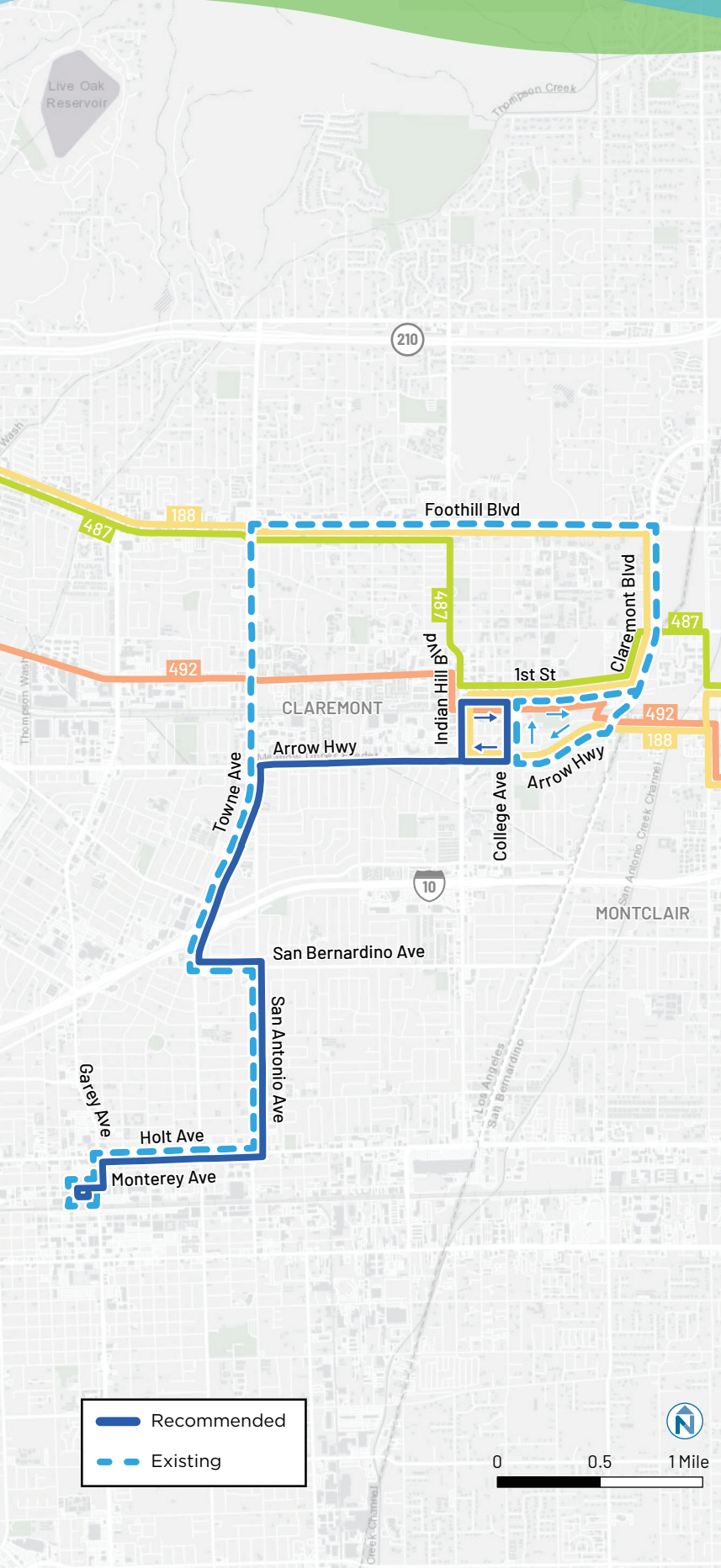
### Frequency

No changes.

	Day	Peak (minutes) (6-9am, 3-6pm)	Midday (minutes) (9am-3pm)	Evening (minutes) (6pm-12am)
Existing	Weekday	15	15	15
	Saturday	30	30	30
	Sunday	30	30	30
Recommended	Weekday	15	15	15
	Saturday	30	30	30
	Sunday	30	30	30

# Line 292

## Claremont - Pomona



### Proposed Changes

#### Coverage

Line 292 carries few riders, with most being between the Pomona Transit Center and Arrow Highway. Service is geared to schools, and ends by 5 PM, which is too early for most work trips.

Line 292 would be restructured to provide a direct connection between Pomona and Claremont and operate later to 7 PM to attract a broader ridership base.

All service north of Arrow Highway would be removed due to low ridership. Riders on Foothill Boulevard would continue to have service with a modified Line 188 and a new Line 487. Riders on N Towne Avenue would need to walk 5 minutes to either Foothill Boulevard (Line 188 and 487), Bonita Avenue (Line 492), or Arrow Highway (Line 292) for service.

#### Hours of Service

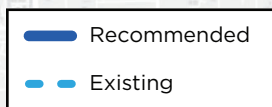
Service would be extended from 4:45 PM to 7 PM on weekdays.

	Weekday	Saturday	Sunday
Existing	5:30 AM-4:45 PM	No Service	No Service
Recommended	5:30 AM-7:00 PM	No Service	No Service

#### Frequency

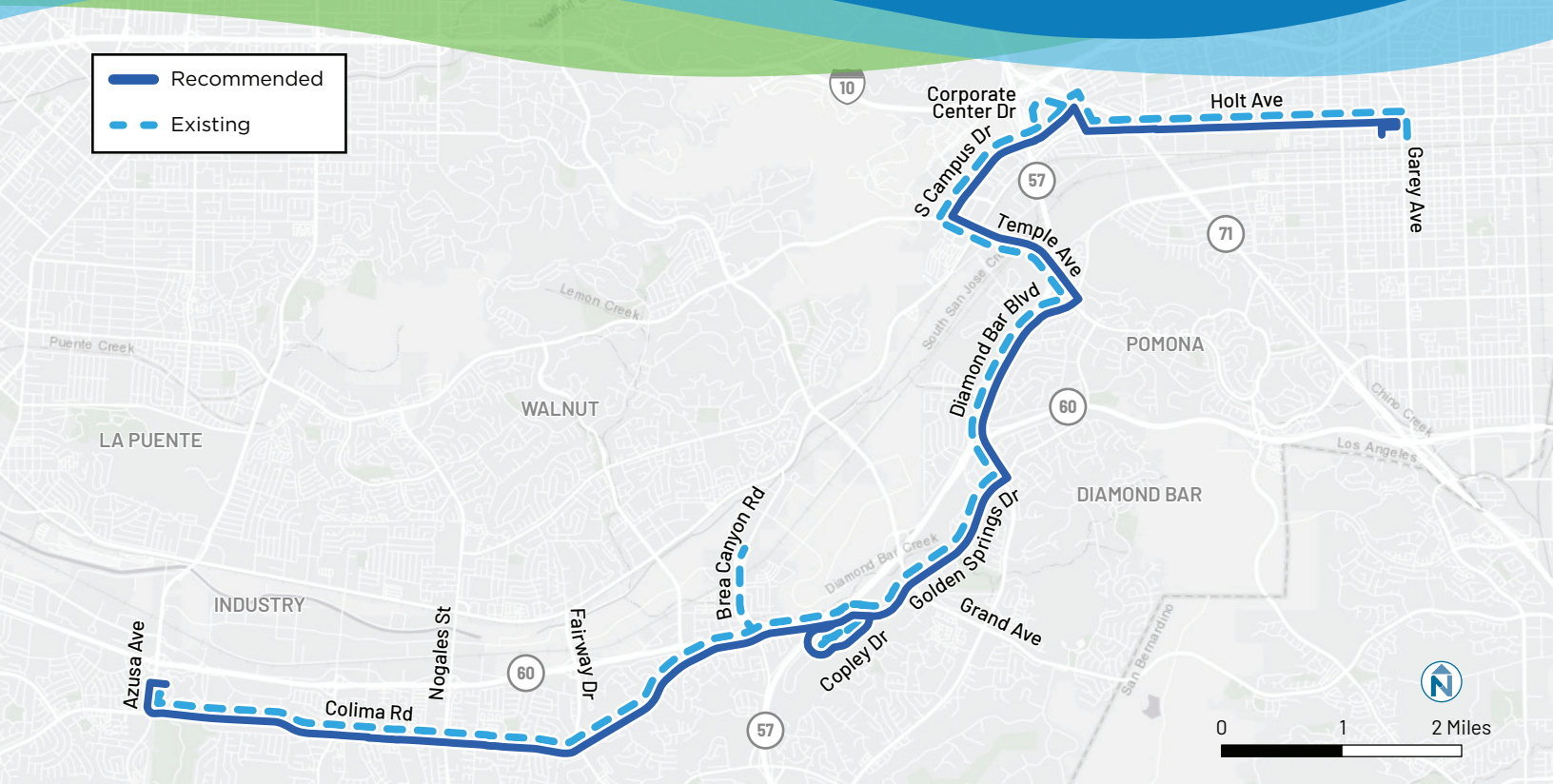
No changes.

	Day	Peak (minutes) (6-9am, 3-6pm)	Midday (minutes) (9am-3pm)	Evening (minutes) (6pm-12am)
Existing	Weekday	30	60	No Service
	Saturday	No Service	No Service	No Service
	Sunday	No Service	No Service	No Service
Recommended	Weekday	30	60	No Service
	Saturday	No Service	No Service	No Service
	Sunday	No Service	No Service	No Service



# Line 482

Pomona - Rowland Heights - Puente Hills Mall via Colima Rd.



## Proposed Changes

### Coverage

Line 482 serves the Industry Park & Ride on some, but not all, trips. This results in unevenly timed arrivals at Puente Hills Mall and at the Pomona Transit Center, which complicates transfers. The Industry Park & Ride generates few riders yet adds almost 10 minutes of travel time for existing riders.

The deviation to the Industry Park & Ride would be eliminated. Passengers would benefit from faster travel times and more consistent transfer opportunities. The Park & Ride would continue to be served by Line 495.

Service to Corporate Center Drive would be removed due to low ridership. Access would still be possible with a short walk from S. Campus Drive.

### Hours of Service

No changes.

	Weekday	Saturday	Sunday
Existing	4:00 AM-1:00 AM	5:30 AM-12:30 AM	5:30 AM-12:30 AM
Recommended	4:00 AM-1:00 AM	5:30 AM-12:30 AM	5:30 AM-12:30 AM

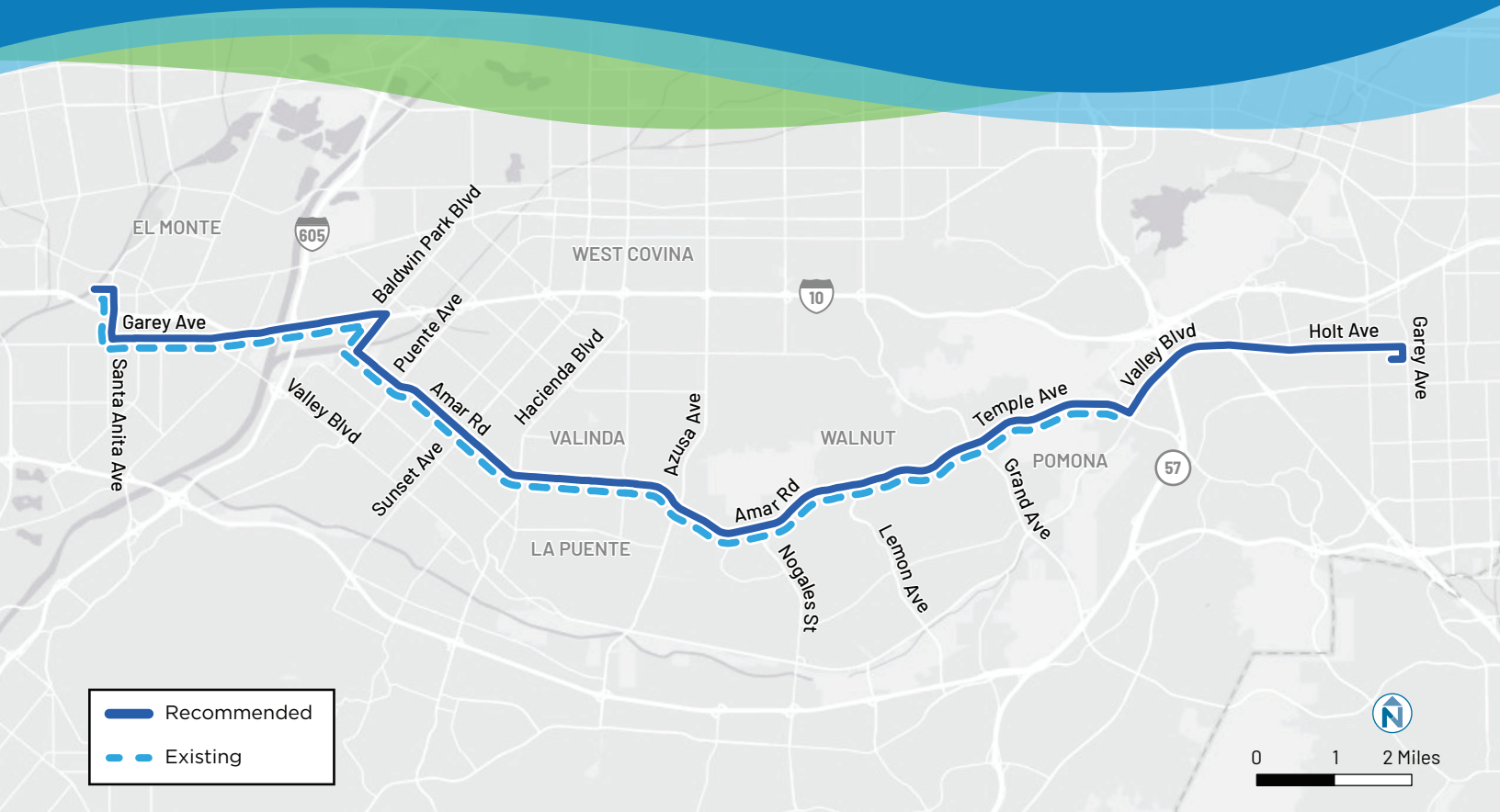
### Frequency

Frequencies would remain the same; however, 30-minute weekday frequencies will be more uniform with the elimination of the deviation to the Industry Park & Ride.

	Day	Peak (minutes) (6-9am, 3-6pm)	Midday (minutes) (9am-3pm)	Evening (minutes) (6pm-12am)
Existing	Weekday	30	30	30
	Saturday	30	30	30
	Sunday	30	30	30
Recommended	Weekday	30	30	30
	Saturday	30	30	30
	Sunday	30	30	30

# Line 486

Pomona - La Puente - El Monte via Amar Rd.



## Proposed Changes

### Coverage

Line 486 is one of Foothill Transit's most productive routes, with 15-minute service on weekdays. Extending this high-frequency line to Pomona Transit Center would increase accessibility for Pomona residents. Line 486 would be extended east to the Pomona Transit Center along Holt Avenue.

### Hours of Service

No changes.

	Weekday	Saturday	Sunday
Existing	4:45 AM-11:45 PM	5:30 AM-11:45 PM	5:30 AM-11:45 PM
<b>Recommended</b>	<b>4:45 AM-11:45 PM</b>	<b>5:30 AM-11:45 PM</b>	<b>5:30 AM-11:45 PM</b>

### Frequency

No changes.

	Day	Peak (minutes) (6-9am, 3-6pm)	Midday (minutes) (9am-3pm)	Evening (minutes) (6pm-12am)
Existing	Weekday	15	15	30
	Saturday	30	30	30
	Sunday	30	30	30
<b>Recommended</b>	<b>Weekday</b>	<b>15</b>	<b>15</b>	<b>30</b>
	<b>Saturday</b>	<b>30</b>	<b>30</b>	<b>30</b>
	<b>Sunday</b>	<b>30</b>	<b>30</b>	<b>30</b>

# New Line 487 (Old Lines 197 and 289)

## Puente Hills Mall - Pomona - Montclair



- Recommended
- Existing (197)
- Existing (289)



### Proposed Changes

#### Coverage

Line 197 is a low ridership route that connects parts of Pomona, the Fairplex, and Claremont. Line 197 has long stretches, such as Fairplex Drive, with no ridership activity.

Line 197 would be restructured to add new destinations that should improve ridership potential. On the south end, the alignment would serve Cal Poly Pomona, which is a bigger ridership destination than downtown Pomona. It would also be combined with Line 289 and called the new Line 487. Service would remove the low-ridership segments on Fairplex Drive, and instead serve the Fairplex via White Avenue. Service would continue to downtown LaVerne and serve the planned LaVerne Gold Line station - providing a link between the Gold Line and the Fairplex. The line would then serve commercial areas including Aldi and Target along Foothill Boulevard, before ending in Claremont and Montclair.

This change provides a one-seat ride from Puente Hills to the Fairplex, creates a new connection from the future Gold Line to Cal Poly Pomona and Mt. San Antonio College, and better connects Pomona residents to educational and job opportunities.

#### Hours of Service

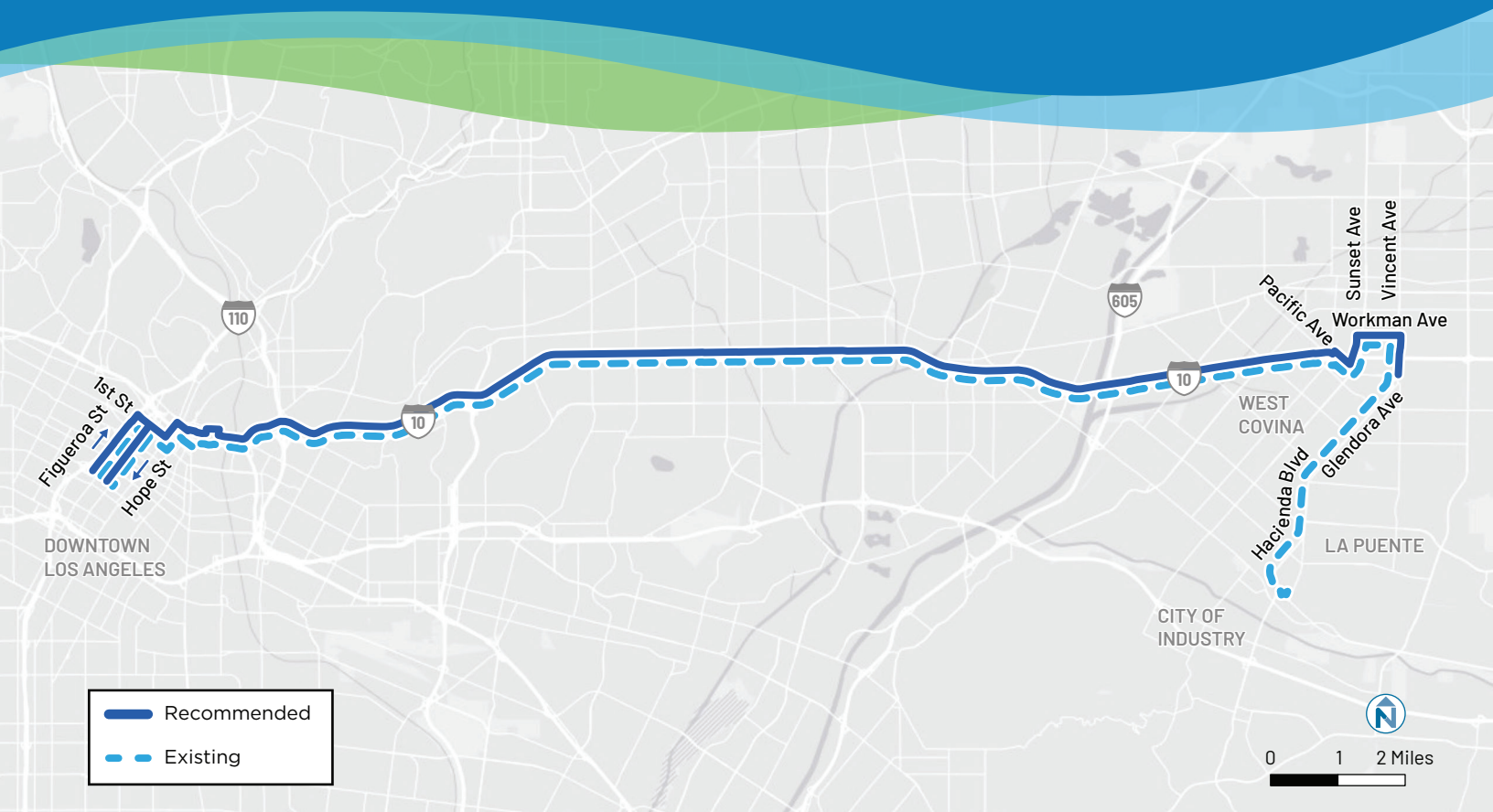
	Weekday	Saturday	Sunday
Existing Line 197	5:30 AM-9:00 PM	6:00 AM-8:00 PM	6:00 AM-8:00 PM
Existing Line 289	6:30 AM-8:15 PM	6:15 AM-7:00 PM	6:15 AM-7:00 PM
<b>Recommended</b>	<b>5:30 AM-9:00 PM</b>	<b>6:00 AM-8:00 PM</b>	<b>6:00 AM-8:00 PM</b>

#### Frequency

	Day	Peak (minutes) (6-9am, 3-6pm)	Midday (minutes) (9am-3pm)	Evening (minutes) (6pm-12am)
Existing Line 197	Weekday	30	60	60
	Saturday	60	60	60
	Sunday	60	60	60
Existing Line 289	Weekday	60	60	60
	Saturday	60	60	60
	Sunday	60	60	60
<b>Recommended</b>	<b>Weekday</b>	<b>30</b>	<b>60</b>	<b>60</b>
	<b>Saturday</b>	<b>60</b>	<b>60</b>	<b>60</b>
	<b>Sunday</b>	<b>60</b>	<b>60</b>	<b>60</b>

# Line 498

City of Industry - West Covina - Downtown Los Angeles Express



## Proposed Changes

### Coverage

Due to low ridership, Line 498 would no longer serve the Industry City Hall Park & Ride. Line 498 service would continue to run between Plaza West Covina and downtown Los Angeles. Affected customers can access express services at Puente Hills Mall (Line 493) and Plaza West Covina (Line 498).

### Hours of Service

No changes.

	Weekday	Saturday	Sunday
Existing	4:45 AM-10:00 AM, 2:15 PM-8:00 PM	No Service	No Service
Recommended	4:45 AM-10:00 AM, 2:15 PM-8:00 PM	No Service	No Service

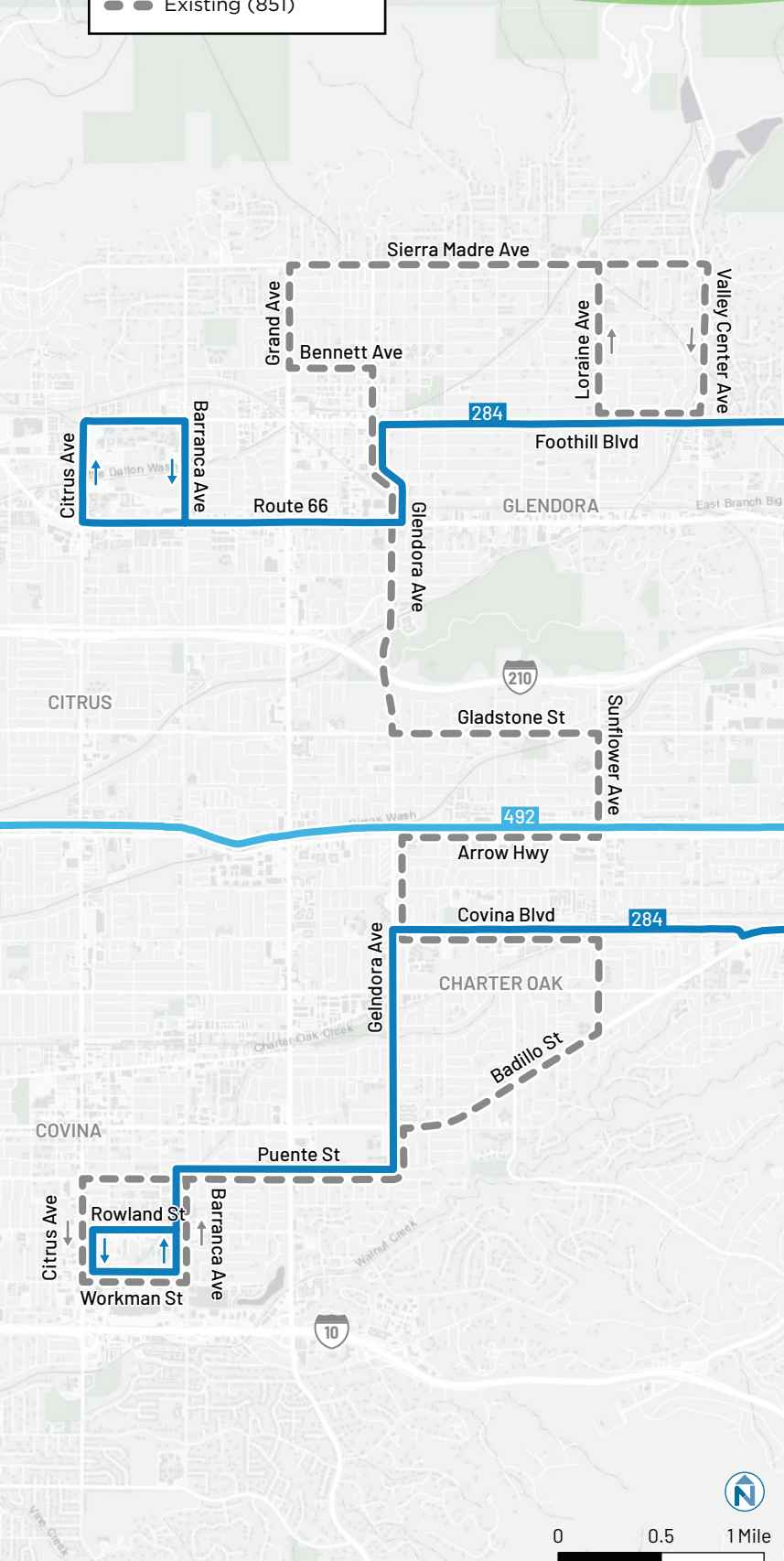
### Frequency

No changes.

	Day	Peak (minutes) (5-10am, 2-8pm)	Midday (minutes) (10am-2pm)	Evening (minutes) (8pm-12am)
Existing	Weekday	15-20	No Service	No Service
	Saturday	No Service	No Service	No Service
	Sunday	No Service	No Service	No Service
Recommended	Weekday	15-20	No Service	No Service
	Saturday	No Service	No Service	No Service
	Sunday	No Service	No Service	No Service

# Line 851 Covina - Glendora

Existing (851)



## Proposed Changes

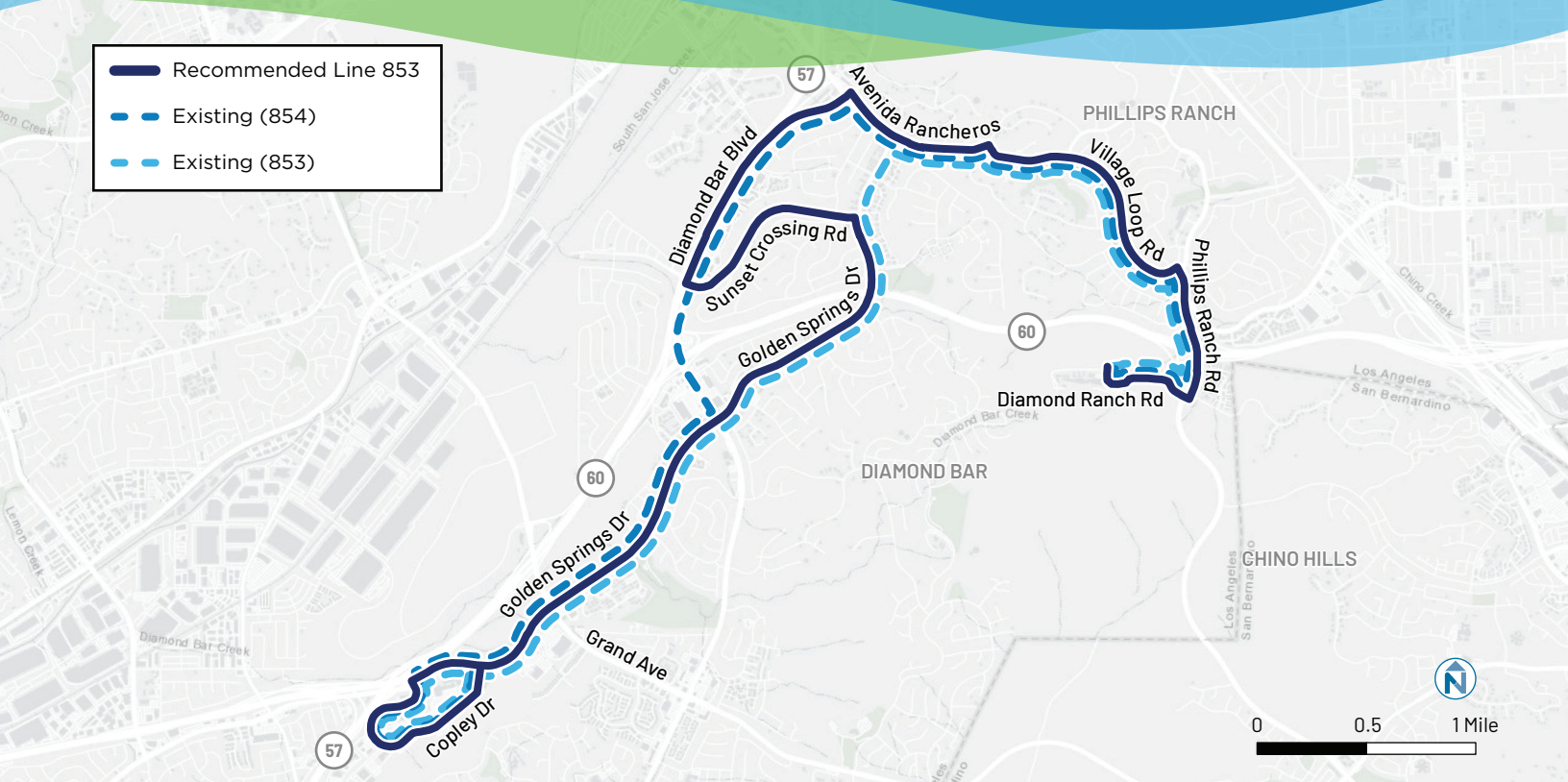
Line 851 is a school-oriented route that connects multiple different schools, including Royal Oak Intermediate School, Charter Oak High School, Arrow High School, and Glendora High School. Two morning trips in each direction and three afternoon trips are provided. Line 851 is severely underutilized, with just over 2 passengers per trip throughout the day. The maximum ridership is one trip with 4 passengers.

Due to low ridership, Line 851 should be deleted. Most schools would still have Foothill Transit service. A partnership with the Glendora Shuttle should also be explored to maintain direct service to Glendora High School.

# Line 853/854

## Diamond Bar

- Recommended Line 853
- Existing (854)
- Existing (853)



## Proposed Changes

### Coverage

Lines 853 and 854 both provide service to Diamond Ranch High School with overlapping alignments. To improve rider utilization and improve efficiency, Lines 853 and 854 would be combined into one alignment that serves almost all existing stops. The modified alignment would use Avenida Rancheros, Diamond Bar Boulevard, Sunset Crossing Road, and Golden Springs Drive to cover the highest ridership stops on both lines.

### Hours of Service

No changes.

	Weekday	Saturday	Sunday
Existing	<b>Mon-Thurs:</b> 6:30 AM-7:45 AM, 2:30 PM-3:45 PM <b>Fri:</b> 8:00 AM-8:45 AM, 2:30 PM-3:45 PM	No Service	No Service
Recommended	<b>Mon-Thurs:</b> 6:30 AM-7:45 AM, 2:30 PM-3:45 PM <b>Fri:</b> 8:00 AM-8:45 AM, 2:30 PM-3:45 PM	No Service	No Service

### Frequency

No changes.

	Day	Peak (minutes) (6-9am, 3-6pm)	Midday (minutes) (9am-3pm)	Evening (minutes) (6pm-12am)
Existing	Weekday	3 trips in AM, 2 trips in PM	No Service	No Service
	Saturday	No Service	No Service	No Service
	Sunday	No Service	No Service	No Service
Recommended	Weekday	3 trips in AM, 2 trips in PM	No Service	No Service
	Saturday	No Service	No Service	No Service
	Sunday	No Service	No Service	No Service

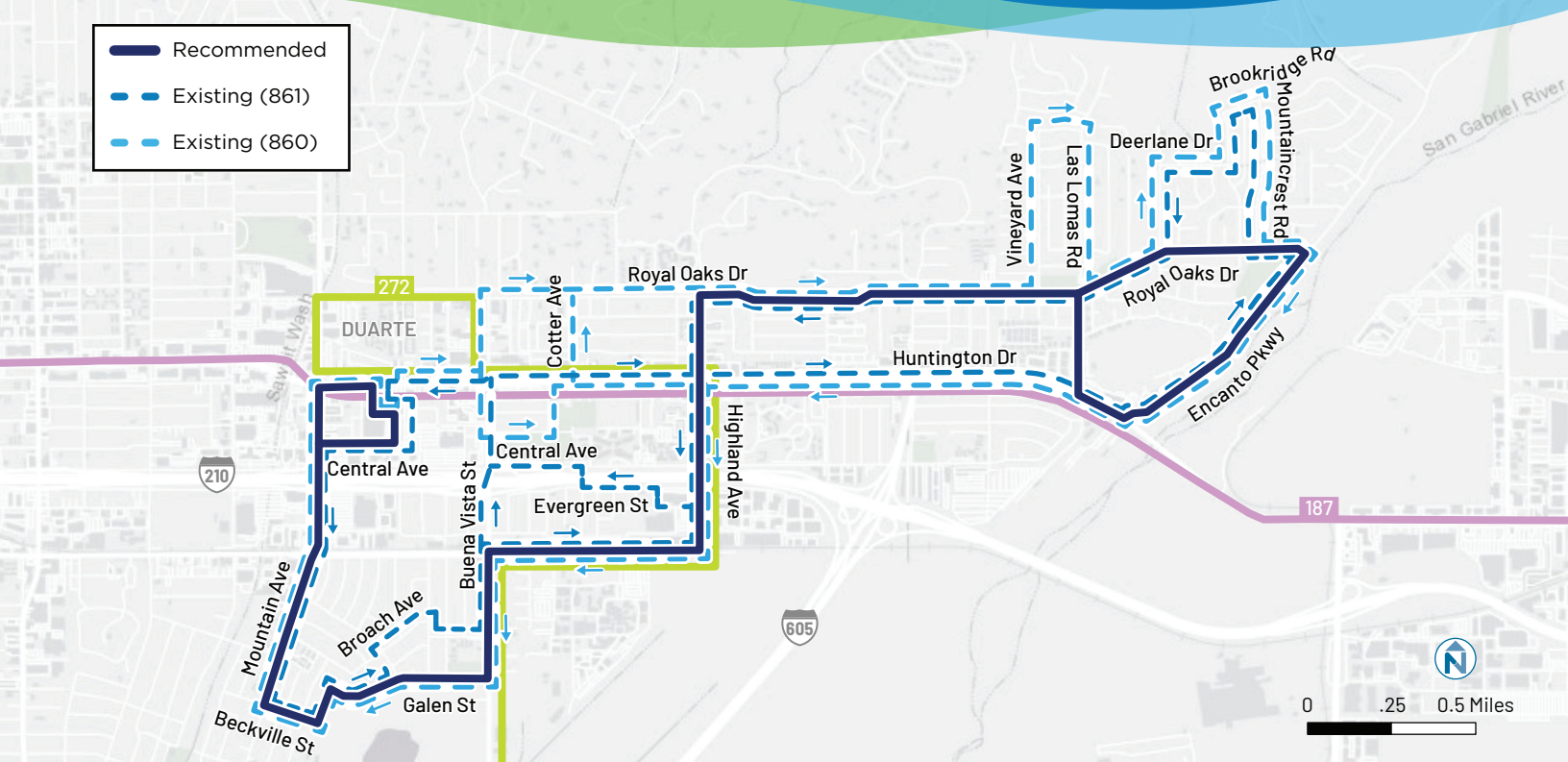


# Line 860/861

## Mountain Vista Plaza - Huntington Dr - Royal Oaks



— Recommended  
— Existing (861)  
— Existing (860)



### Proposed Changes

#### Coverage

Current DuarteBus service is indirect, slow, and carries few riders. Two reversing loops with different alignments make the service confusing for new customers to understand.

Lines 860 and 861 would be consolidated into a single alignment that provides bi-directional service connecting the biggest destinations in Duarte, including Encanto Park, the Gold Line, the City of Hope Medical Center, Walmart, and Mountain Vista Plaza. This would be done in conjunction with extending Line 272 from the Duarte Gold Line Station to Mountain Vista Plaza, which would cover parts of Buena Vista Street and Royal Oaks Drive.

Existing customers would have a faster, more direct ride. Future customers would better be able to understand the alignment.

Customers in residential areas north of Royal Oaks Drive may need to walk further to access service as a result of this recommendation.

### Hours of Service

No changes.

	Weekday	Saturday	Sunday
Existing Line 860	6:30 AM-6:15 PM	No Service	No Service
Existing Line 861	5:45 AM-8:30 PM	7:40 AM-7:30 PM	No Service
<b>Recommended Line 860/861</b>	<b>5:45 AM-8:30 PM</b>	<b>7:40 AM-7:30 PM</b>	<b>No Service</b>

### Frequency

No changes.

	Day	Peak (minutes) (6-9am, 3-6pm)	Midday (minutes) (9am-3pm)	Evening (minutes) (6pm-12am)
Existing Line 860	Weekday	60	60	No Service
	Saturday	No Service	No Service	No Service
	Sunday	No Service	No Service	No Service
Existing Line 861	Weekday	60	60	60
	Saturday	60	60	60
	Sunday	No Service	No Service	No Service
<b>Recommended Line 860/861</b>	<b>Weekday</b>	<b>60</b>	<b>60</b>	<b>60</b>
	<b>Saturday</b>	<b>60</b>	<b>60</b>	<b>60</b>
	<b>Sunday</b>	<b>No Service</b>	<b>No Service</b>	<b>No Service</b>

# Silver Streak

## Downtown LA - Montclair



### Proposed Changes

#### Coverage

Travel demand patterns show that significant numbers of Cal Poly Pomona students are coming from Los Angeles. Transit service is not always attractive, as they must first get to downtown Los Angeles to board the Silver Streak and then transfer again to a line that serves the college.

Silver Streak service would be modified to serve this market. The new alignment would continue to operate between downtown LA and Montclair but deviate to serve Cal Poly Pomona between Plaza West Covina and the Pomona Transit Center. There would continue to be 15 minute (or better) peak service between Montclair and downtown LA between 5:00 AM and 7:00 PM. However, trips from Montclair to downtown LA via Cal Poly Pomona would take 5 to 10 minutes longer than trips using the existing Silver Streak alignment.

In addition to improving connectivity to Cal Poly Pomona, additional buses may be added between Plaza West Covina and downtown LA to address capacity constraints as ridership continues to recover from the pandemic.

At all other times, existing Silver Streak service would continue to operate as scheduled between downtown LA and Montclair.

### Hours of Service

No Changes.

	Weekday	Saturday	Sunday
Existing	24 hours a day	24 hours a day	24 hours a day
Recommended	24 hours a day	24 hours a day	24 hours a day

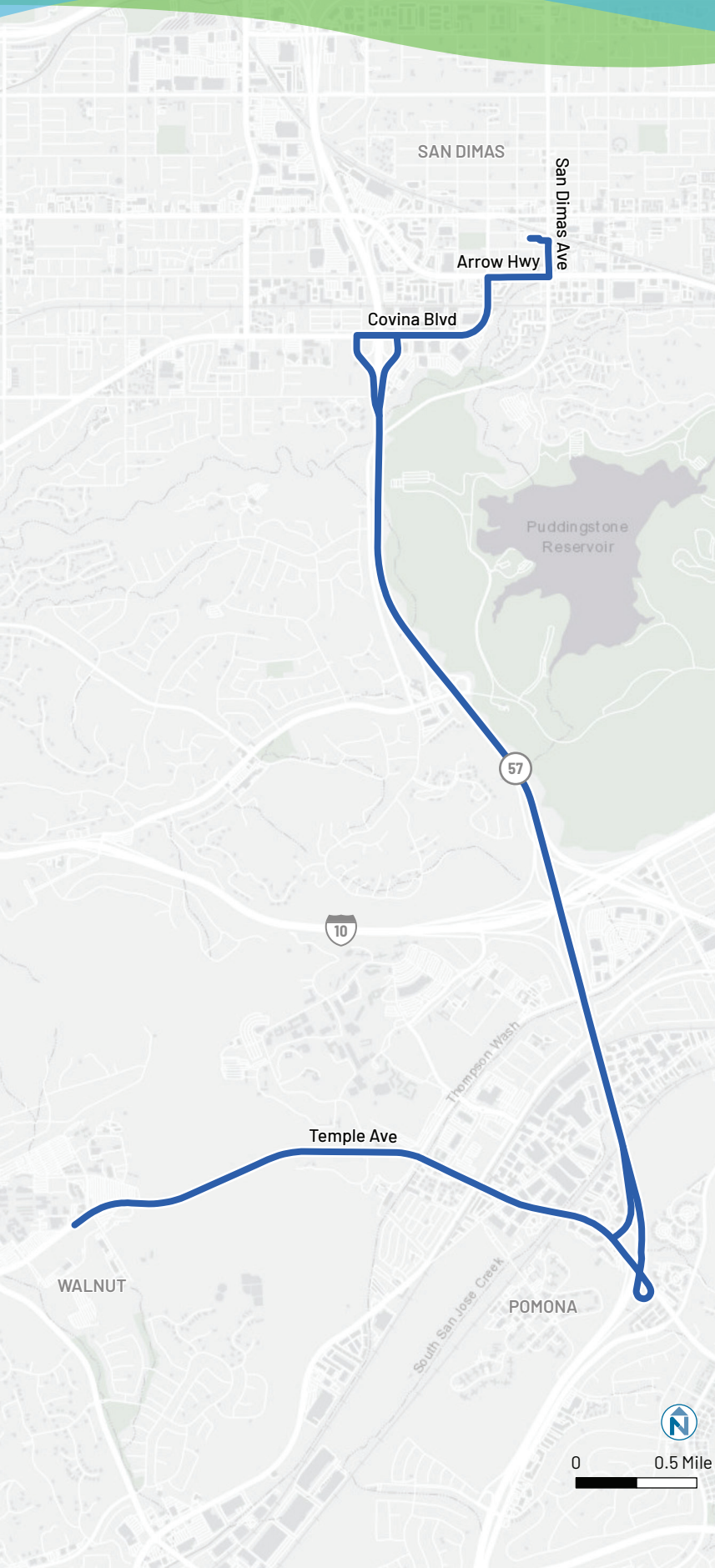
### Frequency

No Changes.

	Day	Peak (minutes) (6-9am, 3-6pm)	Midday (minutes) (9am-3pm)	Evening (minutes) (6pm-12am)
Existing	Weekday	15	15	15-30
	Saturday	30	30	30
	Sunday	30	30	30
Recommended	Weekday	15	15	15-30
	Saturday	30	30	30
	Sunday	30	30	30

# New Service to Gold Line

## San Dimas - Cal Poly Pomona - Mt. SAC



### Proposed Changes

#### Coverage

The Gold Line extension to Pomona represents an opportunity to better connect communities and major destinations to the regional rail system. With the current Gold Line service, many colleges are either served directly by the Gold Line or with a transfer to Foothill Transit service. Currently, Cal Poly Pomona and Mt. San Antonio College do not have a Foothill Transit line that takes riders directly to a Gold Line station. Instead, riders must make two transfers - Gold Line to bus, and then to a second bus that serves the two campuses. With the extension of the Gold Line, there is an opportunity to introduce a new Foothill Transit line that connects these two colleges directly to the Gold Line at the new San Dimas Station.

#### Hours of Service

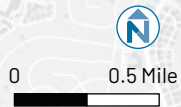
Service would be operate from 7 AM to 9 PM daily.

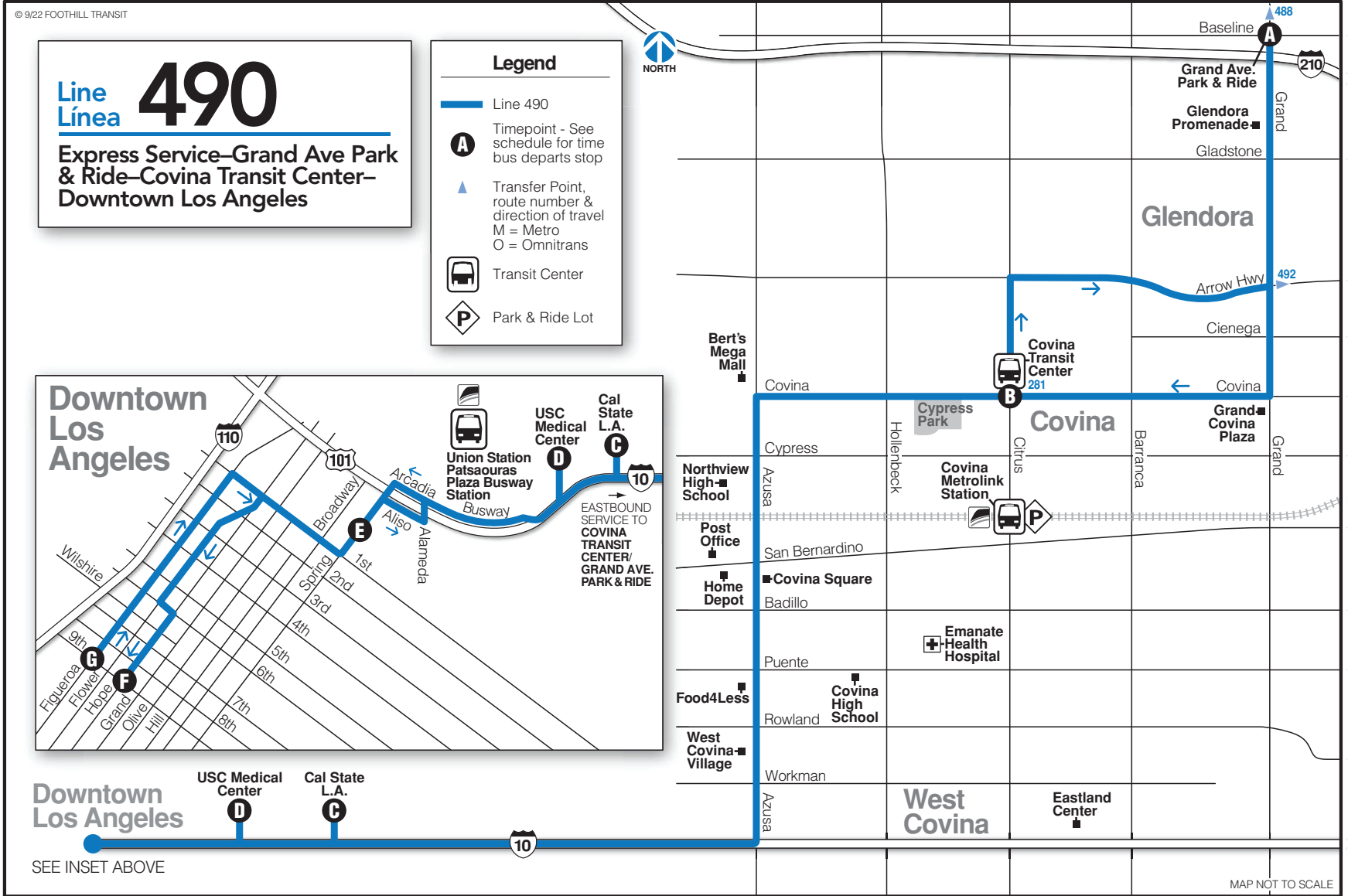
	Weekday	Saturday	Sunday
<b>Proposed</b>	<b>7:00 AM-9:00 PM</b>	<b>7:00 AM-9:00 PM</b>	<b>7:00 AM-9:00 PM</b>

#### Frequency

The line would operate every 30 minutes on weekdays and every 60 minutes on weekends.

	Day	Peak (minutes) (6-9am, 3-6pm)	Midday (minutes) (9am-3pm)	Evening (minutes) (6pm-12am)
<b>Recommended</b>	<b>Weekday</b>	<b>30</b>	<b>30</b>	<b>30</b>
	<b>Saturday</b>	<b>60</b>	<b>60</b>	<b>60</b>
	<b>Sunday</b>	<b>60</b>	<b>60</b>	<b>60</b>



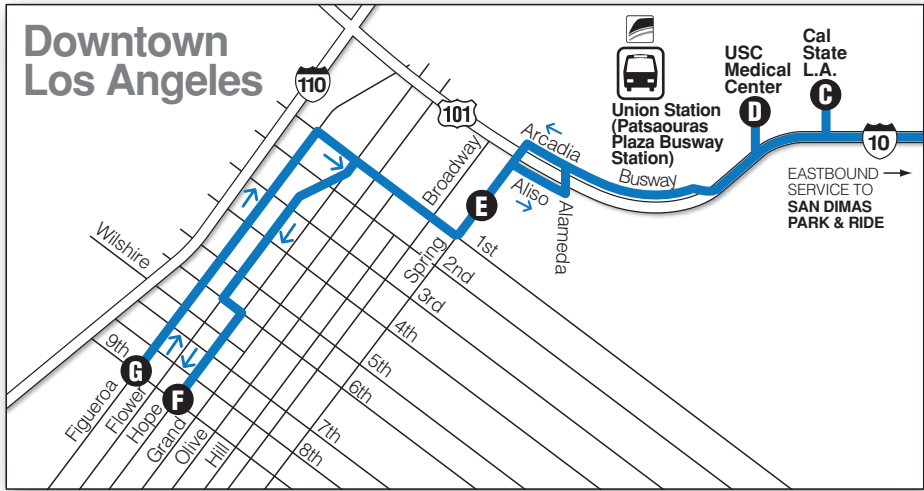


MAP NOT TO SCALE

**Line 499**  
**Express Service—San Dimas Park & Ride—Via Verde Park & Ride—Downtown Los Angeles**

**Legend**

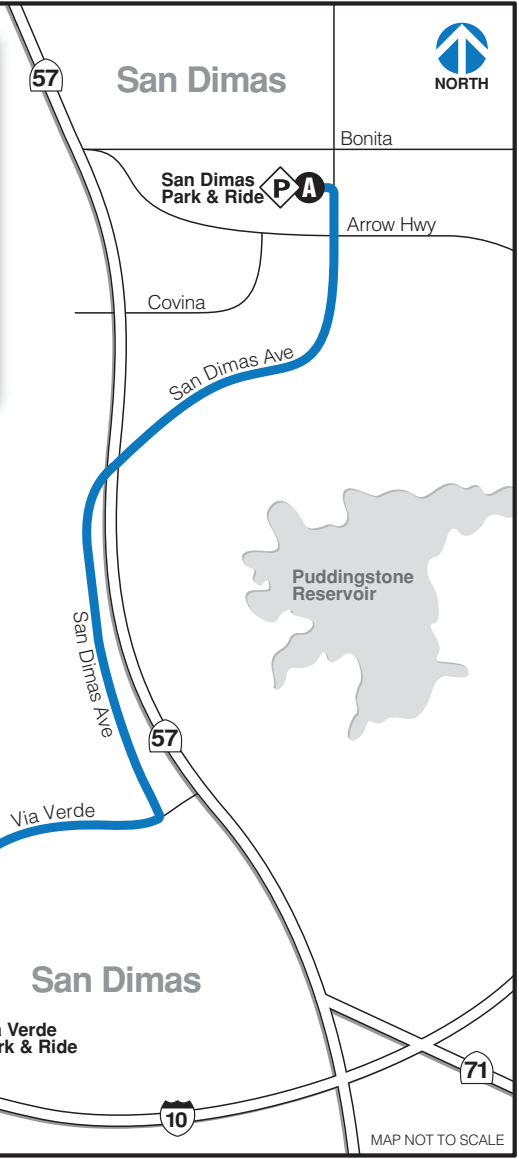
- Line 499
- Timepoint - See schedule for time bus departs stop
- Transfer Point, route number & direction of travel  
M = Metro  
O = Omnitrans
- Transit Center
- Park & Ride Lot



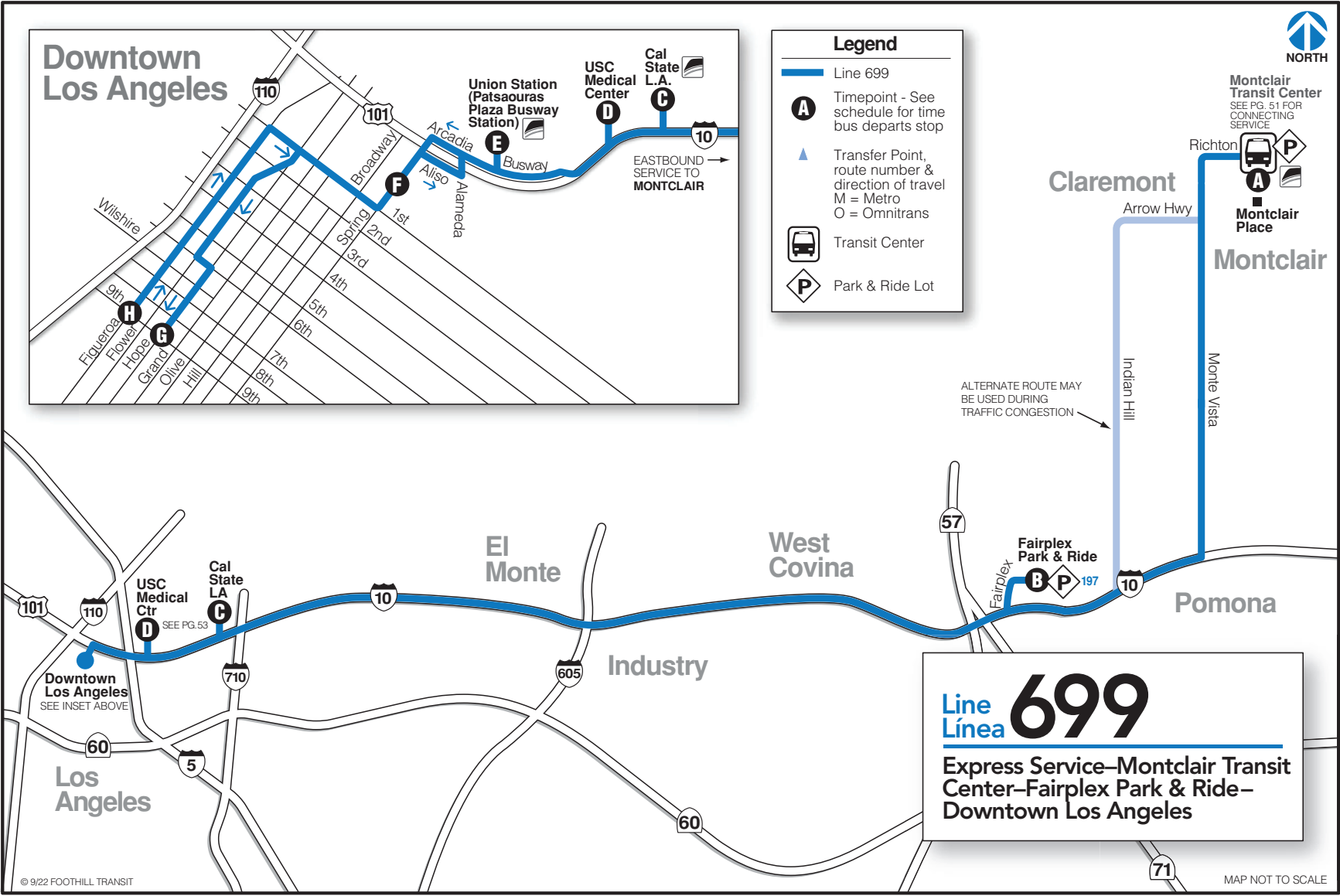
**Downtown Los Angeles**  
SEE INSET ABOVE

**USC Medical Center**  
SEE PG. 53

**Cal State L.A.**  
SEE PG. 53



foothilltransit.org 800.RIDE.INFO (743.3463) EFFECTIVE DATE: 9/25/22



**Line 699**  
 Express Service-Montclair Transit Center-Fairplex Park & Ride-Downtown Los Angeles



September 30, 2022

To: Governing Board

Subject: **Public Participation Plan Update**

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### **Recommendations**

Receive and file the Public Participation Plan Update.

### **Analysis**

A Public Participation Plan (PPP) is a required element of compliance with the Federal Transit Administration (FTA) Circulars 4702.1B and 4703.1. 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 intent of the PPP is to standardize Foothill Transit's communication methods. It provides guidance to Foothill Transit staff on how to develop a project-specific outreach plan and utilize the best outreach methods and techniques to distribute and collect information from customers related to a proposed project.

The document includes a discussion of the many tools and pieces of information useful in creating project-specific outreach plans, including:

- Service area demographics
- Ongoing outreach initiatives
- Public participation methods and techniques
- Inclusion methods for LEP persons and underrepresented communities

The plan is intended to be a “work in progress” document and the tools and techniques used to outreach to the public will be updated and evaluated regularly to ensure effectiveness. Many of the tools used need to be regularly updated as new technology and tools become available for disseminating



information to the public. The PPP is a part of Foothill Transit’s Title VI Program and must be updated at least every three years.

Public outreach for the PPP will begin on October 1, 2022. The PPP will be posted on Foothill Transit’s website. Customers and stakeholders will be able to provide feedback on the updated plan. The public outreach schedule for the PPP is as follows:

**Public Comment Period: October 1, 2022- November 1, 2022**

Event	Date and Time
Local Stakeholder Meeting	October 18 <sup>th</sup> 10-11 a.m.
Customer Meeting	October 19 <sup>th</sup> 6-7 p.m.
Public Hearing	November 1 <sup>st</sup> 5-6 p.m.

**Budget Impact**

There is no budget impact.

Sincerely,

Lourdes Álvarez  
Transit Planner

Doran J. Barnes  
Chief Executive Officer