

EL MONTE BUSWAY LINE-HAUL STUDY

SEPTEMBER 1984



Southern California Rapid Transit District

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CHAPTER ONE

BACKGROUND

1.0 BACKGROUND

1.1 Purpose of Study

The present system of routes that serve the El Monte Busway consists of 19 services that connect the Central Core (LACBD and Wilshire District) with San Gabriel Valley points via a specially constructed High Occupancy Vehicle (HOV) facility constructed adjacent to the San Bernardino Freeway (I-10). All of these lines operate in express service on the Busway, and in feeder service within the San Gabriel Valley after leaving that facility. In addition to the twelve routes that serve the El Monte Busway Station, nine local lines also serve that facility, and a 1,500 car parking facility provides access to the bus system for automobiles drivers and passengers. Recent counts show that 45 percent of all passengers using the Busway between the San Gabriel Valley and the Central Core on the ten lines that pass through El Monte Station, transfer at that facility (See Appendix A). Service on these ten Busway lines is thus scheduled to meet the demand between El Monte and the Central Core; it therefore, follows that there must be an over supply of service east of El Monte amounting to 45 percent. This higher than required level of service on the feeder portion of the twelve El Monte Station routes has contributed to their attractiveness and, no doubt, to the present usage level.

Considering the high over supply of service east of El Monte Station, it has been contended that the Busway system could be operated more efficiently if the trunk and feeder services were separated, and were scheduled on the basis of individual demand for each. The El Monte Busway Line-Haul Study was therefore undertaken to determine if such a change in the mode of operation of the Busway would result in an increase in efficiency, as measured by a decrease in vehicle hours, miles and requirements and operating cost. It is understood that a separation of trunk and feeder services will be an inconvenience to the 55 percent of El Monte Station busway riders who now ride through the station without transferring. This study does not address the issues of (1) whether the cost savings will outweigh the inconveniences to the through riders, or (2) what effect instituting the trunk/feeder operation will have on total travel time and patronage.

CHAPTER TWO

DATA COLLECTION

2.0 DATA COLLECTION

An initial assumption of the study was that the proposed trunk/feeder system would be based on the routes, services and patronage of the existing Busway system. It was, therefore, necessary to document these factors as a benchmark upon which to base a trunk/feeder system. Maps of the individual lines will be found in Appendix B.

2.1 PRESENT ROUTES

The services that comprise the El Monte Busway includes 28 bus routes that fall into one of four categories:

2.1.1 El Monte Station Busway Lines

These 12 routes operate in express service over the entire length of the El Monte Busway, and serve the El Monte Station. The individuals lines are:

<u>NO.</u>	<u>NAME/STATION AREA</u>
480	L.A.-El Monte-West Covina-Pomona via San Bernardino Freeway
481	Wilshire District-El Monte-West Covina
482	L.A.-El Monte-Hacienda Heights-Pomona via Colima Rd.
484	L.A.-El Monte-La Puente-Pomona-Ontario Airport via Valley Blvd.
486	L.A.-El Monte-Puente Hills Mall via Amar Rd.
488	L.A.-El Monte-West Covina-Glendora via Francisquito Ave.
490	L.A.-El Monte-Covina-Walnut-Brea via Ramona Blvd.
491	L.A.-El Monte-Arcadia-Sierra Madre via Santa Anita Ave.
492	L.A.-El Monte-South Arcadia-San Dimas via Arrow Hwy.
493	L.A.-El Monte-Monrovia via Myrtle Ave.
494	L.A.-El Monte-Monrovia-Glendora via Foothill Blvd.
496	L.A.-Riverside-San Bernardino

2.1.2 Park-Ride Lines

These three routes operate in express service over the entire length of the El Monte Busway, except that they bypass the El Monte Station, and continue in express service via the San Bernardino and other freeways to an initial park-ride location; then in local or limited stop service to a terminal park-ride location. These routes are:

<u>NO.</u>	<u>NAME/SERVICE AREA</u>
495	L.A.-Rowland Heights-Diamond Bar
497	L.A.-Pomona-Montclair
498	L.A.-Eastland-West Covina-Citrus College

2.1.3 Del Mar and Long Beach Freeway Ramp Lines

These four routes operate in express service on the El Monte Busway from its western terminus at Mission Rd. to either the Long Beach Fwy. or the Del Mar Ave. access/egress ramps, serving the Hospital and University Stations. These lines are:

<u>NO.</u>	<u>NAME/SERVICE AREA</u>
483	L.A.-Pasadena-Altadena via Fair Oaks Ave. (Long Beach Fwy. Ramp)
485	L.A.-Pasadena-Altadena via Lake Ave. (Long Beach Fwy. Ramp)
487	L.A.-San Gabriel-Sierra Madre (Del Mar Ave. Ramp)
489	L.A.-Rosemead-Hastings Ranch (Del Mar Ave. Ramp)

2.1.4 El Monte Station Local Lines

These nine lines operate in local service in the San Gabriel Valley, and terminate at the El Monte Busway Station, feeding the Busway express lines at that point. The lines in this category are:

<u>NO.</u>	<u>NAME/SERVICE AREA</u>
70	L.A.-El Monte via Marengo-Garvey
71	L.A.-El Monte via City Terrace-Garvey
76	L.A.-El Monte via Valley Blvd.
170	Alhambra-South El Monte-El Monte via Hellman Ave.
176	El Monte-Alhambra-Highland Park-Glassell Park
178	El Monte-Baldwin Park-West Covina-Valinda-Walnut
267	El Monte-Altadena via Temple City Blvd.-Del Mar Blvd.-Lincoln Ave.
268	El Monte-Altadena via Baldwin Ave.-Washington Blvd.
270	El Monte-Cerritos via Norwalk-Whittier

2.2 Present Schedules

Operating schedules for each of the 28 lines in the El Monte Busway System were acquired. The services listed in these schedules were documented by the use of "Service Level Summary" data sheets. On these data sheets, the frequency and number of trips was listed for each direction. The data was refined as follows:

2.2.1 Time Period

Early	-	4:30 to 6:00 A.M.
AM Peak	-	6:00 to 3:00 A.M.
Base	-	9:00 A.M. to 3:00 P.M.
PM Peak	-	3:00 to 6:00 P.M.
Evening	-	6:00 to 10:00 P.M.
Nite	-	10:00 P.M. to 1:00 A.M.
Owl	-	1:00 to 4:30 A.M.

2.2.2 Peak Hour

For each time period, the average headways (frequency) and number of trips are listed for both the entire period and for the peak one hour within that period. The average headway was calculated as the quotient of the time period length divided by the number of trips operated within that period.

2.2.3 Service Segments

Trip and frequency data was listed separately for any portion of the route on which a difference in the number of trips occurred. Turnback and branch services are thus identified.

Separate "SLS" data sheets were prepared for weekday and for Saturday and Sunday, when such service is provided. Copies of the SLS data sheets can be found in Appendix C.

2.3 PATRONAGE

Patronage data was taken from two sources: ride check summaries for each line, and point checks taken at El Monte and University Stations.

2.3.1 Ride Check Data

At least once during each year a count of passenger activity of all trips is made for each line. These counts are processed and summarized into documents called "Prof. 50's", which are profiles of the activity. Unfortunately, there is a backlog of lines to be processed, and as a result, data for some lines is as much as two years old. A list of the dates on which the profiles are based for each line is given below:

<u>LINE</u>	<u>DATE</u>	<u>LINE</u>	<u>DATE</u>	<u>LINE</u>	<u>DATE</u>
70	3-7-83	480	3-10-82	490	3-3-83
71	3-7-83	481	3-10-82	491	2-10-83
76	4-25-83	482	8-18-82	492	2-19-82
170	6-6-83	483	6-9-83	493	2-12-82
176	3-3-83	484	11-30-82	494	5-5-83
178	3-25-83	485	6-9-83	495	3-16-83
267	3-28-83	486	6-22-83	496	10-19-82
268	1-31-83	487	2-10-83	497	3-16-83
270	6-13-83	488	3-31-83	498	11-24-81
		489	2-10-83		

The ride check data was summarized on "Boarding and Alighting" data sheets. The data was summarized by direction in two steps: first, individual trip boardings and alightings were summarized into discrete segments that would be useful in making route or schedule adjustments in future steps. Segment boundaries are uniform among all lines, so as to allow for

possible consolidation of routes. The individual trips for each line were then summarized into one of the seven time periods listed in Section 2.2.1, above. Copies of the B&A data sheets are included in Appendix D.

Patronage data was not uniformly available for weekend service, and was, therefore, not collected. As a result of the lack of this information, as well as constraints of time, the entire focus of this study was directed to weekday operations. This decision is reinforced by the assumption that the results of what would happen on a weekday will be the controlling influence.

2.3.2 Point Check Data

Because of the varying ages of the ride check data, it was determined that some calibration device would be required. The means that was used was a count of all trips operating through the El Monte and University Stations; these counts were made on Thursday, June 2, 1983 between approximately 5:00 A.M. and 8:00 P.M.

Use of the data from the June point checks proved to be a difficult undertaking, particularly at El Monte Station, because the counts had been taken simultaneously by three or four different checkers, and line or route related information was scattered among several separate data entry forms. To facilitate manipulation of the data, the IBM System 3083 computer was utilized. All point check trip counts were entered into computer data sets, and then sorted by line. At that point, a lack of consistency was noted between the lines, bus run and vehicle numbers (which should have been the same). Through a four step iterative process, the inconsistencies were eliminated, and missing trips were identified and estimated. The finalized data was used to calibrate the ride check data in developing service specifications for future service. Copies of some of data generated from the June Point Checks are included in Appendix E.

CHAPTER THREE

SERVICE ALTERNATIVES

3.0 SERVICE ALTERNATIVES

The basic assumption of the project is that the trunk and feeder elements of the busway service system would be separated. This means that all buses operating between the Central Core, El Monte and points east via the El Monte Busway would terminate at the El Monte Station, and that service east of the station would be provided by separate feeder buses. The feeder element is thus fixed, with the 12 routes that now travel through El Monte Station becoming local feeder routes using standard buses. There are, however, a number of alternatives possible for the trunk service that involve variations in (1) the intercept level, (2) the downtown route, and (3) type of equipment to be used. A discussion of the alternative functions, specifications for service on each route, proposed schedules and a description of the final alternatives is provided below.

3.1 INTERCEPT LEVEL

As stated above, the basic premise of the Line-Haul Study is that there should be a separation of trunk and feeder functions of the El Monte Busway system, i.e., that feeder routes should be intercepted at some busway station. There are, however, three possible levels of intercept that would involve (1) the 12 lines that now serve El Monte Station, (2) the three park-ride lines, and (3) the four Del Mar Ave. or Long Beach Fwy. Ramp lines. The inclusion of Alternatives 1 and 2 or 1, 2 and 3 would involve a building block approach. Each Alternative is discussed separately below. (See also Appendix I).

3.1.1 Alternative 1 - El Monte Station Lines Only

Under this option the 12 lines that now travel through the El Monte Station would be replaced by 11 lines that would terminate there. The replacement is on a one-for-one basis, except that only one route would replace the present Line 480-481 combination east of El Monte, as these routes duplicate each other as far as Eastland Shopping Center. Because of the change in service designation of these lines from the LACBD Express (400 series) to local (100 or 200 series) or non-LACBD Express (500), it will be necessary to redesignate the line numbers of the replacement services. The new lines that would be developed to replace the existing service are described below:

3.1.1.1 Local Feeder Routes

Line 171 - El Monte-Hacienda Heights-Pomona via Colima Rd.

Replaces Line 482 between El Monte Station and Pomona; no route change.

Line 172 - El Monte-La Puente-Pomona-Ontario Airport
via Valley Blvd.

Replaces Line 484 between El Monte Station and Ontario International Airport; no route change.

Line 173 - El Monte-Puente Hills Mall via Amar Rd.

Replaces Line 486 between El Monte Station and Puente Hills Mall; no route change.

Line 174 - El Monte-West Covina-Glendora via
Francisquito Ave.

Replaces Line 488 between El Monte Station and Glendora; no route change.

Line 179 - El Monte-Covina-Walnut-Brea via Ramona
Blvd.

Replaces Line 490 between El Monte Station and California State University, Fullerton; no route change.

Line 184 - El Monte-South Arcadia-San Dimas via Arrow
Hwy.

Replaces Line 492 between El Monte Station and San Dimas; no route change.

Line 186 - El Monte-Monrovia-Glendora via Foothill
Blvd.

Replaces Line 494 between El Monte Station and Glendora; no route change.

Line 272 - El Monte-Arcadia-Sierra Madre via Santa
Anita Ave.

Replaces Line 491 between El Monte Station and Sierra Madre; no route change.

Line 273 - El Monte-Monrovia via Myrtle Ave.

Replaces Line 493 between El Monte and Monrovia; no route change.

3.1.1.2 Express Feeder Routes

Line 530 - El Monte-West Covina-Pomona via San Bernardino Fwy.

Replaces Line 480 between El Monte Station and Pomona; and Line 481 between El Monte Station and Eastland Shopping Center; no route change.

Line 533 - El Monte-Riverside-San Bernardino

Replaces Line 496 between El Monte and San Bernardino; no route change.

3.1.1.3 Supplemental Service

The remaining existing routes (i.e., 483, 485, 487, 489, 495, 497 and 498) would remain unchanged.

3.1.2 Alternative 2 - El Monte Station and Park-Ride Routes

With this alternative, the 12 existing through routes mentioned in Alternative 1 would be converted to 11 feeder routes. In addition the three through park-ride lines would be replaced by the three feeder express lines described below.

Line 531 - El Monte-Rowland Heights-Diamond Bar

Replaces Line 495 between El Monte Station and the Puente Hills Mall and Diamond Bar Park-Ride lots. It is assumed that double-deck buses will continue to be operated on this line; no route change.

Line 532 - El Monte-Eastland-Pomona Fairgrounds

Replaces Line 497 service between El Monte Station and the Pomona Fairgrounds park-ride facility, and Line 498 service between El Monte and the Eastland Center park-ride facility. Present Line 497 service to the Garey Ave. (Pomona) and Montclair Plaza park-ride facilities will be provided by Line 533. Present Line 498 service between Eastland Center and the Citrus College park-ride facility would be discontinued, due to very light patronage (less than 20 riders per day); this service is duplicated by other routes, and El Monte Station feeder service will be available at all points from which Line 498 service is proposed to be discontinued. The double-deck buses now in use on Line 498 would be redeployed to Line 532, and double-deck bus service would thus be extended to the Pomona Fairgrounds Park-Ride facility. (Note: This proposal is subject to test trip operation, and a determination that all clearances are acceptable.)

Line 533 - El Monte-Montclair-Riverside-San Bernardino

This line would replace the Line 533 service established in Alternative 1 (which provided substitute service for Line 496 between El Monte and San Bernardino). This version of Line 533 would replace Line 496 service between El Monte and San Bernardino, and Line 497 service between El Monte and the Garey Ave. (Pomona) and Montclair Plaza park-ride facilities. Line 497 service to the Pomona Fairgrounds would be provided by Line 532 (see above). This line would follow the route of Line 496 between El Monte Station and San Bernardino, and the boarding and alighting restriction at the Garey Ave. (Pomona) stop to and from the west would be eliminated, providing full-time service to the park-ride facility at that location. Supplemental service will be provided between Montclair Plaza and El Monte Station during peak periods to replace existing Line 497 service from that location. This action will consolidate the two San Bernardino County contract services under one route.

3.1.3 Alternative 3 - Full Intercept

This alternative will include the replacement of the 12 El Monte Station and three park-ride through lines with 13 feeder routes. In addition, the two Del Mar Ramp and two Long Beach Fwy. Ramp lines would be replaced by four feeder lines, as described below:

Line 257 - University Station-Pasadena-Altadena via Fair Oaks Ave.

Replaces Line 483 between University Station and Altadena. Because there are no turnaround or layover facilities at the Busway level of the University Station, it will be necessary to use facilities at the campus level. In order to use the campus level station facilities it will be necessary to reroute this service between the station and the intersection of Valley Blvd. and Fremont Ave. Buses will have to be rerouted via the San Bernardino Fwy. (main line) and Fremont Ave., instead of the Long Beach Fwy. and Valley Blvd. (This action will eliminate the time-consuming left turn at Valley and Fremont for northbound buses.)

Line 261 - University Station-Pasadena-Altadena via Lake Ave.

Replaces Line 485 between University Station and Altadena. Buses will be rerouted between University Station and Valley and Fremont as described in Line 257 above.

Line 263 - University Station-San Gabriel-Sierra Madre

Replaces Line 487 between University Station and Sierra Madre. Because there are no layover or turnaround facilities at the Busway level of the University Station (as described in Line

257, above) it will be necessary to reroute this service between the station and the intersection of Valley Blvd. and New Ave. Buses would operate via the San Bernardino Fwy. (main line) and New Ave., instead of via the El Monte Busway, the Del Mar Ramp, Del Mar Ave., and Valley Blvd.

Line 269 - El Monte-Hastings Ranch via Rosemead Blvd.

Replaces Line 489 between University Station and Hastings Ranch. Because there are no turnaround or layover facilities at University Station, and because the end of Line 489's prime service area (i.e., Rosemead Blvd.) is closer to El Monte Station, it is proposed to reroute this line to terminate at the El Monte Station. Buses will thus be rerouted south of the intersection of Rosemead Blvd. and Mission Dr. to operate via Mission Dr., Valley Blvd. and Santa Anita Ave. to the El Monte Station.

3.2 DOWNTOWN ROUTE

In developing routing alternatives for the "distribution end" of the trunk service, it was assumed that current ridership demand levels would be retained, and that direct peak hour service from El Monte to the Wilshire District (designated as Line 481) would be retained until Metro Rail is completed. To determine the optimum distribution pattern in the LACBD, existing Origin-Destination patterns were reviewed. This data was provided by a run of the District's UTPS model, using the 1983 Trip Table and the FAR83 transit network. The model was run for home-based work trips by transit between 170 zones in the San Gabriel Valley and 50 zones in the Central Core (LACBD and Wilshire District). Destination totals for the 50 LACBD/Wilshire Zones were plotted (see Appendix F). Similar numbers for the 16 zones in the central downtown area bounded by Figueroa, Temple and Los Angeles Streets and Pico Boulevard, amounting to 9,189 trips were plotted, (see Appendix G) and the data was reviewed to determine where the greatest concentrations of trip ends were located. Upon analysis of this data, it was determined that downtown trips could best be served by one of two routing patterns, as described below. (See also Appendix H).

3.2.1 Alternative B - Two Terminal (Branch) Service

This alternative would continue the present distribution pattern of routes, which provides a common route through the Civic Center via Spring and First Streets, then one leg via the Financial Center area to Wilshire and Union, the other to the central area via Olive Street to Venice Boulevard. The Financial Center route would be designated Line 480, and would operate via First, Flower and Wilshire, instead of Olive, Fifth/Sixth, Grand/Hope and Wilshire. The central route would be designated Line 482 and would operate via Olive to Venice. These routes would directly serve zones with destinations of 5,183 of the 9,189 total downtown work trips (56.4 percent).

3.2.2 Alternative L- Two Way Loop Service

This alternative would be designated Line 480, and would approximate the route proposed for El Monte Busway Service in the Metro Rail Milestone 9 Report, except that two way service would be provided, and service would operate via Eighth or Ninth Street, instead of Seventh Street. This route pattern would directly serve zones with 7,607 of the 9,189 total downtown work trips (82.8 percent). Because of the high concentration of trips in the Financial Center area (3,796), compared to the lower eastside number (1,989), it was determined that it would be desirable to serve the westside first in the morning, and last in the evening so as to minimize trip travel time for the greatest number of people. Therefore, it is proposed to operate this service via Spring, First, Hope-Flower, Ninth and Spring Streets in the morning and until noon, and via Spring, Eighth, Flower-Hope, First and Spring Streets in the afternoon and through the end of service. Use of Eighth or Ninth Street was substituted for the Seventh Street route recommended in Milestone 9 because of the heavy auto and local bus traffic on that two-way street. In addition, direct access to the destination zone of 1,036 additional trips is provided, and use of the Spring Street Contraflow Lane is possible on morning (i.e., counter-clockwise direction) trips.

3.3 TRUNK SERVICE EQUIPMENT TYPE

Because of the high level of demand for service on the Busway, and the resultant high level of service that is thus provided, it would be possible to use high capacity vehicles on the trunk portion of the Busway System without seriously deteriorating service frequency. Service alternatives were thus developed using both standard and high occupancy vehicles; the use of both articulated and double-deck buses was initially considered, however, the latter was rejected as a viable alternative because of the limited number of such vehicles (there are only 22 in the present fleet) compared to the number required (a minimum of 30, plus spares) and impaired clearance in certain areas (the Spring St. Contraflow in downtown routing Alternative L).

3.3.1 Alternative A - Articulated Buses

This alternative assumes the use of articulated buses, seating 67 passengers, on all trips operating on Lines 480 and 482 in Alternative B or on the Loop Line 480 in Alternative L. Double-deck buses could be assigned to certain feeder services and to Wilshire District Busway Express Line 481, however, standard buses are assigned to Line 481 because use of high occupancy vehicles would reduce service frequencies, and thus deduct from the attractiveness of service to this secondary destination district.

3.3.2 Alternative S - Standard Buses

Under this option, standard size buses (seating 47 passengers) would be assigned (as at present) to all Busway express trips, and to all feeder service except park-ride feeder express Lines 531 and 532, which would have double-deck buses assigned. This alternative essentially maintains the present equipment assignment on replacement service.

3.4 SERVICE SPECIFICATIONS

Service specifications are a description of the amount of service that should be operated on each route or specified portions thereof, and were based entirely on the demand for such services, as enumerated in the ride check or point check data. The need for service was developed for the period 6:00 A.M. to 8:00 P.M., and was based on the assumption that there would be no loss, and initial gain in patronage. The methods for developing specifications for trunk and feeder elements differed; they are described below:

3.4.1 Trunk Service

Trunk service levels were developed entirely from the point checks taken at the El Monte and University Stations in June of 1983. The specifications were developed in terms of the number of trips that should be operated during each hour and in each direction in order to meet existing demand. The number of such trips varied depending upon, (1) the total number of persons per hour that had to be accommodated by trunk buses, as defined by the intercept level, and (2) the size of bus being used, as defined by the equipment type. A total of six Trunk Express Service Specifications were developed (see Appendix J).

3.4.2 Feeder Service

Feeder service levels were based primarily on the ride check data, as summarized on the Boarding and Alighting Summary data sheets for each line (see Section 2.3.1). The amount of service for each line was segmented, based on the actual need for service along certain portions of each route. This data was developed by line, by direction, by segment, and hour, and was listed in terms of passengers and proposed trips per hour. This data was supplemented with data from the El Monte and University Station point checks of June, 1983, which were used for calibration purposes (see Appendix K).

3.5 PROPOSED SCHEDULES

Proposed operating schedules were prepared for each Trunk Express Alternative and each feeder route. New running times were developed for each line or alternative, based on existing or comparable running times. Schedules were then prepared using the new running times, and the service specifications as guidelines; hours of service and minimum service standards were generally retained for each line.

3.5.1 Trunk Service

One schedule was prepared for each alternative as defined by (1) the intercept level, (2) the downtown route, and (3) the equipment type, for a total of 12. Service prior to 6:00 A.M. and after 8:00 P.M. (which are not covered in the Service Specifications) was adopted from existing Busway schedules, and is the same for all alternatives, with service starting at 4:30 A.M. and ending at 1:00 A.M. the next day. Midday base headways varied according to alternative, but a minimum of at least six trips per hour was provided for all alternatives. All trips originated at El Monte Station, and (except for Line 481) traveled to and from downtown Los Angeles in service (i.e., were round trips). Schedules were based on the demand for service westbound in the morning (and continuing until noon) and eastbound in the evening (and continuing until the end of service) as outlined in the service specifications. Off-peak direction services was as determined by the operational requirements of peak direction service (see Appendix L).

3.5.2 Feeder Service

One schedule was developed for each of the 13 local and four express feeder lines, except that (1) two versions of Line 533 were completed, one with and one without the supplemental peak hour park-ride service to and from Montclair Plaza, and (2) a revised version of the existing Line 487-489-491 schedule was prepared wherein the Line 491 portion was replaced by Line 272, and all Line 272 trips operated between Sierra Madre and El Monte Station. All routes were developed as "pure" lines, and were scheduled without "interlining", (i.e., using the same vehicles on more than one line, although interlining was taken into consideration below -- see Section 4.1.1). Service Specifications and existing hours of service and minimum service levels were used as guidelines in developing the schedules for each feeder route (see Feeder Bus Schedule Summary, Appendix M).

3.6 THE TWELVE ALTERNATIVES

As a result of the development of alternatives based on (1) intercept level, (2) downtown route, and (3) trunk service equipment type, a total of 12 packages were developed, consisting of (a) one of the 12 trunk schedules, (b) the Line 481 standard bus schedule, and (c) one of three sets of feeder schedules.

3.6.1 Description

The lines (and versions) that are included in each of the alternatives is listed below:

Alternative 1-B-A (21 routes)

<u>Trunk Express</u>		<u>Express Feeder</u>	<u>Local Feeder</u>	
480-482 (1-B-A)	495DD	530	171	179
481	497	533 (Alt. 1)	172	184
483/485	498DD		173	186
487/489/272			174	273

Alternative 1-B-S (21 routes)

<u>Trunk Express</u>		<u>Express Feeder</u>	<u>Local Feeder</u>	
480-482 (1-B-S)	495DD	530	171	179
481	497	533 (Alt. 1)	172	184
483/485	498DD		173	186
487/489/272			174	273

Alternative 1-L-A (20 routes)

<u>Trunk Express</u>		<u>Express Feeder</u>	<u>Local Feeder</u>	
480 (1-L-A)	495DD	530	171	179
481	497	533 (Alt. 1)	172	184
483/485	498DD		173	186
487/489/272			174	273

Alternative 1-L-S (20 routes)

<u>Trunk Express</u>		<u>Express Feeder</u>	<u>Local Feeder</u>	
480 (1-L-S)	495DD	530	171	179
481	497	533 (Alt. 1)	172	184
483/485	498DD		173	186
487/489/272			174	273

Alternative 2-B-A (20 routes)

<u>Trunk Express</u>		<u>Express Feeder</u>	<u>Local Feeder</u>	
480-482 (2-B-A)		530	171	179
481		531DD	172	184
483/485		532DD	173	186
487/489/272		533 (Alt. 2&3)	174	273

Alternative 2-B-S (20 routes)

<u>Trunk Express</u>		<u>Express Feeder</u>	<u>Local Feeder</u>	
480-482 (2-B-S)		530	171	173
481		531DD	172	184
483/485		532DD	173	186
487/489/272		533 (Alt. 2&3)	174	273

Alternative 2-L-A (19 routes)

<u>Trunk Express</u>	<u>Express Feeder</u>	<u>Local Feeder</u>	
480 (2-L-A)	530	171	173
481	531DD	172	184
483/485	532DD	173	186
487/489/272	533 (Alt. 2&3)	174	273

Alternative 2-L-S (19 routes)

<u>Trunk Express</u>	<u>Express Feeder</u>	<u>Local Feeder</u>	
480 (2-L-S)	530	171	179
481	531DD	172	184
483/485	532DD	173	186
487/489/272	533 (Alt. 2&3)	174	273

Alternative 3-B-A (20 routes)

<u>Trunk Express</u>	<u>Express Feeder</u>	<u>Local Feeder</u>			
480-482 (3-B-A)	530	171	179	261	273
481	531DD	172	184	253	
	532DD	173	186	263	
	533 (Alt. 2&3)	174	257	272	

Alternative 3-B-S (20 routes)

<u>Trunk Express</u>	<u>Express Feeder</u>	<u>Local Feeder</u>			
480-482 (3-B-S)	530	171	179	261	273
481	531DD	172	184	263	
	532DD	173	186	269	
	533 (Alt. 2&3)	174	257	272	

Alternative 3-L-A (19 routes)

<u>Trunk Express</u>	<u>Express Feeder</u>	<u>Local Feeder</u>			
480 (3-L-A)	530	171	179	261	273
481	531DD	172	184	263	
	532DD	173	186	269	
	533 (Alt. 2&3)	174	257	272	

Alternative 3-L-S (19 routes)

<u>Trunk Express</u>	<u>Express Feeder</u>	<u>Local Feeder</u>			
480 (3-L-S)	530	171	179	261	273
481	531DD	172	184	263	
	532DD	173	186	269	
	533 (Alt. 2&3)	174	257	272	

3.6.2 Operating Statistics

After each of the operating schedules was completed, total vehicle miles, vehicle hours, pull-outs, and vehicle requirements was calculated, and this data was then accumulated for each Alternative (see Appendix N); the totals are presented below:

<u>ALTERNATIVE</u>	<u>VEHICLE MILES</u>	<u>VEHICLE HOURS</u>	<u>PULL OUTS</u>	<u>VEHICLE REQUIREMENTS</u>				<u>MAXIMUM VEHICLES</u>		
				<u>AM</u>	<u>BASE</u>	<u>PM</u>	<u>NITE</u>	<u>ARTIC</u>	<u>DD</u>	<u>STD</u>
1-B-A	30,297	1,528	278	168	57	167	35	33	20	115
1-B-S	31,610	1,597	310	182	57	184	35	--	20	165
1-L-A	30,022	1,479	272	165	55	162	33	28	20	117
1-L-S	31,223	1,537	299	178	55	176	33	--	20	158
2-B-A	28,820	1,517	279	168	57	168	26	51	11	106
2-B-S	30,941	1,622	318	187	57	188	26	--	11	177
2-L-A	28,477	1,450	270	165	55	160	24	44	11	110
2-L-S	30,383	1,540	312	180	55	187	24	--	11	176
3-B-A	27,725	1,444	297	174	51	174	32	63	11	100
3-B-S	30,741	1,603	357	208	55	204	32	--	11	197
3-L-A	27,492	1,372	287	167	49	169	30	58	11	100
3-L-S	30,440	1,516	335	197	51	189	30	--	11	186

CHAPTER FOUR

OPERATING COST

4.0 OPERATING COST

Separate costs were calculated for operating the present busway system and each of the 12 alternatives that were studied. The methodology used for cost calculation is described below; it is followed by a section summarizing costs of the various alternatives.

4.1 COST CALCULATION METHODOLOGY

Cost calculation development included two factors, units of measurement and unit costs.

4.1.1 Measurement Units--Factor Refinement

The measurement units that were used for cost calculation are the (1) vehicle pull-outs, (2) vehicle miles, and (3) vehicle hours that were described above in Section 3.6.2. The vehicle requirements and pull-outs in each alternative were refined and reduced through an analysis of potential "interlining." These factors can be reduced in cases where a bus pulls-in from one line at about the same time as another bus is pulling-out for a different line. In these instances, the trips that were to be operated by the second bus can be completed by the first bus, thus eliminating the need for the second bus and driver. This process (which is done automatically among buses on the same line) is called "interlining" and is fairly common scheduling procedure. The "matching" of buses for interlining is accomplished by producing two lists in ascending time order--one by pull-in time and the other by pull-out time--for the same location. In this study, one set of lists was required for each of the 12 alternatives considered. The lists were generated by entering the pull-out and pull-in times for every bus on every schedule prepared for the study, into a data set on the IBM 3083 System. The lists for each alternative were produced by deleting the lines and runs that were not included in the alternative being considered; the results were then copied into the two required separate data sets, and sorted appropriately. The times of the first pull-ins were then compared with times of the last pull-outs, and any pull-out that occurred within 15 minutes of a pull-in was considered to be a "match," and therefore, one interline saving. This process was completed for the AM and PM peaks; the accumulated savings for all lines in each period were listed separately, and summed for total pull-out savings. "Matches" were considered to be possible only between local (feeder) and express (trunk) buses of the same type (i.e., standard 47 seat vehicles only); interlining was thus possible between the two types of services on the "standard bus" alternatives, but not on the "articulated bus" alternatives. The equipment and pull-out savings were then listed in the operating statistics table for each alternatives as reductions in total AM and PM peak vehicle requirements and total pull-outs. Operating statistics and costs were listed and produced using the Lotus 1-2-3 program on the IBM Personal Computer. Data sets were

established for the present system and each of the 12 alternatives. Separate unit costs were supplied (see below) for standard buses in local and in express service, and for articulated and double deck buses in express service. Each data set was organized to calculate the cost of pull-outs, miles and hours separately for each line, according to the vehicle type and service function.

4.1.2 Unit Costs

The standard procedure followed by Planning Department staff in determining the operating cost for a given project is to use a formula provided by Auditor-Controller-Treasurer, J. B. Scatchard, which includes costs attributed to two service variables, vehicle miles or vehicle hours. Concurrent with the development of this study, work was completed on a new cost model for the Century Freeway Mode Selection Study (Gephart, 1984). In this study, various District expense accounts were reexamined; it was found that changes in some of these expenses correlated more highly with the number of vehicle pull-outs than with either vehicle miles or vehicle hours; the resultant cost model therefore added a third variable, and the various expense accounts were then apportioned among the three variables on the basis of the results of a regression analysis that compared changes in each type of cost with changes in one of the three variables (pull-outs, miles and hours). Gephart also found that there were statistically significant differences in the cost of operating express lines, in comparison with local lines.

In another area of the Planning Department, staff was studying the operation of articulated buses in two separate applications (Phifer, 1984). Although incomplete as of this writing, one of the findings of the articulated bus study is that there is a significant difference between the operating cost of the articulated bus and the standard (40 foot, 47 passenger) bus. On the basis of input from the Maintenance Department, it is known that the operating cost of double deck buses is substantially higher than that of the standard bus. Because of lack of time to develop definite relationships, it was assumed that double deck bus operating costs are the same as those for articulated buses.

Using data from earlier work and the Phifer study, Gephart developed a set of three models that were used to determine the operating cost of the alternatives considered in this study: (1) standard buses in local service; (2) standard buses in express service; and (3) articulated or double deck buses in express service. In each model, a unit cost was provided for vehicle pull-outs, vehicle miles and vehicle hours, as shown below:

Item	Model 1	Model 2	Model 3
Vehicle Type	Standard	Standard	Artic/Double Deck
Service Function	Local	Express	Express
Per Vehicle Pull-out	\$107.30	\$138.73	\$210.37
Per Vehicle Mile	\$1.00	\$0.87	\$0.98
Per Vehicle Hour	\$28.29	\$30.93	\$30.93

4.2 COST OF ALTERNATIVES

Using the measurement units (Pull-outs, vehicle miles and vehicle hours) and the unit costs (standard bus--local service, standard bus--express service, articulated bus--express service and double deck bus--express service) the operating cost was calculated for each line on the basis of the vehicle type and service function of that line (see Appendix O). Data was totalled by vehicle type and service function, and a grand total was also provided. The totals only were listed in Alternative order and in order of descending total cost (see Appendix P). A summary of the vehicle operating costs for each alternative by vehicle type and service function, along with the change in total cost from the present (and the percent that change represents) is provided below. This is listed first in alternative/numerical order, and then in order of descending total cost.

COMPARISON OF ALTERNATIVES--VEHICLE OPERATING COST (WEEKDAY) IN ALTERNATIVE ORDER

Alter- native	Standard Local	Standard Express	Artic- ulated Express	Double Deck Express	Total	Change from Present	Percent
PRESENT	0	\$113,735	0	\$14,453	\$128,188	0	0.0
1-B-S	\$28,294	74,987	0	14,453	117,734	(\$10,454)	-8.2
1-B-A	20,685	48,451	\$23,818	14,453	116,407	(11,781)	-9.2
1-L-S	27,968	71,269	0	14,453	113,689	(14,498)	-11.3
1-L-A	29,470	47,896	20,783	14,453	112,602	(15,585)	-12.2
2-B-S	26,895	81,765	0	7,585	116,245	(11,943)	-9.3
2-B-A	29,577	43,364	34,918	7,585	115,444	(12,744)	-9.9
2-L-S	27,948	77,917	0	7,585	113,470	(14,718)	-11.5
2-L-A	29,363	43,364	30,644	7,585	110,955	(17,232)	-13.4
3-B-S	41,524	68,630	0	7,585	118,740	(9,448)	-7.4
3-B-A	45,851	18,322	43,585	7,585	115,243	(12,945)	-10.1
3-L-S	42,954	62,632	0	7,585	113,171	(15,017)	-11.7
3-L-A	45,851	38,920	38,920	7,585	110,678	(17,510)	-13.7

COMPARISON OF ALTERNATIVES--VEHICLE OPERATING COST (WEEKDAY)
IN ORDER OF DESCENDING TOTAL COST

Alter- native	Standard Local	Standard Express	Artic- ulated Express	Double Deck Express	Total	Change from Present	Percent
PRESENT	0	\$113,735	0	\$14,453	\$128,188	0	0.0
3-B-S	\$42,524	68,630	0	7,585	118,740	(\$9,448)	-7.4
1-B-S	28,294	74,987	0	14,453	117,734	(10,454)	-8.2
1-B-A	20,685	48,451	\$23,818	14,453	116,407	(11,781)	-9.2
2-B-S	26,895	81,765	0	7,585	116,245	(11,943)	-9.3
2-B-A	29,577	43,364	34,918	7,585	115,444	(12,744)	-9.9
3-B-A	45,851	18,322	43,585	7,585	115,243	(12,945)	-10.1
1-L-S	27,968	71,269	0	14,453	113,689	(14,498)	-11.3
2-L-S	27,948	77,917	0	7,585	113,470	(14,718)	-11.5
3-L-S	42,954	62,632	0	7,585	113,171	(15,017)	-11.7
1-L-A	29,470	47,896	20,783	14,453	112,602	(15,585)	-12.2
2-L-A	29,363	43,364	30,644	7,585	110,955	(17,232)	-13.4
3-L-A	45,851	18,322	38,920	7,585	110,678	(17,520)	-13.7

The relationship between the total costs of the three components of the 12 alternatives becomes more apparent when viewed in the following format:

COMPARISON OF TOTAL WEEKDAY OPERATING COST BY COMPONENT

Intercept Level	B--Downtown Branch		L--Downtown Loop	
	Standard	Articulated	Standard	Articulated
1-El Monte Station	\$117,734	\$116,407	\$113,689	\$112,602
2-El Monte Sta. and Park-Ride	116,245	115,444	113,470	110,955
3-El Monte Sta., Park-Ride and Long Beach/ Del Mar Ramp	118,470	115,243	113,171	110,678

The above table demonstrates two facts: (1) for any Intercept Level, the Downtown Loop alternative (L) is less costly; and (2) for any Intercept Level and downtown route, the Articulated Bus alternative (A) is less expensive. Intercept Level 1, as a group is more costly than either of the other two levels; Intercept Level 3 is slightly less expensive than either Levels 1 or 2. It should be noted that the efficiency of the Line-Haul (trunk) system outweighs even the use of the high capacity double deck buses on the replaced portions of the park-ride lines between El Monte and Los Angeles.

CHAPTER FIVE

OPERATIONAL CHANGES AT EL MONTE STATION

5.0 OPERATIONAL CHANGES AT EL MONTE STATION

Given that the Busway system's trunk and feeder functions are separated, it was assumed that the actual routes, or bus lines would also be separated. The justification for this assumption is that there will be more transferring activity at the station, and it will be desirable to provide direct connections to as many buses at one time as possible. If articulated buses are used for trunk service, the number of stalls available will be cut in half due to the turning characteristics of this type of vehicle. If (as described below under Section 6.1) the upper platform level is established as a "Busway paid area", then it will not be feasible to have a mix of trunk and feeder buses at the upper level. If these assumptions are not valid, then no physical changes will be necessary.

5.1 TRUNK AND FEEDER ROUTES SEPARATED

5.1.1 Trunk Service

All busway trunk lines would load at a designated berth on the upper level platform. One or more stalls will be assigned to each destination (i.e., Wilshire-Union and Olive Venice for Alternative B or downtown loop for Alternative L, plus Wilshire-Western) and two or three stalls for discharging passengers. Under most alternatives, it will be necessary to simultaneously load two or more buses destined to the same point, therefore, three to five loading stalls will be required during the morning peak.

5.1.2 Feeder Service

Feeder routes are proposed to load and unload at a new terminal located at the parking lot level of the station. To minimize delays in transferring between buses it would be desirable to effect a timed transfer situation; it would, therefore, be desirable to establish a secondary transit center at the parking lot level, with one stall for each line operating from the station. To minimize bus travel time, it would be desirable to use that portion of the parking lot which is east of the station and north of the entrance roadway, for the transit center. The number of stalls that would be required, depends upon which intercept alternative is involved. The possibilities are:

Alternative 1 (El Monte Station Lines): Lines 70/71, 76, 170, 171, 172, 173, 174, 176, 178, 179, 184, 186, 267, 268, 270, 272, 273, 530 and 533 - 19 lines.

Alternative 2 (El Monte Station and Park-Ride Lines): Lines 70/71, 76, 170, 171, 172, 173, 174, 176, 178, 179, 184, 186, 267, 268, 270, 272, 273, 530, 531, 532 and 533 - 21 lines.

Alternative 3 (Full intercept): Lines 70/71, 76, 170, 171, 172, 173, 174, 176, 178, 179, 184, 186, 267, 268, 269, 270, 272, 273, 530, 531, 532 and 533 ~ 22 lines.

The feeder schedules were constructed so that all lines have a headway of 15, 20, 30 or 60 minutes during the midday period. The prime "meet" time is 15 minutes after the hour with a secondary meet time of 45 minutes after the hour, and others at 00, 20, 30, 35 and 55 minutes past the hour. Schedules were built so that buses arrive at El Monte Station five minutes before the "meet" time, which allows for five minutes in which to make a transfer between feeder buses. The remainder of the schedule cycle "recovery time" was put at the outer terminals. This mode of operation will, however, cause uneven loading on the Busway Trunk service, as most of each hours passengers will be attempting to board one or two trips. Inasmuch as most inbound or westbound transferring passengers will be going from feeder to trunk buses, it will probably be more desirable to take all layover at El Monte Station, so that inbound riders will arrive on a random basis; east or outbound buses will leave at scheduled "meet" times.

5.2 PHYSICAL CHANGES

5.2.1 Upper Level

If articulated buses are assigned to the trunk service, the use of every other loading berth will have to be eliminated, so as to allow these longer vehicles to pull straight into, and pull straight out from a berth without making a left turn. Execution of a sharp left turn from a loading platform in the process of departing will cause the rear wheels to go to the right, and up onto the platform, possibly injuring some passenger in the process. If standard buses are used, then no changes will be required to the upper level.

5.2.2 Parking Lot Level

If the timed transfer/transit center concept is adopted as described above (Section 5.1.2) there will be a need for from 19 to 22 loading berths (depending upon which intercept level is adopted). Construction of a transit center of that size would displace approximately 500 auto parking spaces. Because there is such a great demand for parking, some other mode of operation, requiring fewer loading berths, displacing fewer autos, may be required. A set of four bus terminal design plans was developed; they are described below.

5.2.2.1 Option 1

This plan makes use of the entire northern half of the east public parking area, and eliminates approximately 500 parking spaces (see Appendix Q-1). Two longitudinal loading platforms 430 feet long and 30 feet wide

are included. Each platform would have loading stalls for seven buses on each side, for a total capacity of 28 buses. Each platform could be shortened by 60 feet, eliminating four berths, reduce the total to 24, which is two more than needed under any alternative, and provide better turning clearances. The platforms are of the "saw tooth" design, affording ingress and egress for standard buses without backing; access to and from the trunk service terminal area will be by a walk across a 35 foot roadway at the west end of each platform.

5.2.2.2 Option 2

This plan also makes use of the entire northern half of the eastern public parking area, and displaces some 500 parking spaces (see Appendix Q-2). A total of 25 bus loading bays are provided, being situated parallel to the present kiss-ride loading area. Four spaces are provided in front of the present station area in the kiss-ride loading area; another 18 are situated on three islands, each 200 feet long and 30 feet wide, with berths for three buses on each side. The final three spaces would be located at the east end of the terminal area, and adjacent to the western sidewalk of Santa Anita Ave.; considering the need for a maximum of 22 spaces, these three berths could be eliminated from the plan. Access to and from the trunk bus terminal will be by a crosswalk connecting each of the platform/islands with the terminal area. From the standpoint of walking distance, convenience and safety, this is the least desirable of the plans developed.

5.2.2.3 Option 3

This plan makes use of the sidewalk adjacent to the east and west entrances to the present terminal area, and the connecting sidewalk along the north side of the main access roadway, providing loading/unloading spaces for ten buses (see Appendix Q-3). This option would be used in conjunction with a no timed-transfer operating plan. A total of 70 parking spaces would have to be eliminated so as to provide appropriate bus access and turning clearances. Passenger access to and from trunk buses would be direct and without the necessity of crossing any roadway. Line-to-stall assignments would probably be on a two per stall basis, with some sort of alternating departure time schedule.

5.2.2.4 Option 4

This is the minimal operation plan and provides for only four loading bays along the sidewalk adjacent to the east entrance to the present terminal area; only 30 parking spaces would be displaced (See Appendix Q-4). This plan would be used in conjunction with a no timed-transfer option. Loading stalls would be used on an as available basis, and some delays may be experienced by some buses waiting for access to a loading bay. Passengers would have to watch for their bus at any of the stalls; some degree of rider confusion can be expected to occur.

5.3 WHAT ABOUT GREYHOUND?

Greyhound Lines, Inc. now uses the lower level of the El Monte Station building for their intercity bus terminal, and loads their buses at the curb adjacent to the eastern entrance to the terminal. Under Options 1 or 2, a sufficient number of spaces will be available so as to be able to dedicate a space for Greyhound use. Whether or not the station area would still be available will depend upon changes made to station design in connection with the fare collection procedure. If Options 3 or 4 is adopted then it may be necessary to provide a new terminal area for Greyhound. This would probably create an inconvenience for passengers transferring to or from District buses.

CHAPTER SIX

FARE COLLECTION PROCEDURES

6.0 FARE COLLECTION PROCEDURES

Operation of the El Monte Busway trunk service on a semi-rapid transit basis affords the opportunity to institute some potential time-saving fare collection procedures. Because of the local nature of the feeder buses, implementation difficulties, and the minor amount of time that is spent on fare collection, only the express service was considered for inclusion in this procedure.

6.1 STATIONS

Access to express bus service at each station involves two factors: access to the station platform, and access to the vehicle.

6.1.1 El Monte Station

6.1.1.1 Free Access

Under this option, access to the upper level loading platform would be free, and without restriction; payment of fares would be made on board each bus. This plan represents a continuation of the present method, and would be found to be very inefficient during the morning peak period.

6.1.1.2 Paid Area

Fare payment gates and obstructions to upper platform access would be provided under this option. These barriers should be located at a point where there is sufficient room to allow queueing prior to entrance or exit. Dependent upon what fare collection procedures are adopted elsewhere on the busway system, the station fare collection points could be set up for payment of a busway fare upon exit as well as entrance. Payment of a fare at the collection gate assumes free access to express buses at platform level and could reduce boarding time by 60-70 percent. Because 55 percent more people will be entering the station through the parking lot level, it may be necessary to install additional escalators; two or more gates may be required initially, with the need for more if ridership increases. It may not be necessary to have access restricted at all times, as the low traffic level during off-peak hours may not warrant full time use of fare collection personnel. During off-peak hours, fare collection gates could be left open, with the payment of fares being made on board each vehicle. It may also be possible to employ the use of automatic fare collection equipment, however, supplemental security personnel would be required to assure the payment of fares.

6.1.2 University and Hospital Station

6.1.2.1 Free Access

This option represents the null alternative of no change in the operation of these two stations. Access to the lower level loading platforms would be free, with payment of fare on board the bus.

6.1.2.2 Paid Area

This option calls for the erection of fare gates and barriers to free entrance to the station. The gates would be located at the station entrance, and personnel could collect fares from exiting as well as entering passengers. Due to the very light patronage, it will probably not be appropriate to have fares collected at these two stations.

6.2 STREET OPERATION

Fare collection procedures while operating on city streets could vary while buses are in the distribution and pick-up mode in downtown Los Angeles, and the Wilshire District.

6.2.1 Access to Bus

There are three basic access modes for bus access on city streets, "Pay As You Enter", "Pay As You Leave", and "Free" or no payment. It is possible to vary fare payment methods to minimize loading time on downtown streets, such as by Pay-Enter westbound, and Pay-Leave eastbound. This could or could not include a free zone downtown.

6.2.2 Distribution Area Restrictions

Access to Busway buses in downtown Los Angeles and the Wilshire District is restricted to Busway passengers (i.e., someone who is traveling to or from some point on the Busway, or via the Busway), and no local passengers are carried. This restriction can be retained, or eliminated, but removal could cause overcrowding in the local area, and on eastbound trips prohibit some Busway passengers from boarding crowded buses, resulting in uneven loading on the Busway portion of the line. Establishment of a free zone in downtown can be created by establishing Pay-Enter Westbound and Pay-Leave Eastbound, with fares collected only at one of the three stations.

6.3 FARE COLLECTION ALTERNATIVES

Combinations of different fare collection procedures at different locations could result in several different alternatives. Some of the combinations are described below:

6.3.1 Existing

Pay-Enter on all buses, barrier free stations.

6.3.2 Full Station Collection

This option would require fare collection equipment at all station entrances and exits, and would in effect be a Pay-Enter Westbound, and Pay-Leave Eastbound.

6.3.3 Partial Station Collection

This option assumes fare collection at El Monte Station, but not at University or Hospital Stations. This could be done in conjunction with a Pay-Enter Westbound, and Pay-Leave Eastbound on-board fare collection method. This would work as follows. Westbound: passengers boarding at El Monte pay at station entrance, passengers boarding at University or Hospital Station pay on-board as they enter; downtown alighting only (if restrictions retained) or payment of local fare (if restrictions are removed) or free ride (if free zone is established). Eastbound: Boarding only downtown (if restrictions retained) or payment of local fare upon alighting in downtown (if restrictions are removed) or no fare charged in downtown (if free zone is established); at Hospital or University Stations, pay fare upon exiting at front door; at El Monte Station, pay fare upon exiting from station. With this system, it is possible to avoid payment of fare on eastbound trips to Hospital or University Station by (1) riding to El Monte Station, (2) not exiting from the paid area, and (3) boarding a westbound bus to the destination station. Although it is believed that such fare payment avoidance will not occur too frequently, it can be eliminated by providing a physical separation between the arrival area and the paid departure area or by on-board fare collection upon arrival at El Monte.

6.3.4 Part-Time Station Collection

This procedure would be a combination of the "full station" and existing systems, except that fares would be collected upon entrance westbound and upon exit eastbound. During hours of station operation, fare would be collected at station gates, at other hours, fares would be collected on-board the bus. The major problem with this alternative is coordinating the change-over to and from bus to station collection. Without some control, some passengers may not be charged at all, and some may be charged twice.

CHAPTER SEVEN

RECOMMENDATION

7.0 RECOMMENDATION

One of the primary goals of this agency is to operate the maximum level of service at the minimum cost. In accordance with that goal, this study was undertaken to answer the question, "Can El Monte Busway service be operated more efficiently in the Line-Haul mode than the present mode?" It is the finding of this study that the Line-Haul mode can transport the same number of people on fewer buses over fewer miles and hours and at less cost. It is therefore recommended that the Line-Haul system be implemented.

7.1 RECOMMENDED SERVICE ALTERNATIVE

All 12 of the Line-Haul alternatives considered in this study are less costly than the present system, however, the proposal that has the least cost is Alternative 3-L-A, which features the full intercept, operates in downtown Los Angeles via a two-way loop, and has articulated buses on the trunk operation. This alternative would embody the Line-Haul service in its purest form, and should be the ultimate goal for operational implementation. In the near term, however, this choice cannot be installed because the District presently owns only 40 articulated buses, while this plan would require 58 scheduled articulated buses plus ten percent spares for a total of 65, which is 25 more than is available. Further, operation of articulated buses will necessitate the separation of trunk and feeder services at El Monte Station, and this plan includes the highest level of activity at that location, requiring the installation of the 24-bay transit center terminal on the northeast quadrant of the terminal parking lot. Because of the current shortage of parking spaces, it will not be feasible to remove the 500 spaces that would be needed for the terminal. The next least costly plan is Alternative 2-L-A, which features the intercept at the El Monte Station and park-ride lines, the LA CBD loop and articulated buses. It calls for a maximum of 45 scheduled articulated buses, plus five spares for a total of 50, and has only slightly less activity at El Monte Station; for the reasons cited for Alternative 3-L-A, this choice also cannot be instituted now. The plan that can be implemented now is Alternative 1-L-A; it features the intercept of only the present El Monte Station lines, the downtown loop, and articulated buses. It is the next least costly plan, requires the use of only 28 scheduled articulated buses, and a total of about 32, including spares, and has no increase in the number of feeder buses at El Monte Station. A recap of the data on the three lowest cost alternatives, as compared to the present system is given below:

OPERATION OF WEEKDAY SERVICE

Alternative No.	Scheduled				Total Pull Outs	Total Cost	Change from Present	Percent	Annual Savings (Mill.)
	Articulated AM	Buses Base	Buses PM	Buses Nite					
PRESENT	0	0	0	0	291	\$128,188	--	--	--
1-L-A	28	7	28	4	255	112,602	(15,585)	-12.2	\$3.97
2-L-A	44	7	43	4	252	110,955	(17,232)	-13.4	4.39
3-L-A	54	7	58	4	272	110,678	(17,510)	-13.7	4.47

The annual savings listed above are for weekday operations; weekend operations were not considered in this study.

Total annual savings will be dependent upon an analysis of weekend service. Because of the low level of service that is currently operated on the Busway on weekends, significant additional savings are not expected.

7.2 RECOMMENDED FARE COLLECTION ALTERNATIVE

Centralized collection of fares is recommended only for El Monte Station; passenger activity at the University and Hospital Stations is not sufficient to warrant additional personnel. A barrier fare collection station should be installed on the lower level of the El Monte Station structure, and all inbound (westbound) passengers should be required to pay a fare before entering the station and the trunk bus platform. Collection of fares from outbound (eastbound) passengers at the same station is also recommended; this method of operation would speed-up the boarding of passengers in downtown Los Angeles during the evening peak, and would thus be justifiable. Implementation of this system would necessitate installation of the pay-as-you-enter inbound (west) and pay-as-you-leave outbound (east) at the University and Hospital Stations and in downtown Los Angeles. As part of this recommendation, it is proposed that the present boarding restrictions in downtown Los Angeles (alighting only inbound, and boarding only outbound) be retained.

Under the recommended alternative, operation of trunk buses would be as follows: INBOUND - passengers boarding at El Monte Station would pay fare at fare collection gate; passengers boarding at either the University or Hospital Stations would pay fares upon boarding the trunk vehicle. OUTBOUND - passengers alighting at the Hospital or University Stations would pay fares and exit via the front door; passengers alighting at the El Monte Station would pay fares at the fare collection gates upon leaving the station. If it is determined that provision of fare collection personnel at El Monte Station is not justified at night or on weekends, then fare collection gates at El Monte Station should be left open, and fares should be collected upon boarding inbound buses or upon alighting from outbound buses.

7.3 RECOMMENDED TRANSIT CENTER ALTERNATIVE

Installation of Option 1, with the full 28-bay transit center is recommended. This facility will provide an assigned stall for each line, and allow for implementation of the timed transfer feature for local bus operations; removal of local buses from the upper level will allow implementation of the centralized fare collection feature. However, because of the limited number of parking spaces presently available at El Monte Station, two other possibilities should be considered:

- (1) Implementation of the 10-bay facility (Option 3) with stalls located around the perimeter of the present El Monte Station structure. This choice will entail certain operating problems, such as assignment of two lines per stall (precluding implementation of the timed-transfer feature) and mixture of cars and buses in the east and west parking lots. Implementation of centralized fare collection will still be possible.
- (2) Continued operation from the upper level. Alternative 1-L-A could be operated entirely from the upper level of El Monte Station, with no changes to either the station or the parking lot. Adoption of this choice will preclude implementation of either the timed-transfer or centralized fare collection features, considered essential to the success of the Line-Haul Program.

Either of these choices should be considered as temporary expedencies, allowing for the immediate implementation of the Line-Haul Program (and its inherent cost-savings), until a parking structure can be constructed over a portion of the western parking lot, and the full 28-bay transit center is constructed.

APPENDIX

EL MONTE BUSWAY LINE-HAUL STUDY
PASSENGER ACTIVITY AT EL MONTE STATION--JUNE, 1983

WESTBOUND

Line Number	Number of Passengers				Arrivals/		Arrivals/		Departures/	
	Arrive	Off	Thru	On	Depart	Transfer	Off	Thru	Thru	Departures/ Transfer On
Local Lines										
70	0	0	0	890	890		0.0%	0.0%	0.0%	100.0%
76	0	0	0	705	705		0.0%	0.0%	0.0%	100.0%
170	0	0	0	205	205		0.0%	0.0%	0.0%	100.0%
176	0	0	0	219	219		0.0%	0.0%	0.0%	100.0%
178	143	143	0	0	0		100.0%	0.0%	0.0%	0.0%
267	0	0	0	260	260		0.0%	0.0%	0.0%	100.0%
268	0	0	0	199	199		0.0%	0.0%	0.0%	100.0%
270	237	237	0	0	0		100.0%	0.0%	0.0%	0.0%
Sub Total	380	380	0	2,478	2,478		100.0%	0.0%	0.0%	100.0%
Busway Express Lines -- To LA CBD										
480	1,190	319	871	543	1,414		26.8%	73.2%	61.6%	38.4%
482	503	267	236	131	367		53.1%	46.9%	64.3%	35.7%
484	1,050	456	594	559	1,153		43.4%	56.6%	51.5%	48.5%
486	725	362	363	306	669		49.9%	50.1%	54.3%	45.7%
488	431	269	162	183	345		62.4%	37.6%	47.0%	53.0%
490	753	304	449	449	898		40.4%	59.6%	50.0%	50.0%
491	431	236	195	230	425		54.8%	45.2%	45.9%	54.1%
492	88	22	66	39	105		25.0%	75.0%	62.9%	37.1%
493	185	161	24	62	86		87.0%	13.0%	27.9%	72.1%
494	81	19	62	34	96		23.5%	76.5%	64.6%	35.4%
496	268	38	230	0	230		14.2%	85.8%	100.0%	0.0%
Sub Total	5,705	2,453	3,252	2,536	5,788		43.0%	57.0%	56.2%	43.8%
Busway Express Lines -- To Wilshire District										
481	393	91	302	291	593		23.2%	76.8%	50.9%	49.1%
Sub Total	393	91	302	291	593		23.2%	76.8%	50.9%	49.1%
Grand Total	6,478	2,924	3,554	5,305	8,859		45.1%	54.9%	40.1%	59.9%



PASSENGER ACTIVITY AT EL MONTE STATION
WESTBOUND

APPENDIX A-1

EASTBOUND

Line Number	Number of Passengers				Arrivals/ Depart	Arrivals/ Transfer	Departures/ Thru	Departures/ Transfer	On
	Arrive	Off	Thru	On		Off	Thru	Thru	On
Local Lines									
70	1,153	1,153	0	0	0	100.0%	0.0%	0.0%	0.0%
76	685	685	0	0	0	100.0%	0.0%	0.0%	0.0%
170	158	158	0	0	0	100.0%	0.0%	0.0%	0.0%
176	206	206	0	0	0	100.0%	0.0%	0.0%	0.0%
178	0	0	0	188	188	0.0%	0.0%	0.0%	100.0%
267	282	282	0	0	0	100.0%	0.0%	0.0%	0.0%
268	217	217	0	0	0	100.0%	0.0%	0.0%	0.0%
270	0	0	0	339	339	0.0%	0.0%	0.0%	100.0%
Sub Total	2,701	2,701	0	527	527	100.0%	0.0%	0.0%	100.0%
Busway Express Lines -- To LA CBD									
480	1,607	737	870	412	1,282	45.9%	54.1%	67.9%	32.1%
482	411	200	211	329	540	48.7%	51.3%	39.1%	60.9%
484	1,294	705	589	649	1,238	54.5%	45.5%	47.6%	52.4%
486	454	156	298	416	714	34.4%	65.6%	41.7%	58.3%
488	306	135	171	275	446	44.1%	55.9%	38.3%	61.7%
490	884	440	444	453	897	49.8%	50.2%	49.5%	50.5%
491	423	249	174	279	453	58.9%	41.1%	38.4%	61.6%
492	88	54	34	32	66	61.4%	38.6%	51.5%	48.5%
493	103	82	21	195	216	79.6%	20.4%	9.7%	90.3%
494	128	75	53	29	82	58.6%	41.4%	64.6%	35.4%
496	268	0	268	47	315	0.0%	100.0%	85.1%	14.9%
Sub Total	5,966	2,833	3,133	3,116	6,249	47.5%	52.5%	50.1%	49.9%
Busway Express Lines -- To Wilshire District									
481	393	91	302	291	593	23.2%	76.8%	50.9%	49.1%
Sub Total	393	91	302	291	593	23.2%	76.8%	50.9%	49.1%
Grand Total	9,060	5,625	3,435	3,934	7,369	62.1%	37.9%	46.6%	53.4%

A-2



PASSENGER ACTIVITY AT EL MONTE STATION
EASTBOUND

APPENDIX A-2

BOTH DIRECTIONS

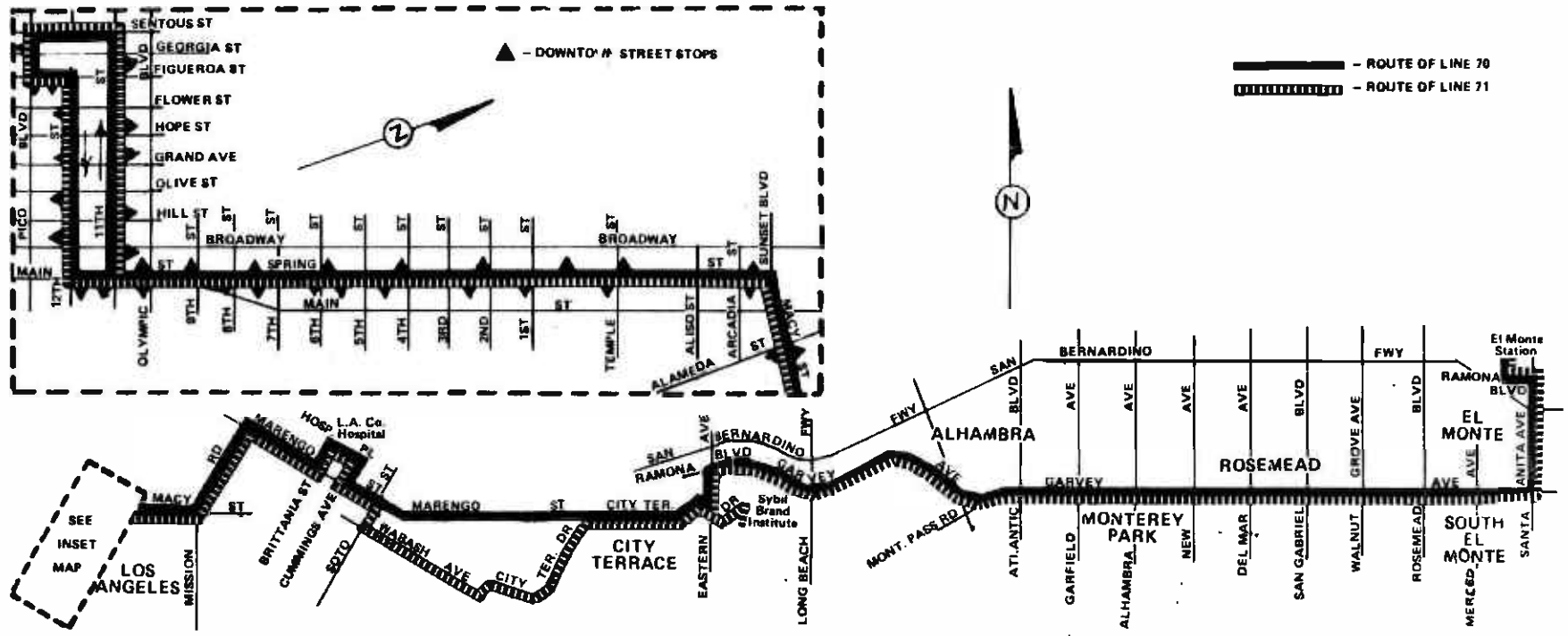
Line Number	Number of Passengers				Arrivals/ Depart	Arrivals/ Transfer	Departures/ Thru	Departures/ Transfer	
	Arrive	Off	Thru	On	Off	Thru	Thru	On	
Local Lines									
70	1,153	1,153	0	890	890	100.0%	0.0%	0.0%	100.0%
76	685	685	0	705	705	100.0%	0.0%	0.0%	100.0%
170	158	158	0	205	205	100.0%	0.0%	0.0%	100.0%
176	206	206	0	219	219	100.0%	0.0%	0.0%	100.0%
178	143	143	0	188	188	100.0%	0.0%	0.0%	100.0%
267	282	282	0	260	260	100.0%	0.0%	0.0%	100.0%
268	217	217	0	199	199	100.0%	0.0%	0.0%	100.0%
270	237	237	0	339	339	100.0%	0.0%	0.0%	100.0%
Sub Total	3,081	3,081	0	3,005	3,005	100.0%	0.0%	0.0%	100.0%
Busway Express Lines -- To LA CBD									
480	2,797	1,056	1,741	955	2,696	37.8%	62.2%	64.6%	35.4%
482	914	467	447	460	907	51.1%	48.9%	49.3%	50.7%
484	2,344	1,161	1,183	1,208	2,391	49.5%	50.5%	49.5%	50.5%
486	1,179	518	661	722	1,383	43.9%	56.1%	47.8%	52.2%
488	737	404	333	458	791	54.8%	45.2%	42.1%	57.9%
490	1,637	744	893	902	1,795	45.4%	54.6%	49.7%	50.3%
491	854	485	369	509	878	56.8%	43.2%	42.0%	58.0%
492	176	76	100	71	171	43.2%	56.8%	58.5%	41.5%
493	288	243	45	257	302	84.4%	15.6%	14.9%	85.1%
494	209	94	115	63	178	45.0%	55.0%	64.6%	35.4%
496	536	38	498	47	545	7.1%	92.9%	91.4%	8.6%
Sub Total	11,671	5,286	6,385	5,652	12,037	45.3%	54.7%	53.0%	47.0%
Busway Express Lines -- To Wilshire District									
481	786	182	604	582	1,186	23.2%	76.8%	50.9%	49.1%
Sub Total	786	182	604	582	1,186	23.2%	76.8%	50.9%	49.1%
Grand Total	15,538	8,549	6,989	9,239	16,228	55.0%	45.0%	43.1%	56.9%

A-3



PASSENGER ACTIVITY AT EL MONTE STATION
BOTH DIRECTIONS

APPENDIX A-3

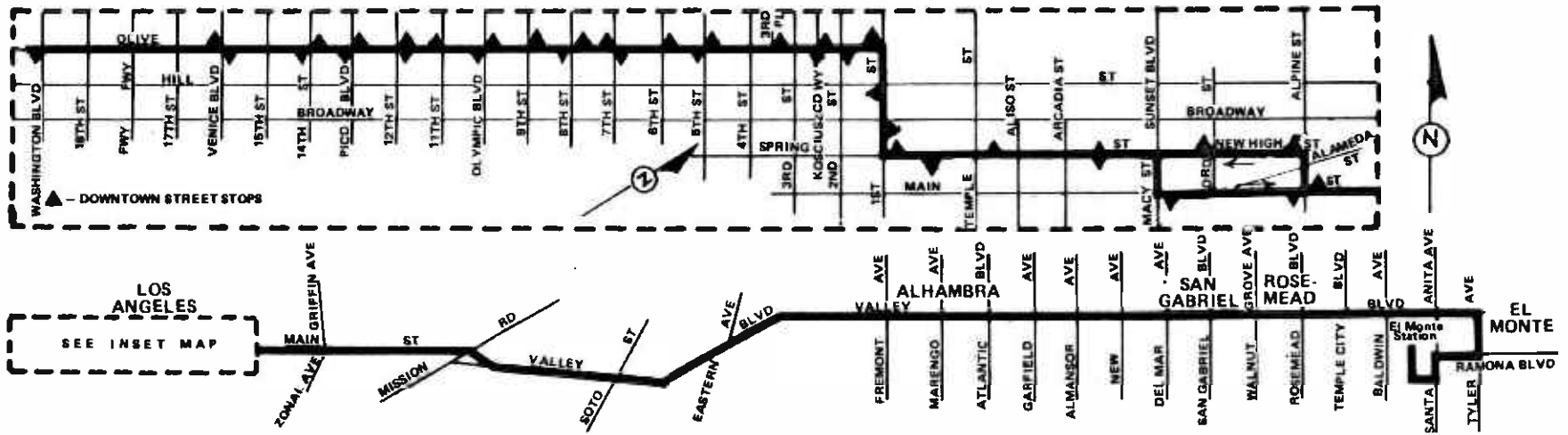


Effective January 30, 1983



EL MONTE BUSWAY SYSTEM - PRESENT SERVICE: LINES 70-71

APPENDIX B-1

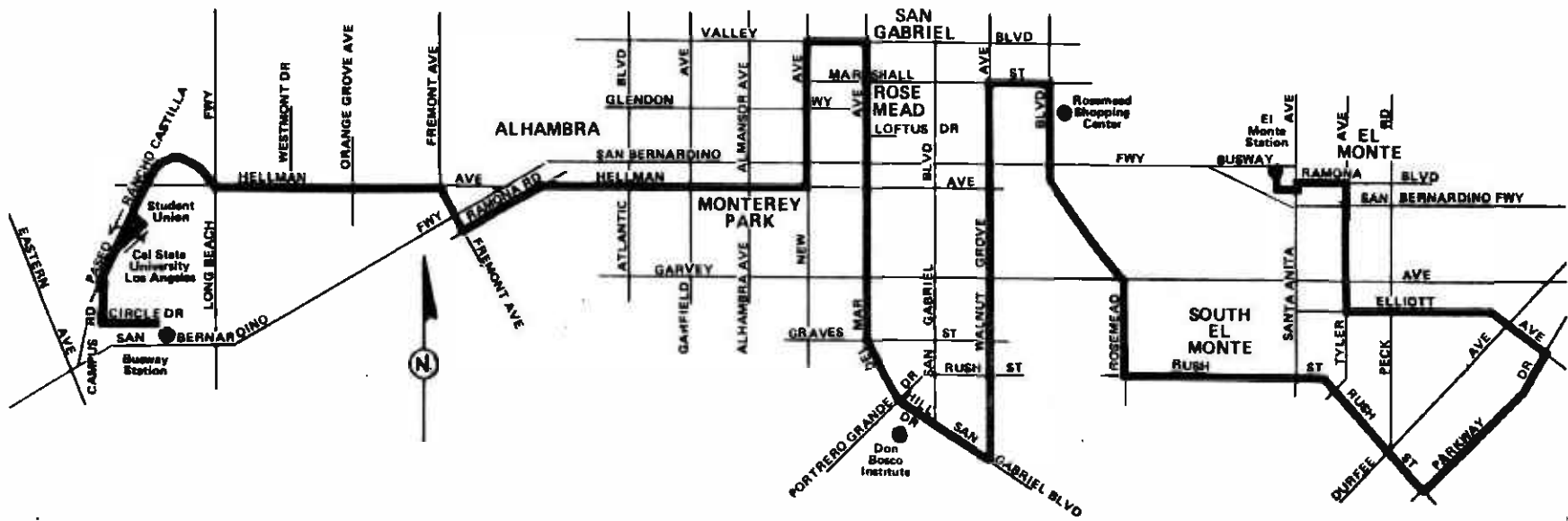


Effective May 6, 1984



EL MONTE BUSWAY SYSTEM - PRESENT SERVICE:
LINE 76

APPENDIX B-2



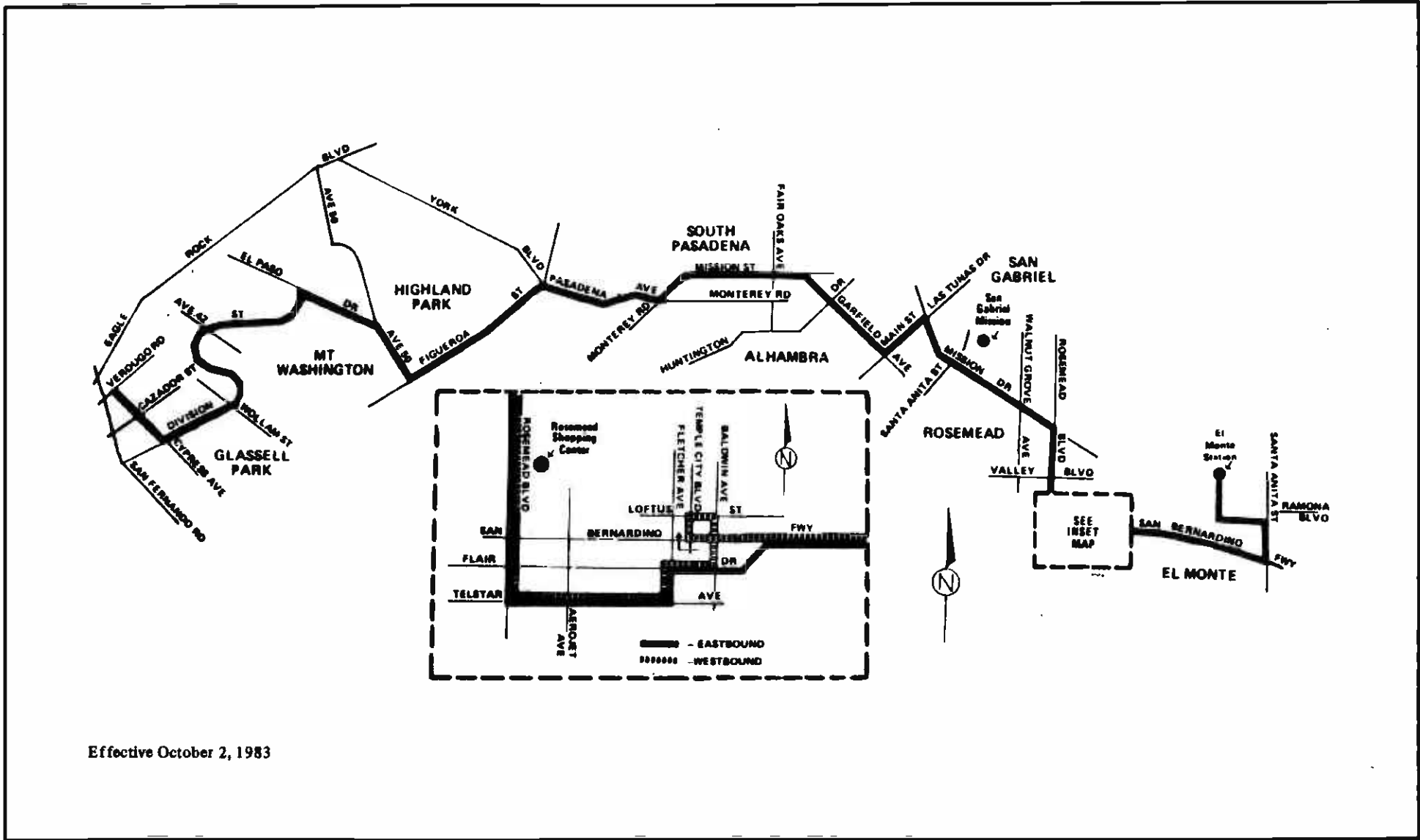
Effective May 6, 1984



**EL MONTE BUSWAY SYSTEM - PRESENT SERVICE:
LINE 170**

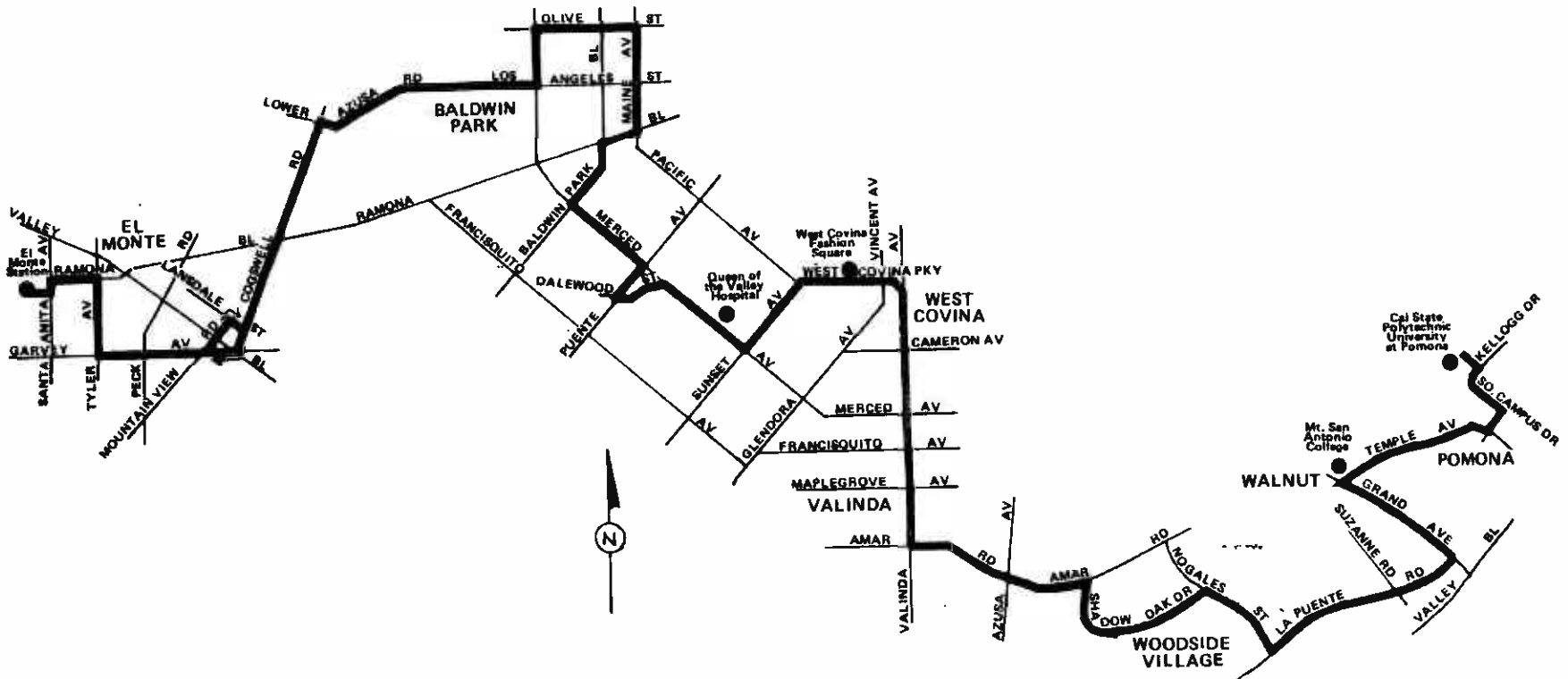
APPENDIX B-3

A-7



**EL MONTE BUSWAY SYSTEM - PRESENT SERVICE:
LINE 176**

APPENDIX B-4

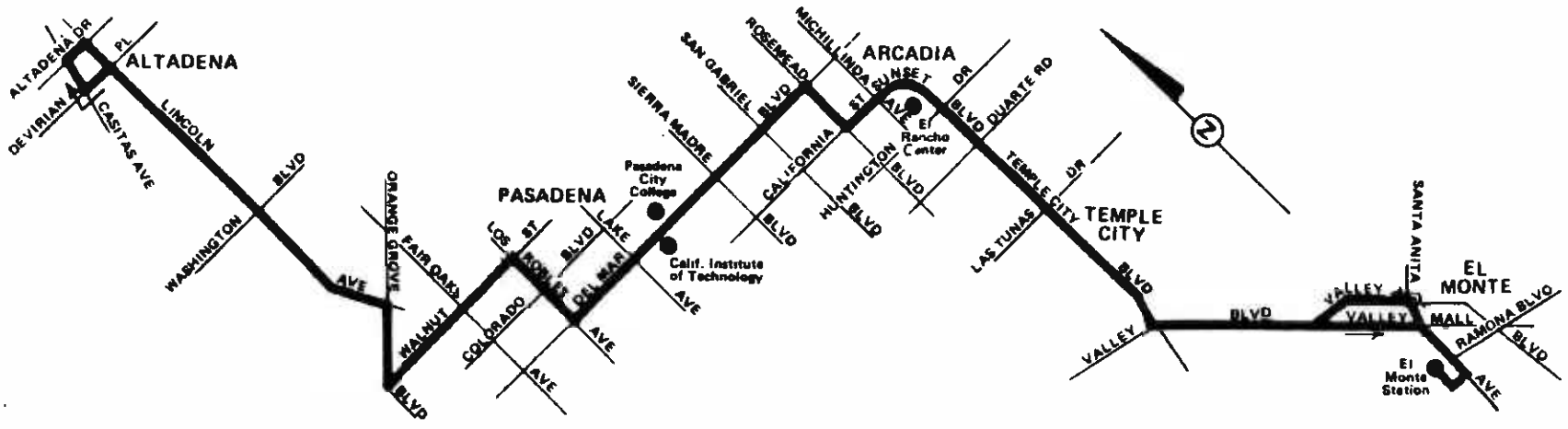


Effective April 16, 1984



**EL MONTE BUSWAY SYSTEM - PRESENT SERVICE:
LINE 178**

APPENDIX B-5

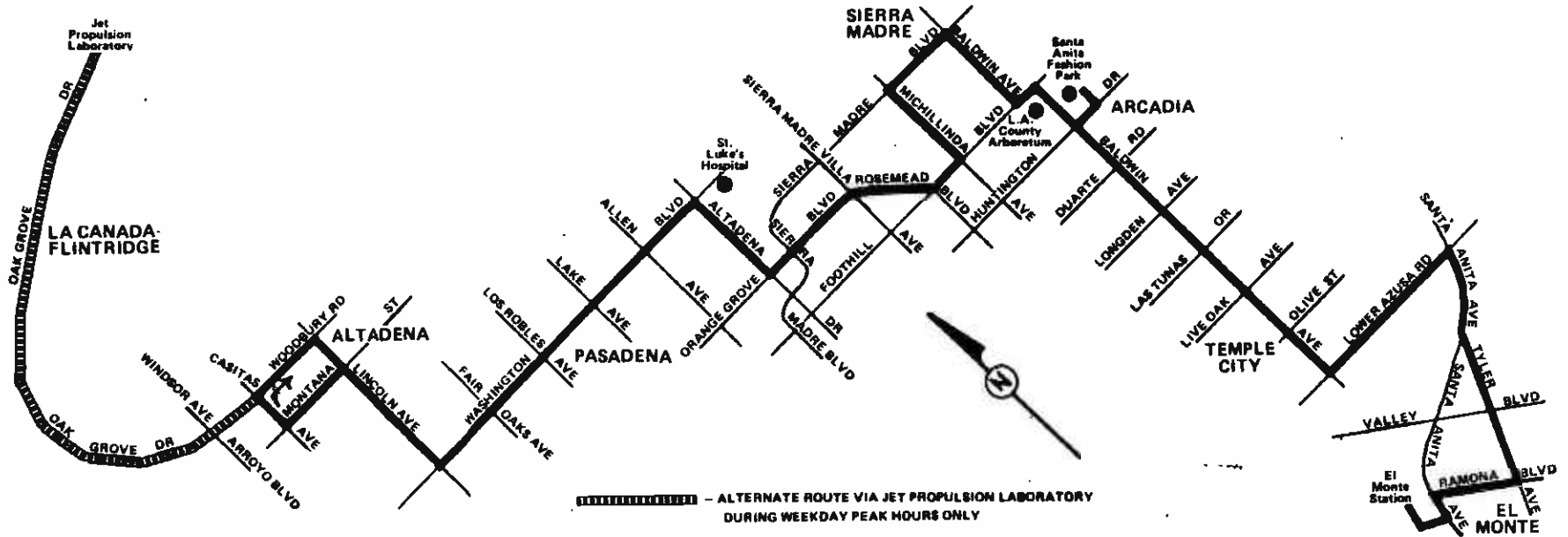


Effective October 2, 1983



**EL MONTE BUSWAY SYSTEM - PRESENT SERVICE:
LINE 267**

APPENDIX B-6

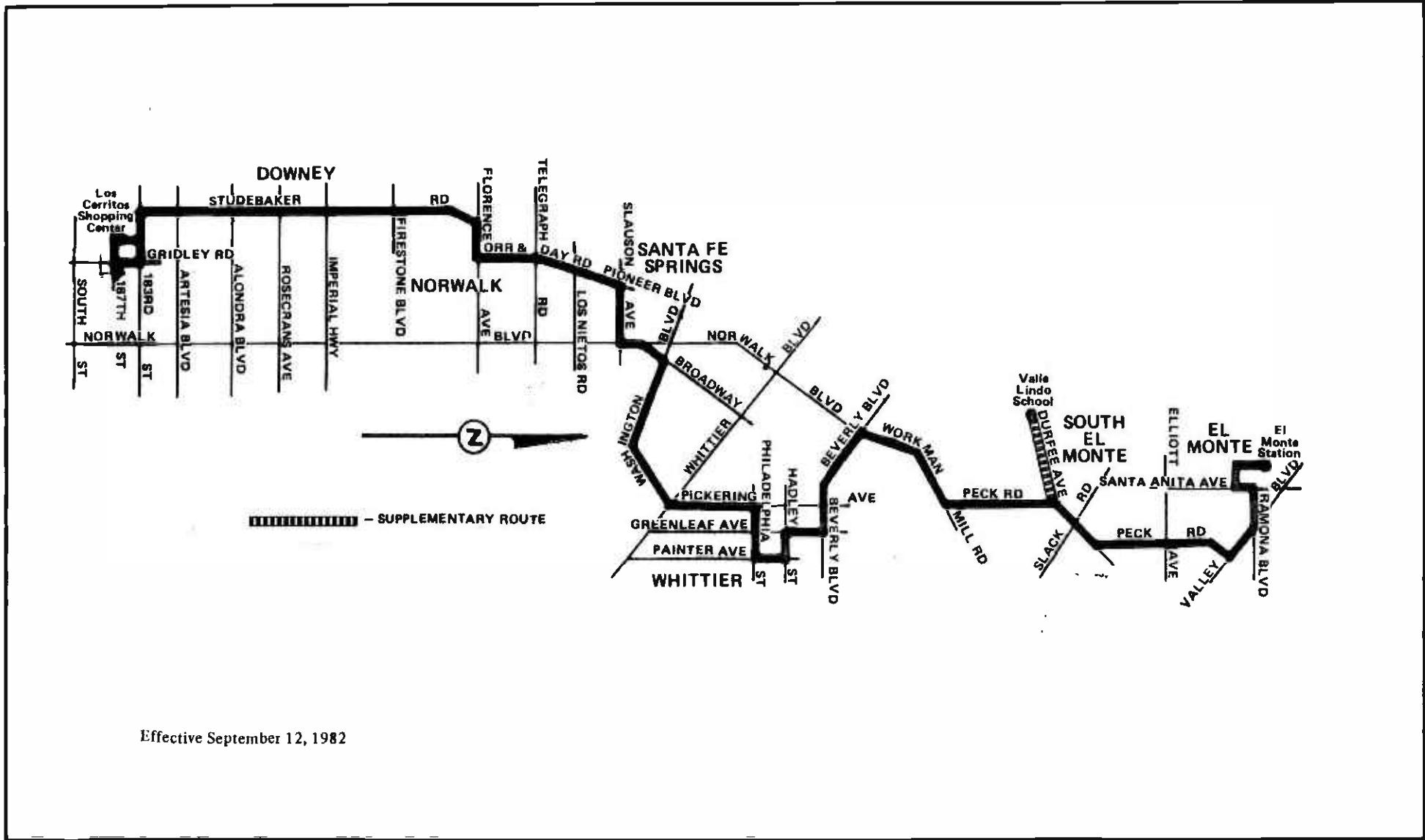


Effective October 2, 1983



EL MONTE BUSWAY SYSTEM - PRESENT SERVICE:
LINE 268

APPENDIX B-7

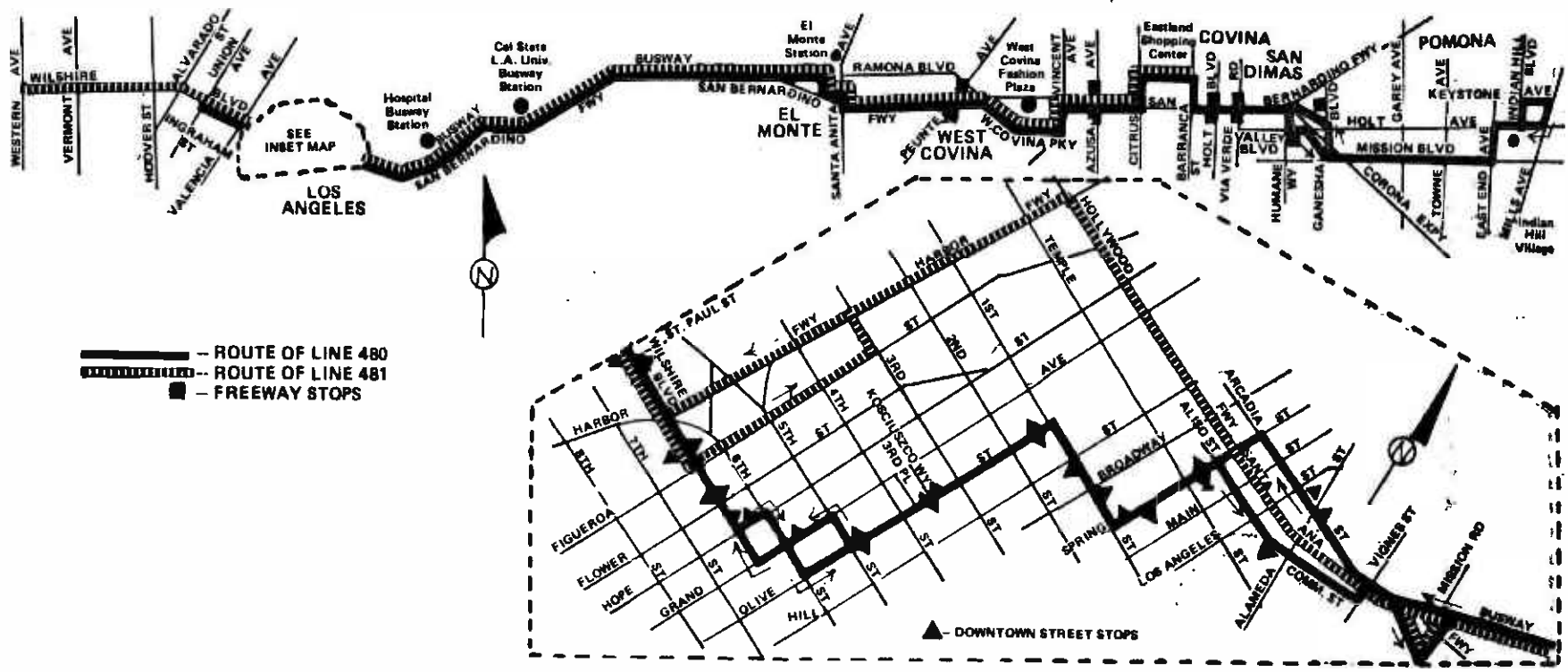


Effective September 12, 1982



**EL MONTE BUSWAY SYSTEM - PRESENT SERVICE:
LINE 270**

APPENDIX B-8

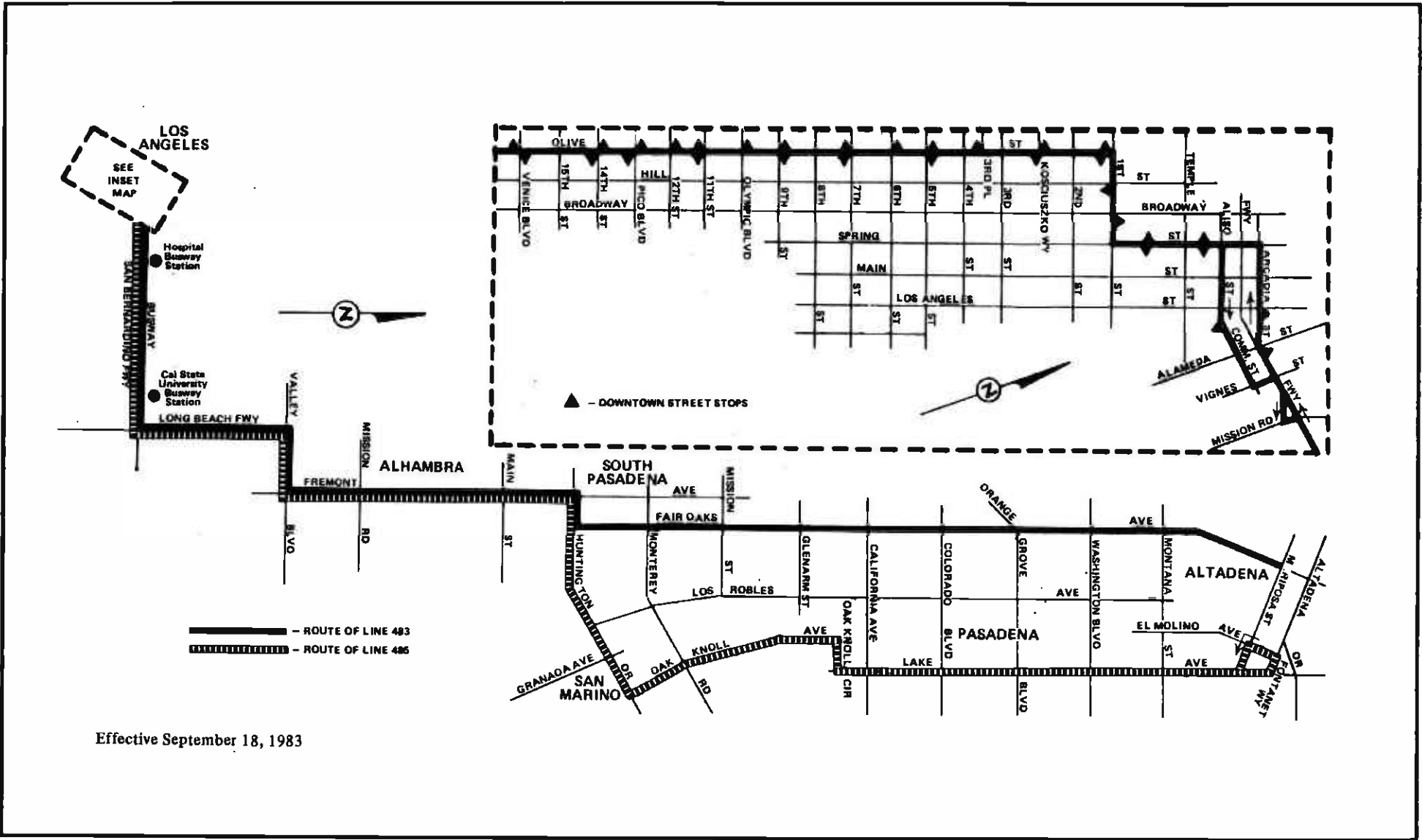


Effective May 1, 1984



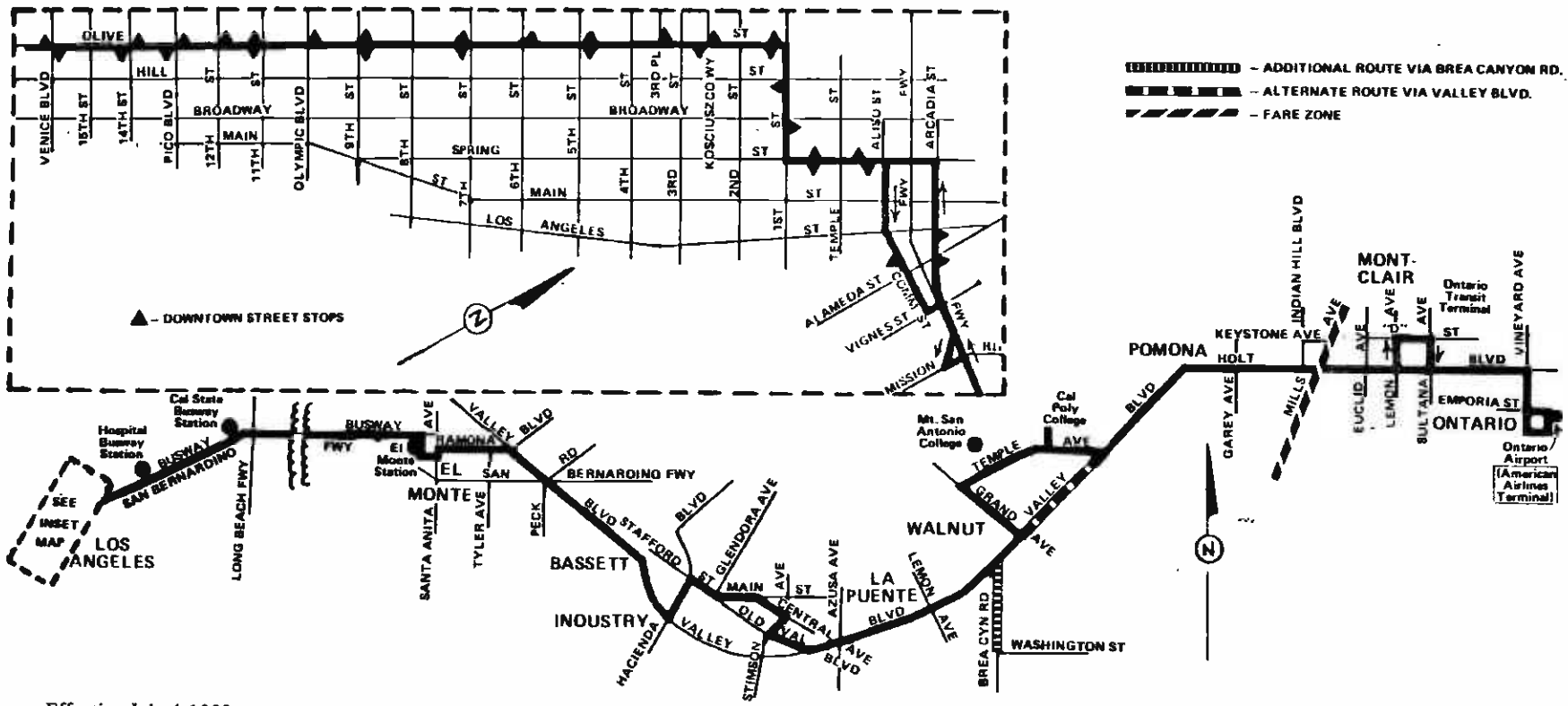
**EL MONTE BUSWAY SYSTEM - PRESENT SERVICE:
LINES 480-481**

APPENDIX B-9



**EL MONTE BUSWAY SYSTEM - PRESENT SERVICE:
 LINES 483-485**

APPENDIX B-11

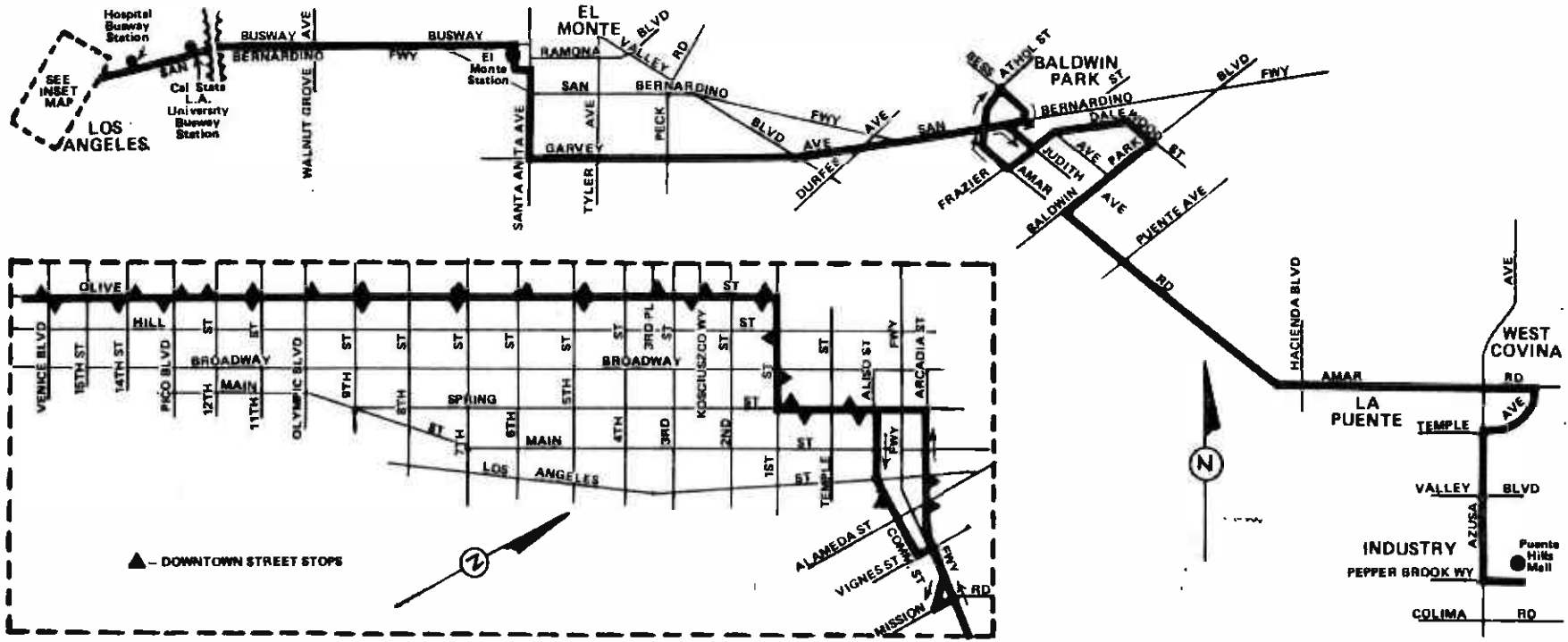


Effective July 1, 1983



EL MONTE BUSWAY SYSTEM - PRESENT SERVICE:
LINE 484

APPENDIX B-12

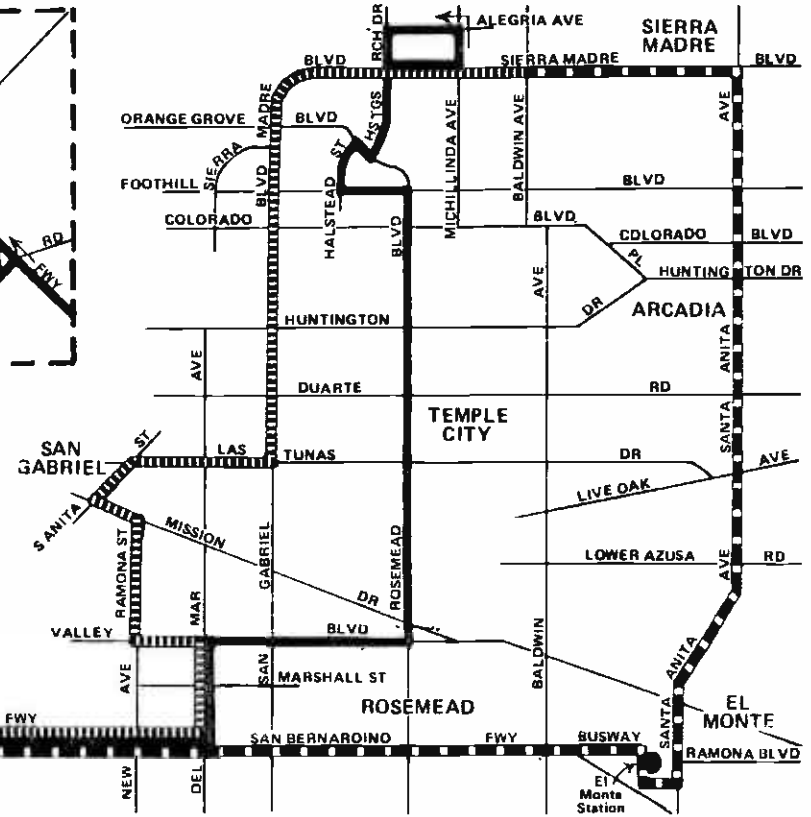
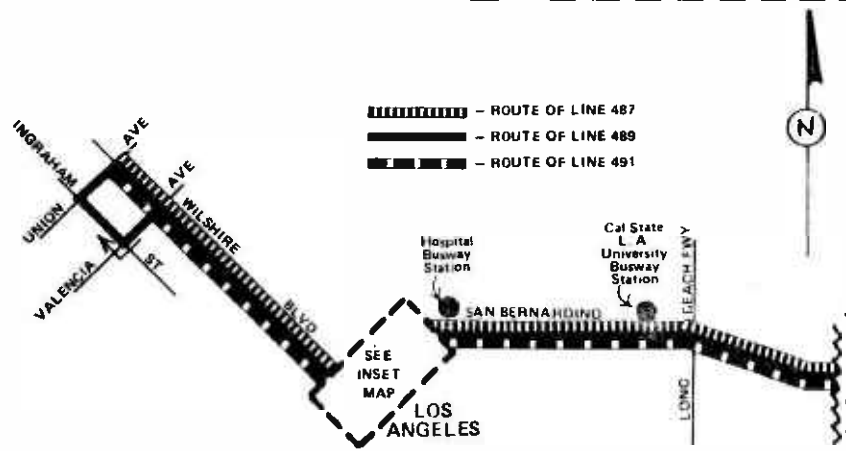
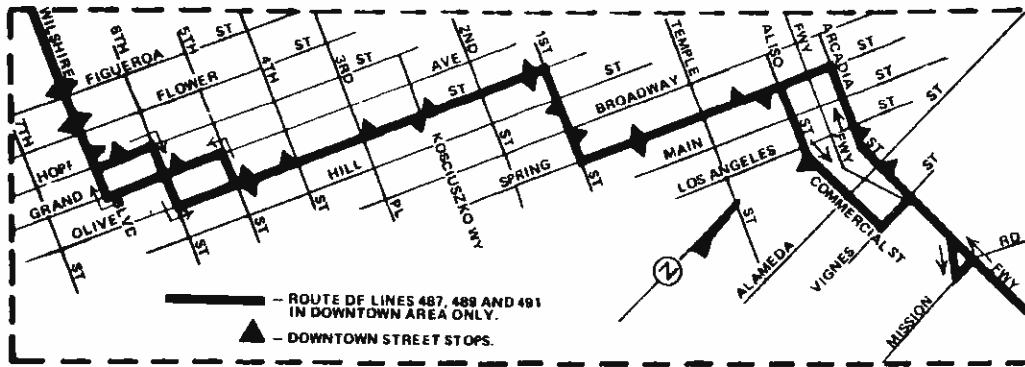


Effective February 27, 1983



EL MONTE BUSWAY SYSTEM - PRESENT SERVICE:
LINE 486

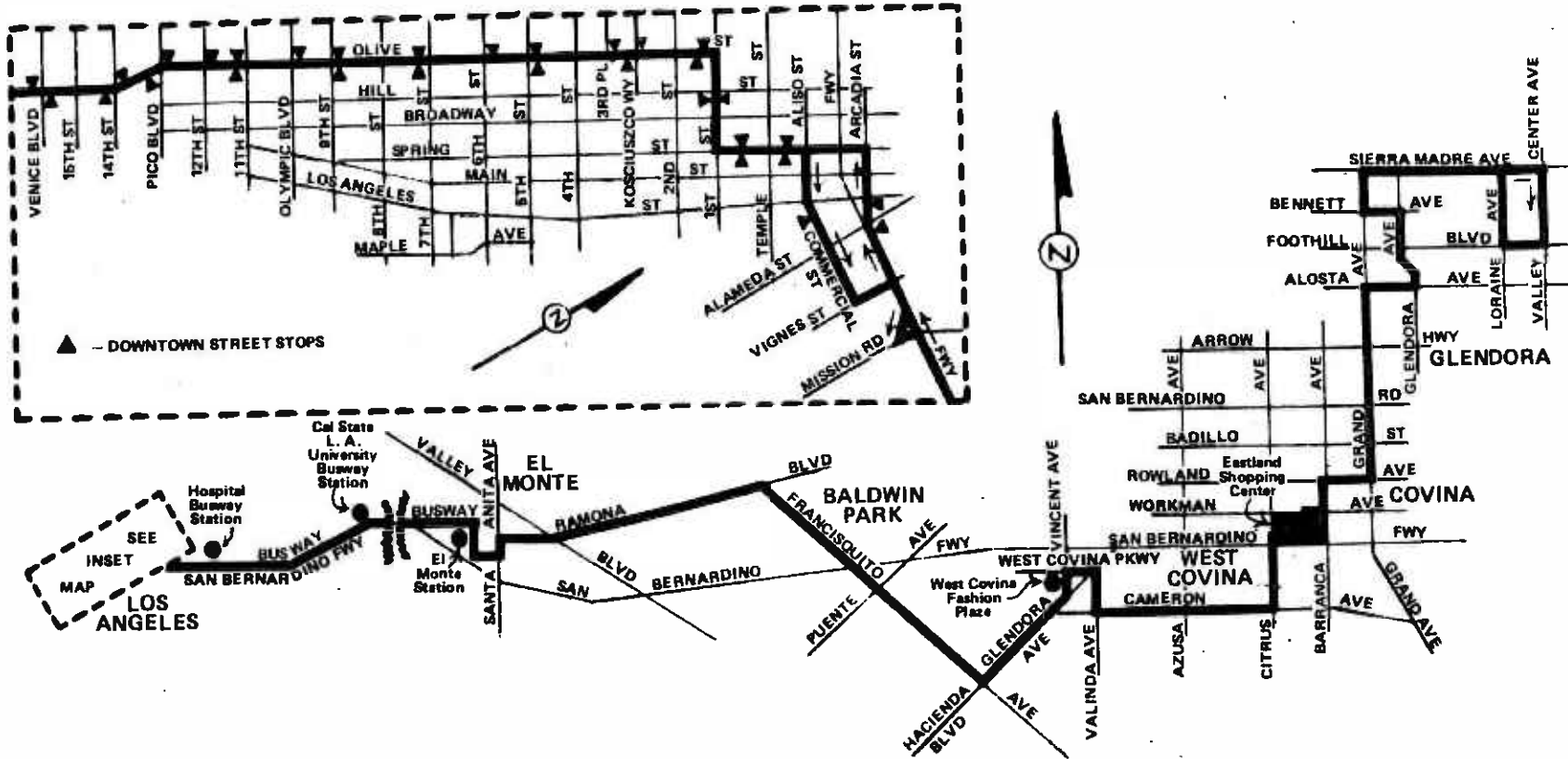
APPENDIX B-13



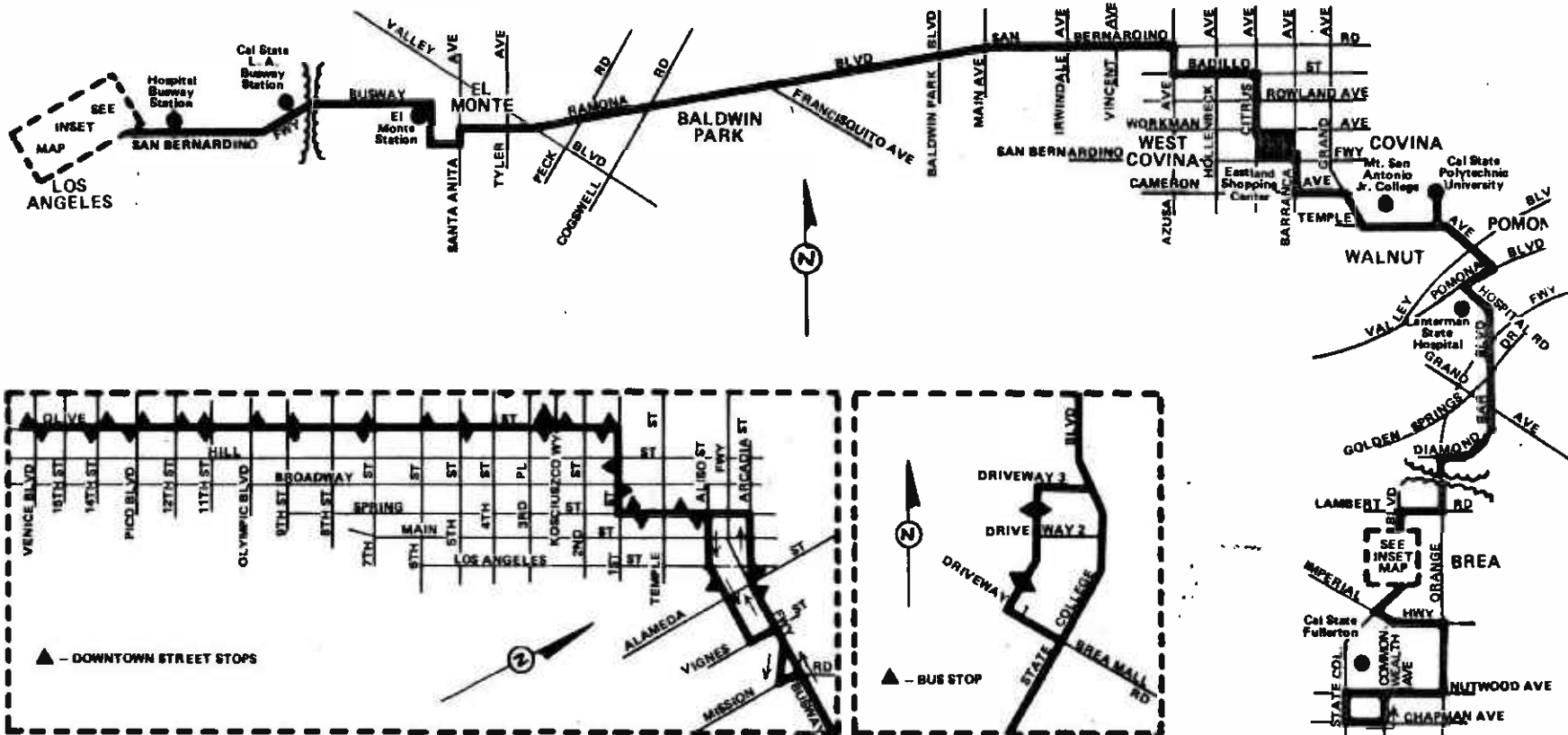
Effective May 1, 1984



**EL MONTE BUSWAY SYSTEM - PRESENT SERVICE:
LINES 487-489-491**



**EL MONTE BUSWAY SYSTEM - PRESENT SERVICE:
LINE 488**

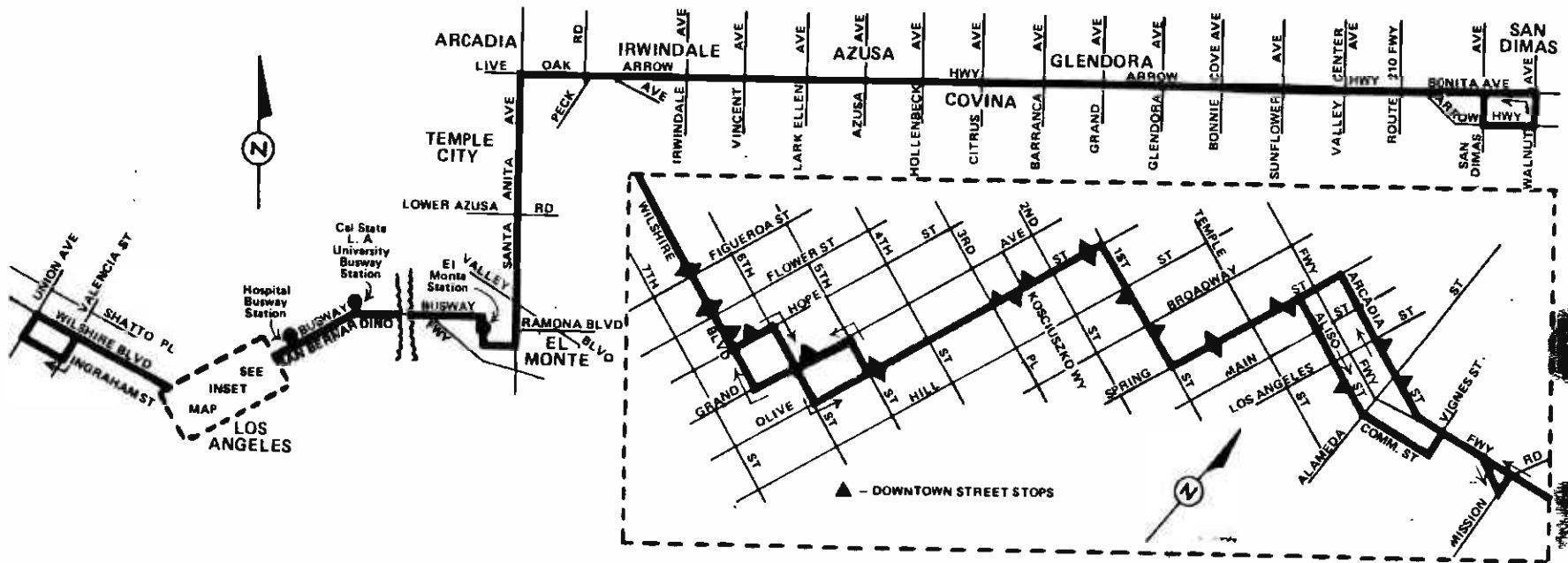


Effective February 27, 1983



**EL MONTE BUSWAY SYSTEM - PRESENT SERVICE:
LINE 490**

APPENDIX B-16

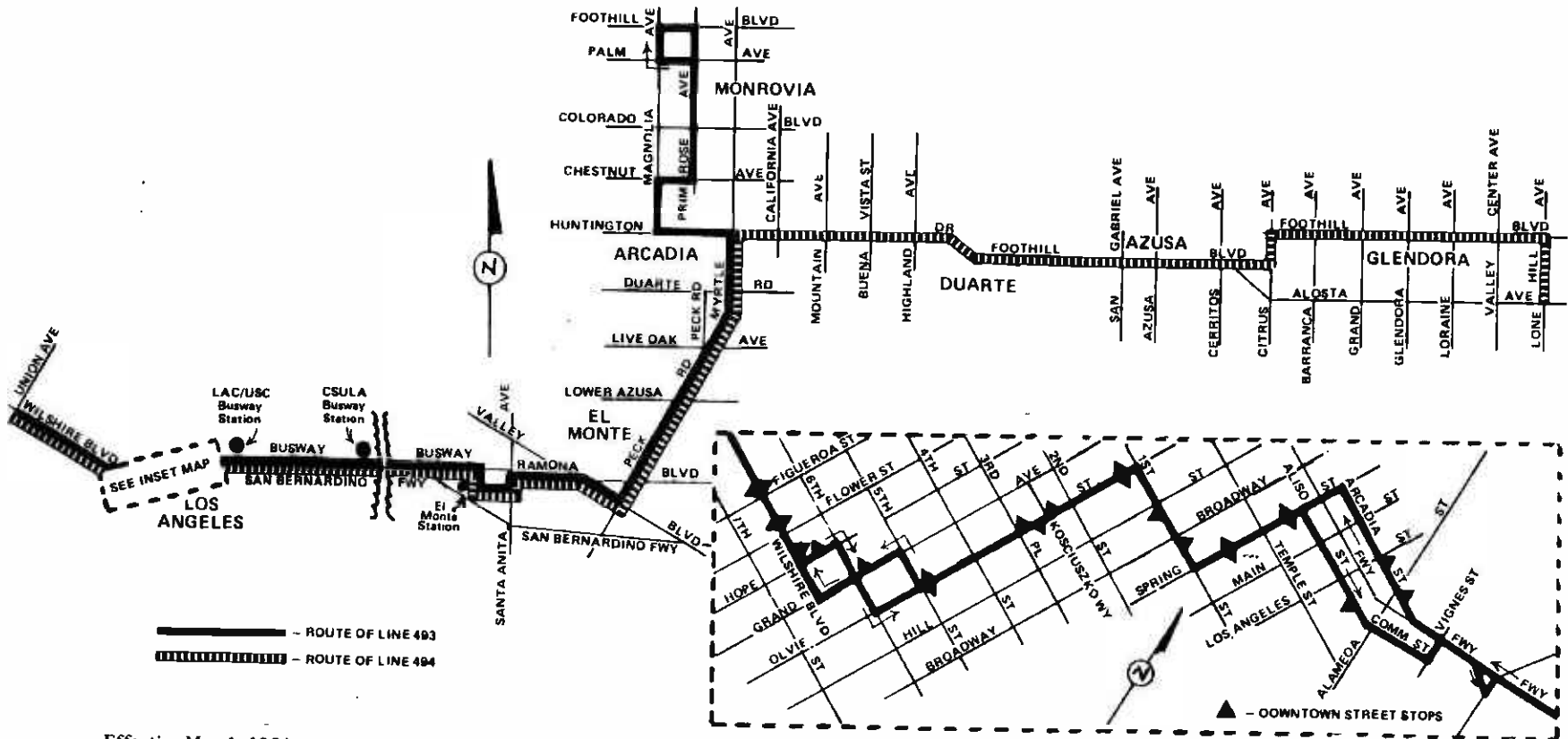


Effective May 1, 1984



**EL MONTE BUSWAY SYSTEM - PRESENT SERVICE:
LINE 492**

APPENDIX B-17

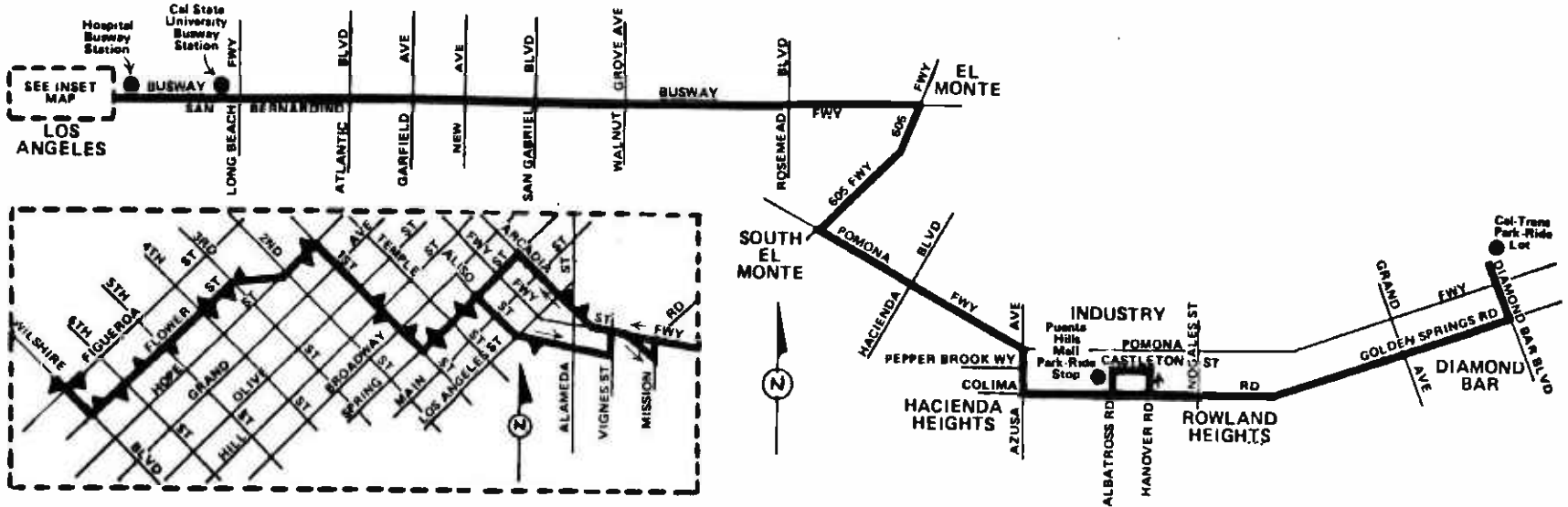


Effective May 1, 1984



**EL MONTE BUSWAY SYSTEM - PRESENT SERVICE:
LINES 493-494**

APPENDIX B-18

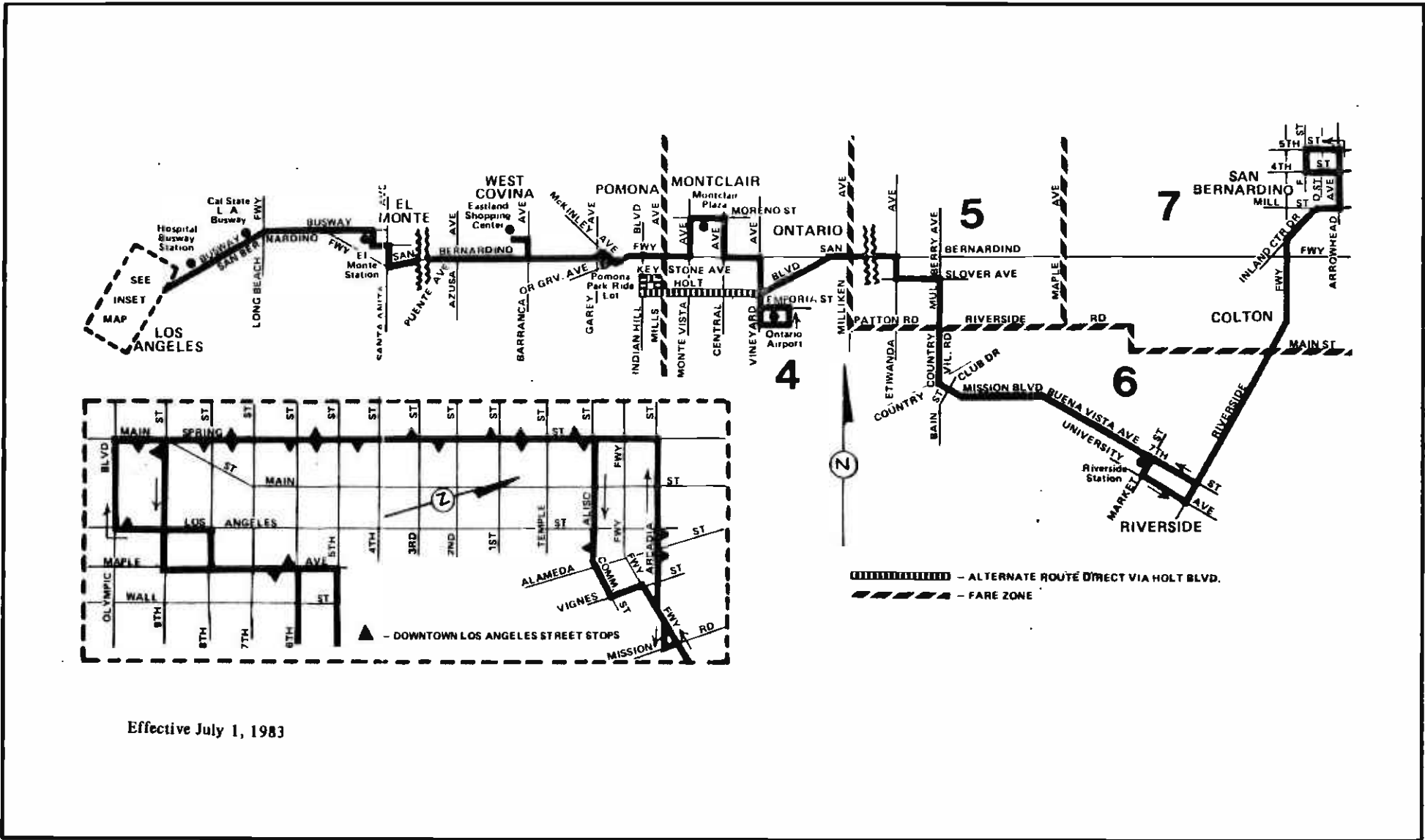


Effective October 2, 1983



EL MONTE BUSWAY SYSTEM - PRESENT SERVICE:
LINE 495

APPENDIX B-19

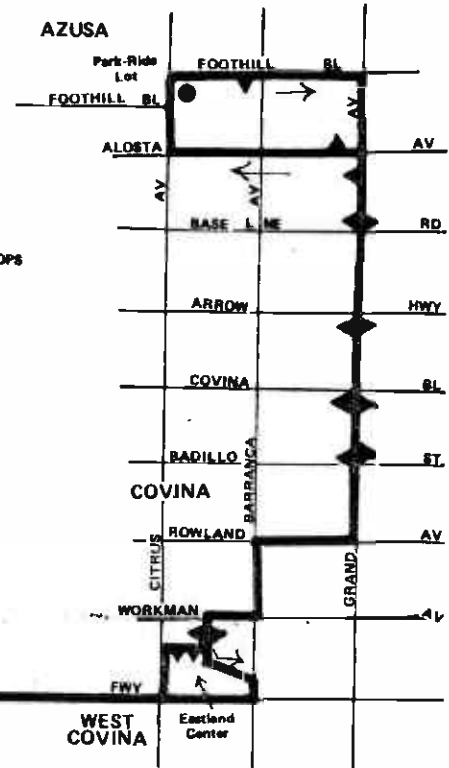
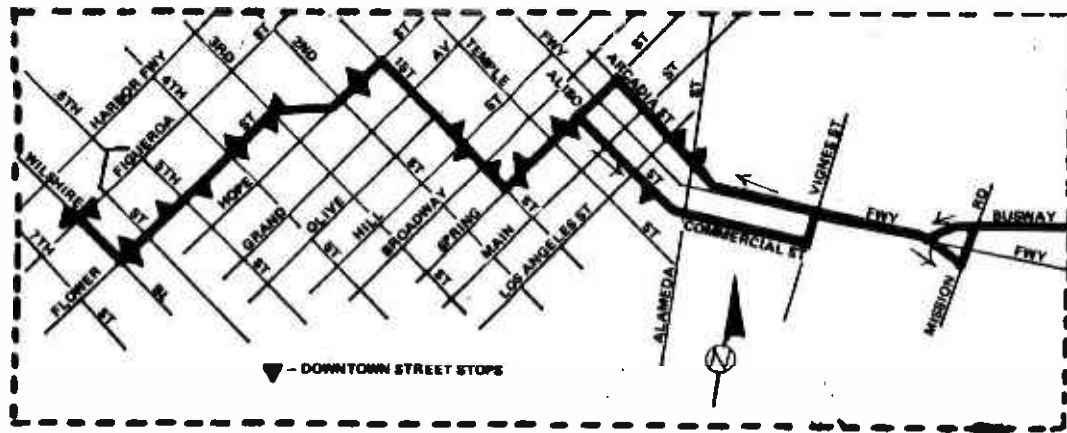


Effective July 1, 1983



EL MONTE BUSWAY SYSTEM - PRESENT SERVICE:
LINE 496

APPENDIX B-20



Effective January 3, 1984



**EL MONTE BUSWAY SYSTEM - PRESENT SERVICE:
LINE 498**

APPENDIX B-22

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:00PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

El Monte	Main-11th	410A	3/30	3/20	17/11	8/8	25/14	5/12	12/15	5/12	9/27	3/20	3/60	1/60	2/105	1/60	144A
Main-11th	11th-Figueroa	458A	3/30	3/20	14/13	6/10	25/14	5/12	11/16	5/12	8/30	3/20	3/60	1/60	2/105	1/60	226A

EASTBOUND

11th-Figueroa	El Monte	456A	4/23	4/15	13/14	5/12	23/16	4/15	14/13	5/12	10/24	4/15	1/60	1/60	2/105	1/60	235A
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(TOTAL TRIPS/AVERAGE HEADWAYS)



**SERVICE LEVEL SUMMARY
WEEKDAY
LINE 70**

APPENDIX C-1.1

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

El Monte 11th-Figueroa 454A 2/45 2/30 8/23 4/15 24/15 4/15 9/20 3/20 8/30 3/20 3/60 1/60 2/105 1/60 404A

EASTBOUND

11th-Figueroa El Monte 520A 2/45 2/30 7/26 3/20 19/19 3/20 12/15 4/15 10/24 4/15 3/60 1/60 2/105 1/60 235A

(TOTAL TRIPS/AVERAGE HEADWAYS)



SERVICE LEVEL SUMMARY
SATURDAY
LINE 70

APPENDIX C-1.2

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:00PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

El Monte 11th-Figueroa 454A 2/45 2/30 8/23 4/15 24/15 5/12 9/20 3/20 8/30 3/20 3/60 1/60 2/105 1/60 144A

EASTBOUND

11th-Figueroa El Monte 520A 2/45 2/30 7/26 3/20 19/19 3/20 12/15 4/15 10/24 4/15 3/60 1/60 2/105 1/60 235A

(TOTAL TRIPS/AVERAGE HEADWAYS)



**SERVICE LEVEL SUMMARY
SUNDAY
LINE 70**

APPENDIX C-1.3

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
			Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	
FROM	TO																

WESTBOUND

El Monte Station	Garvey-San Gabriel	456A	1/90	1/60	11/16	7/9											742A
Garvey-San Gabriel	City Terrace-Eastern	510A	1/90	1/60	15/12	7/9											758A
Sybil Brand	City Terrace-Eastern	440A	3/30	3/20	11/16	5/12	24/14	5/12	13/14	5/12	9/27	4/15	3/60	1/60	3/70	1/60	340A
City Terrace-Eastern	Spring-Seventh	442A	4/23	4/15	26/7	9/7	24/15	5/12	13/14	5/12	9/27	4/15	3/60	1/60	3/70	1/60	342A
Spring-Seventh	Main-11th	501A	4/23	4/15	26/7	9/7	24/15	5/12	13/14	5/12	9/27	4/15	1/180	1/60			1055P
Main-11th	11th-Figueroa	503A	4/23	4/15	13/14	5/12	22/16	5/12	13/14	5/12	7/34	4/15	1/180	1/60			1058P

EASTBOUND

11th-Figueroa	Spring-Seventh	444A	3/30	3/20	10/18	3/20	27/13	4/15	23/8	9/7	9/27	4/15	2/90	1/60			1105P
Spring-Seventh	City Terrace-Eastern	449A	3/30	3/20	10/18	3/20	27/13	4/15	23/8	9/7	9/27	4/15	3/60	1/60	4/53	1/60	410A
City Terrace-Eastern	Sybil Brand Institute	513A	3/30	3/20	10/18	4/15	22/16	5/12	11/16	4/15	9/27	4/15	3/60	1/60	4/53	1/60	433A
City Terrace-Eastern	Garvey-San Gabriel	208P					5/72	4/15	12/15	4/15							556P
Garvey-San Gabriel	El Monte Station	222P					4/90	3/20	9/20	6/10							618P

(TOTAL TRIPS/AVERAGE HEADWAYS)



**SERVICE LEVEL SUMMARY
WEEKDAY
LINE 71**

APPENDIX C-2.1

A-29

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:00PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

Sybil Brand Institute	Spring-Seventh	440A	3/30	3/20	8/23	4/15	23/16	4/15	9/20	3/20	9/27	3/20	3/60	1/60	3/70	1/60	340A
Spring-Seventh	11th-Figueroa	500A	3/30	2/30	8/23	4/15	23/16	4/15	9/20	3/20	9/27	3/20	1/180	1/60			1054P

EASTBOUND

11th-Figueroa	Spring-Seventh	500A	1/90	1/60	8/23	3/20	19/19	3/20	12/15	4/15	9/27	4/15	2/90	1/60			1105P
Spring-Seventh	Sybil Brand Institute	505A	1/90	1/60	8/23	3/20	19/19	3/20	12/15	5/12	9/27	4/15	3/60	1/60	4/53	1/60	410A

(TOTAL TRIPS/AVERAGE HEADWAYS)



**SERVICE LEVEL SUMMARY
SATURDAY
LINE 71**

APPENDIX C-2.2

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

Sybil Brand Institute	Spring-Seventh	440A	3/30	2/30	8/23	4/15	23/16	4/15	9/20	3/20	9/27	3/20	3/60	1/60	3/70	1/60	340A
Spring-Seventh	11th-Figueroa	500A	3/30	2/30	8/23	4/15	23/16	4/15	9/20	3/20	9/27	3/20	1/180	1/60			403A

EASTBOUND

11th-Figueroa	Spring-Seventh	500A	1/90	1/60	8/23	3/20	19/19	3/20	12/15	4/15	9/27	4/15	2/90	1/60			1105P
Spring-Seventh	Sybil Brand Institute	505A	1/90	1/60	8/23	3/20	19/19	3/20	12/15	4/15	9/27	4/15	3/60	1/60	4/53	1/60	410A

(TOTAL TRIPS/AVERAGE HEADWAYS)



SERVICE LEVEL SUMMARY
SUNDAY
LINE 71

APPENDIX C-2.3

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

El Monte Station Olive-Venice 440A 5/18 3/20 20/9 9/7 27/13 4/15 12/15 5/12 7/34 3/20 3/60 3/20 1/210 1/60 105A

EASTBOUND

Olive-Venice Valley-Del Mar 510A 12/15 5/12 23/16 4/15 20/9 5/12 16/15 9/7 4/45 1/60 2/105 1/60 210A
Valley-Del Mar El Monte Station 555A 12/15 5/12 23/16 4/15 17/11 5/12 16/15 9/7 4/45 1/60 2/105 1/60 248A

(TOTAL TRIPS/AVERAGE HEADWAYS)



**SERVICE LEVEL SUMMARY
WEEKDAY
LINE 76**

APPENDIX C-3.1

A-32

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

El Monte Station Olive-Venice 505A 2/45 2/30 10/18 4/15 21/17 4/15 10/18 4/15 7/34 3/20 3/60 1/60 1/210 1/60 105A

EASTBOUND

Olive-Venice El Monte Station 515A 7/26 2/30 20/18 4/15 10/18 4/15 12/20 4/15 3/60 1/60 2/105 1/60 210A

(TOTAL TRIPS/AVERAGE HEADWAYS)



SERVICE LEVEL SUMMARY
SATURDAY
LINE 76

APPENDIX C-3.2

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:00PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

El Monte Station Olive-Venice 505A 2/45 2/30 5/36 2/30 16/23 3/20 8/23 3/20 7/34 3/20 3/60 1/60 1/210 1/60 105A

EASTBOUND

Olive-Venice El Monte Station 515A 4/45 2/30 14/26 3/20 8/23 3/20 10/24 3/20 3/60 1/60 2/105 1/60 210A

(TOTAL TRIPS/AVERAGE HEADWAYS)



SERVICE LEVEL SUMMARY
SUNDAY
LINE 76

APPENDIX C-3.3

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

El Monte	Cal State L.A.	540A	1/90	1/60	4/45	2/30	9/40	2/30	5/36	2/30	2/120	2/30					700P
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EASTBOUND

Cal State L.A.	El Monte	530A			4/45	2/30	9/40	2/30	4/45	2/30	4/60	2/30					700P
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(TOTAL TRIPS/AVERAGE HEADWAYS)



SERVICE LEVEL SUMMARY
WEEKDAY
LINE 170

APPENDIX C-4

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:00PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

El Monte Cypress-Verdugo 600A 6/30 2/30 10/36 2/30 5/36 2/30 3/80 2/30 725P

EASTBOUND

Cypress-Verdugo El Monte 550A 4/45 2/30 10/36 2/30 5/36 2/30 5/48 2/30 725P

(TOTAL TRIPS/AVERAGE HEADWAYS)



**SERVICE LEVEL SUMMARY
WEEKDAY
LINE 176**

APPENDIX C-5

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:00PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

Cal Poly El Monte 608A 2/45 1/60 6/60 1/60 3/60 1/60 3/80 2/30 1/180 1/60 1010P

EASTBOUND

El Monte Cal Poly 620A 4/45 2/30 6/60 1/60 3/60 2/30 1/240 1/60 641P

(TOTAL TRIPS/AVERAGE HEADWAYS)



**SERVICE LEVEL SUMMARY
WEEKDAY
LINE 178**

APPENDIX C-6

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

NORTHBOUND

El Monte Station Altadena-Lincoln 610A 3/60 2/30 6/60 1/60 3/60 1/60 2/120 1/60 710P

SOUTHBOUND

Altadena-Lincoln El Monte Station 555A 3/60 1/60 6/60 1/60 3/60 1/60 2/120 1/60 705P

(TOTAL TRIPS/AVERAGE HEADWAYS)



**SERVICE LEVEL SUMMARY
SATURDAY
LINE 267**

APPENDIX C-7.2

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

NORTHBOUND

El Monte Station	Altadena-Lincoln	710A			2/90	2/30	6/60	1/60	3/60	1/60	2/120	1/60					710P
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SOUTHBOUND

Altadena-Lincoln	El Monte Station	705A			2/90	1/60	6/60	1/60	3/60	1/60	2/120	1/60					705P
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(TOTAL TRIPS/AVERAGE HEADWAYS)



**SERVICE LEVEL SUMMARY
SUNDAY
LINE 267**

APPENDIX C-7.3

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

EASTBOUND

Jet Propulsion Lab.	Lincoln-Woodbury	644A			2/90	2/30	2/180	2/30	2/90	2/30	2/120	2/30					535P
Lincoln-Woodbury	Fashion Park	540A			5/36	3/20	9/40	2/30	4/45	2/30	6/40	2/30	2/90	2/30			1005P
Fashion Park	El Monte Station	538A			5/36	2/30	9/40	2/30	4/45	2/30	3/80	2/30					700P

WESTBOUND

El Monte Station	Fashion Park	535A	1/90	1/60	5/36	2/30	9/40	2/30	4/45	2/30	3/80	2/30					725P
Fashion Park	Lincoln-Woodbury	558A	1/90	1/60	5/36	2/30	9/40	2/30	4/45	2/30	6/40	2/30					1000P
Lincoln-Woodbury	Jet Propulsion Lab.	639A	1/90	1/60	3/60	2/30	2/180	2/30	2/90	2/30							527P

(TOTAL TRIPS/AVERAGE HEADWAYS)



**SERVICE LEVEL SUMMARY
WEEKDAY
LINE 268**

APPENDIX C-8.1

A-41

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
			Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	
FROM	TO																

EASTBOUND

Lincoln-Woodbury	Fashion Park	540A			3/60	2/30	8/23	2/30	3/60	2/30	5/48	2/30	2/90	2/30			1005P
Fashion Park	El Monte Station	617A			3/60	2/30	8/23	2/30	3/60	2/30	2/120	2/30					644P

WESTBOUND

El Monte Station	Fashion Park	603A			4/23	2/30	7/51	2/30	4/45	2/30	1/240	1/60					633P
Fashion Park	Lincoln-Woodbury	625A			4/23	2/30	7/51	2/30	4/45	2/30	5/48	2/30					1000P

(TOTAL TRIPS/AVERAGE HEADWAYS)



**SERVICE LEVEL SUMMARY
SATURDAY
LINE 268**

APPENDIX C-8.2

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

EASTBOUND

Lincoln-Woodbury	El Monte Station	625A			2/90	2/30	8/45	2/30	3/60	2/30	2/120	2/30					605P
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WESTBOUND

El Monte Station	Lincoln-Woodbury	653A			3/60	2/30	7/51	2/30	4/45	2/30	1/240	1/60					633P
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(TOTAL TRIPS/AVERAGE HEADWAYS)

A-43



SERVICE LEVEL SUMMARY
SUNDAY
LINE 268

APPENDIX C-8.3

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
			Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	
FROM	TO																

NORTHBOUND

Cerritos Center	Durfee-Slack	540A			3/60	2/30	8/23	3/20	4/45	2/30	5/48	2/30					740P
Durfee-Slack	El Monte	559A			4/45	2/30	8/23	2/30	4/45	2/30	5/48	2/30					833P

SOUTHBOUND

El Monte	Cerritos Center	540A	1/180	1/60	4/45	2/30	8/23	2/30	4/45	2/30	3/80	2/30					740P
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(TOTAL TRIPS/AVERAGE HEADWAYS)



**SERVICE LEVEL SUMMARY
WEEKDAY
LINE 270**

APPENDIX C-9

A-45

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:00PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
			Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	
FROM	TO																

WESTBOUND

Holt-Indian Hill	Eastland Center	427A	2/45	2/30	10/18	5/12	18/20	3/20	9/20	3/20	11/22	3/20	4/45	1/60			1220A
Eastland Center	El Monte Station	455A	2/45	2/30	12/15	5/12	18/20	3/20	9/20	3/20	11/22	3/20	4/45	1/60			1244A
El Monte Station	Wilshire-Figueroa	516A	2/45	2/30	12/15	5/12	20/18	5/12	19/10	9/7	11/22	3/20	4/45	1/60			106A
Wilshire-Figueroa	Wilshire-Union	540A	2/45	2/30	12/15	5/12	18/20	3/20	10/18	4/15	11/22	3/20	4/45	1/60			130A

EASTBOUND

Wilshire-Union	Sixth-Hope	605A			9/20	3/20	18/20	3/20	15/12	6/10	11/22	3/20	4/45	1/60			1241A
Sixth-Hope	El Monte Station	610A			17/11	9/7	22/16	7/9	15/12	6/10	11/22	3/20	4/45	1/60			1246A
El Monte Station	Eastland Center	514A	3/30	2/30	9/20	3/20	18/20	3/20	14/13	5/12	11/22	3/20	4/45	1/60			110A
Eastland Center	Holt-Indian Hill	533A	3/30	2/30	9/20	3/20	18/20	3/20	13/14	5/12	9/27	3/20	4/45	1/60			128A

(TOTAL TRIPS/AVERAGE HEADWAYS)



SERVICE LEVEL SUMMARY
WEEKDAY
LINE 480

APPENDIX C-10.1

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:00PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

Holt-Indian Hill	Wilshire-Union	520A			6/30	2/30	11/33	2/30	6/30	2/30	9/27	3/20	4/45	1/60			1220A
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EASTBOUND

Wilshire-Union	University Station	610A			6/30	2/30	12/30	2/30	6/30	2/30	8/30	2/30	3/60	1/60			1241A
El Monte Station	Holt-Indian Hill	610A	1/90	1/60	6/30	2/30	12/30	2/30	6/30	2/30	8/30	2/30	3/60	1/60			110A

(TOTAL TRIPS/AVERAGE HEADWAYS)



**SERVICE LEVEL SUMMARY
SATURDAY
LINE 480**

APPENDIX C-10.2

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

Eastland Center Wilshire-Western 523A 15/12 8/8 823A

EASTBOUND

Wilshire-Western Eastland Center 333P 12/15 6/10 2/120 2/30 629P

(TOTAL TRIPS/AVERAGE HEADWAYS)



**SERVICE LEVEL SUMMARY
WEEKDAY
LINE 481**

APPENDIX C-11

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:00PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

Holt-Indian Hill	Lanternman Hospital	512A			6/30	3/20	7/51	2/30	5/36	2/30	5/48	2/30	3/60	1/60			1041P
Lanternman Hospital	Diamond Bar-Golden Spr	525A			6/30	3/20	7/51	2/30	6/30	2/30	5/48	2/30	3/60	1/60			1055P
Diamond Bar-Golden Spr	El Monte Station	500A			9/20	4/15	7/51	2/30	6/30	2/30	5/48	2/30	3/60	1/60			1102P
El Monte Station	Olive-Venice	550A			9/20	4/15			5/36	3/20							454P

EASTBOUND

Olive-Venice	El Monte Station	639A			4/45	2/30	3/120	3/20	10/18	4/15							602P
El Monte Station	Holt-Indian Hill	509A	3/30	2/30	5/36	2/30	6/60	1/60	10/18	4/15	4/60	2/30	1/180	1/60			1020P

(TOTAL TRIPS/AVERAGE HEADWAYS)



SERVICE LEVEL SUMMARY
WEEKDAY
LINE 482

APPENDIX C-12.1

A-50

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:00PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

Holt-Indian Hill El Monte Station 543A 2/90 1/60 6/60 1/60 3/60 1/60 4/60 1/60 3/60 1/60 1041P

EASTBOUND

El Monte Station Holt-Indian Hill 505A 2/45 1/60 3/60 1/60 6/60 1/60 3/60 1/60 3/80 1/60 1/180 1/60 1020P

(TOTAL TRIPS/AVERAGE HEADWAYS)



SERVICE LEVEL SUMMARY
SATURDAY
LINE 482

APPENDIX C-12.2

A-51

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

Holt-Indian Hill El Monte Station 543A 2/90 1/60 6/60 1/60 3/60 1/60 4/60 1/60 741P

EASTBOUND

El Monte Station Holt-Indian Hill 505A 2/45 1/60 3/60 1/60 5/72 1/60 3/60 1/60 2/120 1/60 720P

(TOTAL TRIPS/AVERAGE HEADWAYS)



SERVICE LEVEL SUMMARY
SUNDAY
LINE 482

APPENDIX C-12.3

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:00PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

Fair Oaks-Mariposa Olive-Venice 450A 1/90 1/60 10/18 4/15 12/30 2/30 6/30 2/30 8/30 2/30 3/60 1/60 1110P

EASTBOUND

Olive-Venice Huntington-Fresno 608A 6/30 3/20 12/30 2/30 9/20 4/15 8/30 2/30 3/60 1/60 1220A
Huntington-Fresno Fair Oaks-Colorado 629A 7/26 3/20 12/30 2/30 9/20 4/15 8/30 2/30 3/60 1/60 1251A
Fair Oaks-Colorado Fair Oaks-Mariposa 551A 2/45 2/30 7/26 3/20 12/30 2/30 9/20 4/15 8/30 2/30 3/60 1/60 103A

(TOTAL TRIPS/AVERAGE HEADWAYS)



**SERVICE LEVEL SUMMARY
WEEKDAY
LINE 483**

APPENDIX C-13.1

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

Fair Oaks-Mariposa Olive-Venice 453A 1/90 1/60 5/36 2/30 9/40 2/30 4/45 2/30 6/40 2/30 3/60 1/60 1110P

EASTBOUND

Olive-Venice Fair Oaks-Colorado 605A 5/36 2/30 9/40 2/30 4/45 2/30 6/40 2/30 3/60 1/60 1220A
Fair Oaks-Colorado Fair Oaks-Mariposa 613A 1/90 1/60 5/36 2/30 9/40 2/30 4/45 2/30 6/40 2/30 3/60 1/60 103A

(TOTAL TRIPS/AVERAGE HEADWAYS)



**SERVICE LEVEL SUMMARY
SATURDAY
LINE 483**

APPENDIX C-13.2

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:00PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

Fair Oaks-Mariposa Olive-Venice 605A 4/45 2/30 9/40 2/30 4/45 2/30 6/40 2/30 3/60 1/60 1110P

EASTBOUND

Olive-Venice Fair Oaks-Colorado 645A 4/45 2/30 9/40 2/30 4/45 2/30 6/40 2/30 3/60 1/60 1220A
 Fair Oaks-Colorado Fair Oaks-Mariposa 700A 5/36 2/30 9/40 2/30 4/45 2/30 6/40 2/30 3/60 1/60 103A

(TOTAL TRIPS/AVERAGE HEADWAYS)



**SERVICE LEVEL SUMMARY
SUNDAY
LINE 483**

APPENDIX C-13.3

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:00PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure	
			Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr		
FROM	TO																	

WESTBOUND

Ontario-Airport	Holt-Indian Hill	622A			2/90	2/30	12/30	2/30	7/26	3/20	6/40	2/30						712P
Holt-Indian Hill	Valley-Brea Canyon	408A	2/45	2/30	11/16	5/12	13/28	2/30	10/18	3/20	9/27	3/20	5/36	2/30				1250A
Brea Canyon-Pomona	Brea Canyon-Valley	410A	1/90	1/60	2/90	1/60			2/90	1/60								311P
Valley-Brea Canyon	El Monte Station	415A	3/30	3/20	13/14	6/10	13/28	2/30	12/15	4/15	9/27	3/20	5/36	2/30				115A
El Monte Station	Olive-Venice	435A	9/10	9/7	14/13	6/10	12/22	7/9	27/7	12/5	7/34	3/20	2/90	1/60				1130A

EASTBOUND

Venice-Olive	El Monte Station	513A	2/45	2/30	37/5	23/3	20/18	9/7	12/15	5/12	15/16	6/10	5/36	3/20				1222A
El Monte Station	Old Valley-Stimson	455A	4/23	3/20	13/14	5/12	13/28	3/20	11/16	5/12	8/30	3/20	3/60	1/60				1252A
Old Valley-Stimson	Valley-Brea Canyon	515A	4/23	3/20	10/18	4/15	13/28	3/20	11/16	5/12	8/30	3/20	3/60	1/60				113A
Valley-Brea Canyon	Brea Canyon-Pomona Fwy	420P							1/180	1/60								420P
Valley-Brea Canyon	Valley-Grand	530A	4/23	3/20	10/18	4/15	13/28	3/20	10/18	5/12	8/30	3/20	3/60	1/60				125A
Valley-Grand	Holt-Indian Hill	535A	4/23	4/15	10/18	4/15	15/24	5/12	10/18	5/12	8/30	3/20	3/60	1/60				130A
Holt-Indian Hill	Ontario Airport	553A	3/30	3/20	8/23	3/20	13/28	3/20	3/60	3/20								615P

(TOTAL TRIPS/AVERAGE HEADWAYS)



**SERVICE LEVEL SUMMARY
WEEKDAY
LINE 484**

APPENDIX C-14.1

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

Ontario Airport	Holt-Indian Hill	558A			2/90	1/60	6/60	1/60	3/60	1/60	3/80	1/60					708P
Holt-Indian Hill	El Monte Station	445A	1/90	1/60	5/36	2/30	12/30	2/30	6/30	2/30	8/30	2/30	6/30	2/30			1250A
El Monte Station	Olive-Venice	440A	3/30	2/30	8/23	3/20	13/28	3/20	7/26	2/30	8/30	2/30	2/90	1/60			1130P

EASTBOUND

Olive-Venice	El Monte Station	627A			5/36	2/30	13/27	1/30	6/30	2/30	13/15	5/12	5/48	3/20			1222A
El Monte Station	Holt-Indian Hill	425A	2/45	1/60	6/30	2/30	13/27	2/30	6/30	2/30	9/20	3/20	3/80	1/60			1252A
Holt-Indian Hill	Ontario Airport	523A	2/45	1/60	4/45	2/30	6/60	1/60	2/45	1/60							605A

(TOTAL TRIPS/AVERAGE HEADWAYS)



**SERVICE LEVEL SUMMARY
SATURDAY
LINE 484**

APPENDIX C-14.2

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:00PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

Ontario Airport	Holt-Indian Hill	733A					6/60	1/60	3/60	1/60	4/60	1/60					658P
Holt-Indian Hill	El Monte Station	500A			3/60	1/60	6/60	1/60	3/60	1/60	5/48	2/30	4/45	1/60			1245A
El Monte Station	Olive-Venice	443A	1/90	1/60	3/60	1/60	7/51	2/30	3/60	1/60	5/48	2/30	2/90	1/60			1127P

EASTBOUND

Olive-Venice	El Monte Station	624A			3/60	1/60	6/60	1/60	3/60	1/60	7/34	2/30	3/60	1/60			1222A
El Monte Station	Holt-Indian Hill	605A	1/90	1/60	3/60	1/60	6/60	1/60	3/60	1/60	5/48	2/30	3/60	1/60			1252A
Holt-Indian Hill	Ontario Airport	702A	1/90	1/60	3/60	1/60	6/60	1/60	3/60	1/60							605A

(TOTAL TRIPS/AVERAGE HEADWAYS)



**SERVICE LEVEL SUMMARY
SUNDAY
LINE 484**

APPENDIX C-14.3

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:00PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

Lake-Mariposa Olive-Venice 505A 1/90 1/60 10/18 4/15 12/30 2/30 6/30 2/30 8/30 2/30 2/90 1/60 1039P

EASTBOUND

Olive-Venice Lake-Colorado 554A 7/26 3/20 12/30 2/30 9/20 4/15 7/34 2/30 3/60 1/60 1206A
 Lake-Colorado Lake-Mariposa 614A 2/45 2/30 7/26 3/20 12/30 2/30 9/20 4/15 7/34 2/30 3/60 1/60 1251A

(TOTAL TRIPS/AVERAGE HEADWAYS)



SERVICE LEVEL SUMMARY
 WEEKDAY
 LINE 485

APPENDIX C-15.1

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:00PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

Lake-Mariposa Olive-Venice 503A 1/90 1/60 4/45 2/30 9/40 2/30 5/36 2/30 6/40 2/30 2/90 1/60 1039P

EASTBOUND

Olive-Venice Lake-Colorado 625A 4/45 2/30 9/40 2/30 5/36 2/30 5/48 2/30 3/60 1/60 1206A
 Lake-Colorado Lake-Mariposa 628A 1/90 1/60 4/45 2/30 9/40 2/30 5/36 2/30 5/48 2/30 3/60 1/60 1251A

(TOTAL TRIPS/AVERAGE HEADWAYS)



SERVICE LEVEL SUMMARY
 SATURDAY
 LINE 485

APPENDIX C-15.2

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

Lake-Mariposa	Olive-Venice	623A			3/60	2/30	9/40	2/30	5/36	2/30	6/40	2/30	2/90	1/60			1039P
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EASTBOUND

Olive-Venice	Lake-Colorado	705A			3/60	2/30	9/40	2/30	5/36	2/30	5/48	2/30	3/60	1/60			1206A
Lake-Colorado	Lake-Mariposa	645A			5/36	2/30	9/40	2/30	5/36	2/30	5/48	2/30	3/60	1/60			1251A

(TOTAL TRIPS/AVERAGE HEADWAYS)



SERVICE LEVEL SUMMARY
SUNDAY
LINE 485

APPENDIX C-15.3

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

Puente Hills Mall	El Monte Station	507A			14/13	6/10	7/51	2/30	5/36	2/30	5/45	2/30	3/60	1/60			1125P
El Monte Station	Olive-Venice	545A			14/13	6/10			2/90	2/30							400P

EASTBOUND

Olive-Venice	El Monte Station	328P							10/18	5/12							539P
El Monte Station	Puente Hills Mall	500A	3/30	2/30	6/30	2/30	7/51	2/30	11/16	5/12	4/60	1/60	1/180	1/60			1040P

(TOTAL TRIPS/AVERAGE HEADWAYS)



SERVICE LEVEL SUMMARY
WEEKDAY
LINE 486

APPENDIX C-16.1

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

Sierra Madre-Baldwin	Del Mar-Valley	535A			11/16	5/12	9/40	2/30	7/26	3/20	7/34	2/30	1/180	1/60			1030P
Del Mar-Valley	Wilshire-Union	603A			11/16	5/12	9/40	2/30	7/26	3/20	7/34	2/30					958P

EASTBOUND

Wilshire-Union	Del Mar-Marshall	554A			6/30	2/30	9/40	2/30	8/22	3/20	6/40	2/30	1/180	1/60			1035P
Del Mar-Marshall	Del Mar-Valley	615A			7/26	3/20	9/40	2/30	8/22	3/20	6/40	2/30	1/180	1/60			1057P
Del Mar-Valley	Sierra Madre-Baldwin	515A	4/22	4/15	7/26	3/20	9/40	2/30	8/22	3/20	6/40	2/30	1/180	1/60			1102P

(TOTAL TRIPS/AVERAGE HEADWAYS)



SERVICE LEVEL SUMMARY
WEEKDAY
LINE 487

APPENDIX C-17.1

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:00PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

Sierra Madre-Baldwin	Del Mar-Valley	620A			3/60	2/30	7/51	2/30	4/45	2/30	5/48	2/30	1/180	1/60			1010P
Del Mar-Valley	Wilshire-Union	649A			3/60	2/30	7/51	2/30	4/45	2/30	5/48	2/30					946P

EASTBOUND

Wilshire-Union	Valley-Del Mar	640A			3/60	2/30	7/51	2/30	4/45	2/30	5/48	2/30	1/180	1/60			1030P
Valley-Del Mar	Sierra Madre-Baldwin	615A	1/90	1/60	3/60	2/30	7/51	2/30	4/45	2/30	5/48	2/30	1/180	1/60			1054P

(TOTAL TRIPS/AVERAGE HEADWAYS)



SERVICE LEVEL SUMMARY
SATURDAY
LINE 487

APPENDIX C-17.2

A-65

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

Valley Center-Foothill	Eastland Center	616A			3/60	3/20	6/60	1/60	3/60	1/60	2/120	1/60					601P
Eastland Center	El Monte Station	505A	1/90	1/60	8/23	4/15	6/60	1/60	4/45	2/30	5/48	3/20					705P
El Monte Station	Olive-Venice	544A	1/90	1/60	8/23	4/15			8/23	4/15							440P

EASTBOUND

Olive-Venice	El Monte Station	657A			8/23	4/15			9/20	4/15							542P
El Monte Station	Eastland Center	550A	1/90	1/60	6/30	2/30	7/51	2/30	9/20	4/15	3/80	2/30					725P
Eastland Center	Valley Center-Foothill	626A	1/90	1/60	4/45	2/30	6/60	1/60	5/36	3/20							636P

(TOTAL TRIPS/AVERAGE HEADWAYS)



**SERVICE LEVEL SUMMARY
WEEKDAY
LINE 488**

APPENDIX C-18.1

A-67

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:00PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

Eastland Center El Monte Station 600A 3/60 1/60 6/60 1/60 3/60 1/60 2/120 1/60 700P

EASTBOUND

El Monte Station Eastland Center 510A 2/45 1/60 3/60 1/60 6/60 1/60 3/60 1/60 1/240 1/60 705P

(TOTAL TRIPS/AVERAGE HEADWAYS)



**SERVICE LEVEL SUMMARY
SATURDAY
LINE 488**

APPENDIX C-18.2

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:00PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

Hastings Ranch-Alegria Wilshire-Union 600A 8/23 5/12 1/360 1/60 3/60 2/30 405P

EASTBOUND

Wilshire-Union Valley-Rosemead 554A 4/45 3/20 6/30 4/15 1/240 1/60 545P
 Valley-Rosemead Hastings Ranch-Alegria 531A 4/23 4/15 5/36 4/15 2/180 2/30 7/26 4/15 1/240 1/60 627P

(TOTAL TRIPS/AVERAGE HEADWAYS)



SERVICE LEVEL SUMMARY
WEEKDAY
LINE 489

APPENDIX C-19

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:00PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

Nutwood-Commonwealth	Brea Mall	705A			1/180	1/60	6/60	1/60	3/60	1/60	2/120	1/60					610P
Brea Mall	Diamond Bar-Brea Cyn	719A			1/180	1/60	6/60	1/60	6/30	1/60	7/34	3/20					736P
Diamond Bar-Brea Cyn	Diamond Bar-Golden Spr	551A			4/45	2/30	6/60	1/60	5/36	2/30	7/34	3/20					750P
Diamond Bar-Golden Spr	Eastland Center	605A			4/45	2/30	6/60	1/60	5/36	2/30	3/80	1/60					755P
Eastland Center	El Monte Station	500A	1/90	1/60	12/15	5/12	12/30	2/30	8/23	3/20	6/40	2/30	4/45	1/60			1218A
El Monte Station	Olive-Venice	530A	1/90	1/60	12/15	5/12	12/30	2/30	15/12	6/10	1/240	1/60					615P

EASTBOUND

Olive-Venice	El Monte Station	641A			7/26	4/15	15/24	3/20	13/14	5/12	3/60	2/30					702P
El Monte Station	Eastland Center	510A	3/30	2/30	6/30	2/30	12/30	2/30	13/14	5/12	6/30	2/30	4/45	1/60			125A
Eastland Center	Lanternman Hospital	610A	2/45	2/30	3/60	1/60	5/72	1/60	7/26	3/20							641P
Lanternman Hospital	Diamond Bar-Golden Spr	631A	2/45	2/30	3/60	1/60	5/72	1/60	7/26	3/20							652P
Diamond Bar-Golden Spr	Diamond Bar-Brea Cyn	559A	8/11	4/15	3/60	1/60	6/60	2/30	6/30	3/20							657P
Diamond Bar-Brea Cyn	Brea Mall	605A	8/11	4/15	3/60	1/60	6/60	2/30	2/90	1/60							702P
Brea Mall	Nutwood-Commonwealth	651A	2/45	2/15	3/60	1/60	5/72	1/60	1/180	1/60							525P

(TOTAL TRIPS/AVERAGE HEADWAYS)



SERVICE LEVEL SUMMARY
WEEKDAY
LINE 490

APPENDIX C-20.1

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
			Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	
FROM	TO																

WESTBOUND

Brea Mall	Eastland Center	749A				6/60	1/60	3/60	1/60	3/80	1/60						647P
Eastland Center	El Monte Station	630A	2/90	1/60	6/60	1/60	3/60	1/60	4/60	1/60	4/60	1/60					1220A

EASTBOUND

El Monte Station	Eastland Center	620A			3/60	1/60	6/60	1/60	3/60	1/60	4/60	1/60	4/45	1/60			125A
Eastland Center	Brea Mall	649A	3/60	1/60	6/60	1/60	3/60	1/60									553P

(TOTAL TRIPS/AVERAGE HEADWAYS)



SERVICE LEVEL SUMMARY
SATURDAY
LINE 490

APPENDIX C-20.2

A-73

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:00PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

Brea Mall	Eastland Center	749A				6/60	1/60	3/60	1/60	3/80	1/60						647P
Eastland Center	El Monte Station	630A		2/90	1/60	6/60	1/60	3/60	1/60	4/60	1/60	4/45	1/60				1220A

EASTBOUND

El Monte Station	Eastland Center	620A		3/60	1/60	6/60	1/60	3/60	1/60								125A
Eastland Center	Brea Mall	649A		3/60	1/60	6/60	1/60	3/60	1/60	4/60	1/60	4/45	1/60				553P

(TOTAL TRIPS/AVERAGE HEADWAYS)



SERVICE LEVEL SUMMARY
SUNDAY
LINE 490

APPENDIX C-20.3

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:00PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

Sierra Madre-Baldwin	Santa Anita-Huntington	550A			9/20	4/15	9/40	2/30	5/36	2/30	7/34	3/20	3/60	1/60			1133P
Santa Anita-Huntington	El Monte Station	600A			9/20	4/15	9/40	2/30	6/30	3/20	17/14	7/9	5/36	2/30			109A
El Monte Station	Wilshire-Union	500A	2/45	2/30	10/18	4/15	1/360	1/60	14/26	9/7							531P

EASTBOUND

Wilshire-Union	El Monte Station	645A			14/13	10/6			9/20	4/15	2/120	2/30					610P
El Monte Station	Sierra Madre-Baldwin	505A	5/18	4/15	7/26	4/15	9/40	2/30	10/18	4/15	7/34	3/20					1004P

(TOTAL TRIPS/AVERAGE HEADWAYS)



SERVICE LEVEL SUMMARY
WEEKDAY
LINE 491

APPENDIX C-21.1

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

Sierra Madre-Baldwin	Santa Anita-Huntington	600A			3/60	2/30	7/51	2/30	4/45	2/30	6/40	2/30	2/90	1/60			1130P
Santa Anita-Huntington	El Monte Station	610A			3/60	2/30	7/51	2/30	5/36	2/30	8/30	2/30	4/45	1/60			109A

EASTBOUND

El Monte Station	Sierra Madre-Baldwin	550A	1/50	1/60	4/45	2/30	7/51	2/30	3/60	2/30	5/48	2/30	1/180	1/60			1030P
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(TOTAL TRIPS/AVERAGE HEADWAYS)



**SERVICE LEVEL SUMMARY
SATURDAY
LINE 491**

APPENDIX C-21.2

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
			FROM	TO	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

Sierra Madre-Baldwin	Santa Anita-Huntington	645A			2/90	1/60	6/60	1/60	3/60	1/60	4/60	1/60						840P
Santa Anita-Huntington	El Monte Station	655A			2/90	1/60	6/60	1/60	3/60	1/60	5/48	2/30	2/90	1/60				108A

EASTBOUND

El Monte Station	Sierra Madre-Baldwin	620A			3/60	1/60	6/60	1/60	3/60	1/60	1/60	1/60						710P
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(TOTAL TRIPS/AVERAGE HEADWAYS)



**SERVICE LEVEL SUMMARY
SUNDAY
LINE 491**

APPENDIX C-21.3

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

Magnolia-Foothill	El Monte Station	555A			4/45	2/	5/72	1/60	3/60	1/60	3/80	1/60					725P
El Monte Station	Wilshire-Union	624A			3/60	2/											730A

EASTBOUND

Wilshire-Union	El Monte Station	418P								3/60	2/30						535P
El Monte Station	Magnolia-Foothill	525A	2/45	2/30	3/60	1/60	6/60	1/60	4/45	2/30	1/240	1/60					654P

(TOTAL TRIPS/AVERAGE HEADWAYS)



**SERVICE LEVEL SUMMARY
WEEKDAY
LINE 493**

APPENDIX C-23.1

A-79

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:00PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

Magnolia-Foothill El Monte Station 630A 2/90 1/60 6/60 1/60 3/60 1/60 3/80 1/60 720P

EASTBOUND

El Monte Station Magnolia-Foothill 555A 1/90 1/60 3/60 1/60 6/60 1/60 3/60 1/60 1/240 1/60 650P

(TOTAL TRIPS/AVERAGE HEADWAYS)



**SERVICE LEVEL SUMMARY
SATURDAY
LINE 493**

APPENDIX C-23.2

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:00PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

Magnolia-Foothill El Monte Station 630A 2/90 1/60 6/60 1/60 3/60 1/60 3/80 1/60 720P

EASTBOUND

El Monte Station Magnolia-Foothill 555A 1/90 1/60 3/60 1/60 6/60 1/60 3/60 1/60 1/240 1/60 650P

(TOTAL TRIPS/AVERAGE HEADWAYS)



SERVICE LEVEL SUMMARY
SUNDAY
LINE 493

APPENDIX C-23.3

A-80

15

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

Lone Hill-Alosta Wilshire-Union 558A 3/60 2/30 648A

EASTBOUND

Wilshire-Union Lone Hill-Alosta 435P 3/60 2/30 548P

(TOTAL TRIPS/AVERAGE HEADWAYS)



**SERVICE LEVEL SUMMARY
WEEKDAY
LINE 494**

APPENDIX C-24

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:00PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

Diamond Bar	Colima-Nogales	512A		10/18	5/12												658A
Colima-Nogales	Wilshire-Figueroa	526A		12/15	5/12												754A

EASTBOUND

Wilshire-Figueroa	Diamond Bar	320P							12/15	6/10							550P
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(TOTAL TRIPS/AVERAGE HEADWAYS)



SERVICE LEVEL SUMMARY
WEEKDAY
LINE 495

APPENDIX C-25

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:00PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

San Bernardino: 5th-D	Riverside Station	717A					6/60	1/60	3/60	1/60	4/60	2/30					725P
Riverside Station	L.A.: Maple-Seventh	600A			2/90	1/60	6/60	1/60	3/60	1/60	3/80	2/30					700P

EASTBOUND

L. A.: Maple-Sixth	Country CV-Country CD	600A			3/60	1/60	6/60	1/30	4/45	2/30	1/240	1/60					850P
Country CV-Country CD	Riverside Station	702A			4/45	2/30	6/60	1/30	4/45	2/30	1/240	1/60					1017P
Riverside Station	San Bernardino: 5th-D	655A	1/90	1/60	4/45	2/30	6/60	1/30	2/90	1/60							659P

(TOTAL TRIPS/AVERAGE HEADWAYS)



**SERVICE LEVEL SUMMARY
WEEKDAY
LINE 496**

APPENDIX C-26.1

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:00PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
			Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	
FROM	TO																

WESTBOUND

San Bernardino: 5th-D	Riverside Station	719A					6/60	1/60	3/60	1/60	4/60	1/60					719P
Riverside Station	L.A.: Maple-Seventh	630A	1/180	1/60	6/60	1/60	3/60	1/60	3/80	1/60							700P

EASTBOUND

L. A.: Maple-Sixth	Riverside Station	700A	3/60	2/30	6/60	1/60	3/60	1/60	1/240	1/60							850P
Riverside Station	San Bernardino: 5th-D	853A	3/60	2/30	6/60	1/60	3/60	1/60									733P

(TOTAL TRIPS/AVERAGE HEADWAYS)



**SERVICE LEVEL SUMMARY
SATURDAY
LINE 496**

APPENDIX C-26.2

SATURDAY 496 LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:00PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

Riverside Station	Ontario Airport	800A				5/72	1/60	3/60	1/60	3/80	1/60						648P
Ontario Airport	Holt-Indian Hill	421P								1/180	1/60						421P
Ontario Airport	L.A.: Maple-Seventh	832A				5/72	1/60	2/90	1/60	3/80	1/60						721P

EASTBOUND

L. A.: Maple-Sixth	Ontario Airport	740A				2/90	1/60	6/60	1/60	2/90	1/60						440P
Holt-Indian Hill	Ontario Airport	510P								1/180	1/60						510P
Ontario Airport	Riverside Airport	857A				2/90	1/60	6/60	1/60	3/60	1/60						557P

(TOTAL TRIPS/AVERAGE HEADWAYS)



**SERVICE LEVEL SUMMARY
SUNDAY
LINE 496**

APPENDIX C-26.3

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
			FROM	TO	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

Montclair Plaza	McKinley-Garey	518A			6/30	2/30												758A
McKinley-Garey	Wilshire-Flower	526A			13/14	6/10												806A
Wilshire-Flower	Wilshire-Western	708A			10/18	6/10												903A

EASTBOUND

Wilshire-Western	Wilshire-Figueroa	248P							12/15	6/10								605P
Wilshire-Figueroa	McKinley-Garey	301P							13/14	6/10								620P
McKinley-Garey	Montclair Plaza	429P							10/18	4/15								718P

(TOTAL TRIPS/AVERAGE HEADWAYS)



SERVICE LEVEL SUMMARY
WEEKDAY
LINE 497

APPENDIX C-27

LOCATION		First Departure	EARLY 4:30AM TO 6:00AM		A.M. 6:00AM TO 9:00AM		BASE 9:00AM TO 3:00PM		P.M. 3:00PM TO 6:00PM		EVE 6:00PM TO 10:00PM		NITE 10:00PM TO 1:00AM		OWL 1:00AM TO 4:30 AM		Last Departure
FROM	TO		Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	Total	Pk Hr	

WESTBOUND

Citrus College	Eastland Center	545A		6/30	3/20												757A
Eastland Center	Wilshire-Figueroa	550A		15/12	6/10												830A

EASTBOUND

Wilshire-Figueroa	Eastland Center	315P						14/13	6/10								605P
Eastland Center	Citrus College	422P						6/30	2/30								605P

(TOTAL TRIPS/AVERAGE HEADWAYS)



**SERVICE LEVEL SUMMARY
WEEKDAY
LINE 498**

APPENDIX C-28

LOCATION		EARLY 4:30AM TO 6:00AM			A.M. 6:00AM TO 9:00AM			BASE 9:00AM TO 3:00PM			P.M. 3:00PM TO 6:00PM			EVE 6:00PM TO 10:00PM			NITE 10:00PM TO 1:00AM			OWL 1:00AM TO 4:30AM			TOTAL 24 HOUR		
		FROM	TO	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	
WESTBOUND																									
El Monte Station	Only	3	8	—	17	121	—	25	342	—	12	204	—	9	182	—	3	27	—	2	4	—	71	888	—
Santa Anita-Amador	Garvey-Del Mar	3	35	2	17	508	134	25	615	286	12	416	239	9	180	151	3	20	19	2	8	4	71	1782	835
Garvey-Jackson	Eastern-Ramona	3	25	5	17	462	209	25	620	466	12	222	250	9	116	145	3	15	9	2	—	—	71	1460	1084
Eastern-City Terrace	Marengo-Fickett	3	11	1	17	174	17	25	109	74	12	63	53	9	22	31	3	8	2	2	—	—	71	387	178
Marengo-Soto	Macy-Vignes	3	12	18	17	101	213	25	449	172	12	255	103	9	88	43	3	18	7	2	1	—	71	924	556
Macy-Alameda	Spring-First	3	1	20	17	65	241	25	65	347	12	22	159	9	9	51	3	4	17	2	2	1	71	168	836
Spring-Second	Spring-Ninth	3	—	36	17	10	496	25	21	787	12	12	359	9	2	129	3	—	36	2	—	9	71	45	1852
Main-Olympic	Lith-Georgia	3	—	10	17	5	176	25	1	90	12	—	31	9	—	49	3	—	2	2	—	1	71	6	319
SUBTOTAL			92	92		1446	1446		2222	2222		1194	1194		559	559		92	92		15	15		5660	5660
PERCENT			0.8		13.1				20.1		10.8				5.4		0.8			0.1			51.1		
EASTBOUND																									
Lith-Georgia	Main-Olympic	4	2	—	13	76	2	23	55	1	14	166	4	10	40	3	3	8	—	2	—	—	69	347	10
Spring-Eighth	Spring-Second	4	58	2	13	367	18	23	549	30	14	466	63	10	232	5	3	24	1	2	1	—	69	1697	119
Spring-First	Macy-Alameda	4	24	2	13	192	39	23	371	62	14	223	64	10	169	12	3	26	1	2	6	—	69	1011	180
Macy-Vignes	Marengo-Soto	4	26	50	13	90	366	23	161	369	14	108	85	10	55	51	3	4	8	2	—	1	69	444	930
Marengo-Fickett	Eastern-City Terrace	4	8	1	13	44	44	23	67	122	14	28	129	10	12	62	3	2	18	2	—	—	69	161	376
Eastern-Ramona	Garvey-Jackson	4	27	10	13	272	152	23	431	502	14	153	410	10	99	237	3	8	19	2	—	5	69	990	1335
Garvey-Del Mar	Santa Anita-Milbred	4	66	51	13	222	374	23	286	528	14	106	352	10	63	221	3	—	17	2	—	1	69	743	1544
El Monte Station	Only	4	—	95	13	—	288	23	—	306	14	—	143	10	—	79	3	—	8	2	—	—	69	—	899
SUBTOTAL			211	211		1263	1263		1970	1970		1250	1250		670	670		72	72		7	7		5393	5393
PERCENT			1.9		11.4				17.4		11.3				6.1		0.7			0.1			100		
GRAND TOTAL			303		2709				4142		2444				1269		164			22			11053		
PERCENT			2.7		24.5				37.5		22.1				11.5		1.5			0.2			100		

A-88



BOARDING AND ALIGHTING SUMMARY
MONDAY 3/7/83
LINE 70

APPENDIX D-1

LOCATION		EARLY 4:30AM TO 6:00AM			A.M. 6:00AM TO 9:00AM			BASE 9:00AM TO 3:00PM			P.M. 3:00PM TO 6:00PM			EVE 6:00PM TO 10:00PM			NITE 10:00PM TO 1:00AM			OWL 1:00AM TO 4:30AM			TOTAL 24 HOUR		
		Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs
WESTBOUND																									
El Monte Station	Only	1	—	—	11	39	—															12	39	—	
Santa Anita-Amador	Carvey-Del Mar	1	4	—	15	187	42															16	191	42	
Carvey-Jackson	Eastern-Ramona	1	7	1	15	260	88															16	267	89	
Sybil Brand Institute	Only	3	1	—	11	3	—	24	24	—	13	8	—	9	4	—	3	1	—	3	2	—	66	43	—
City Terrace-Eastern	Soto-Wabash	4	30	6	26	686	156	24	321	77	13	176	65	9	60	21	3	10	1	3	4	—	82	1287	326
Marengo-Soto	Macy-Vignes	4	10	4	26	201	96	24	611	65	13	314	45	9	62	18	3	16	—	3	8	—	82	1222	228
Macy-Alameda	Spring-First	4	3	11	26	90	260	24	68	169	13	15	95	9	3	22	3	6	5	3	4	2	82	189	564
Spring-Second	Spring-Ninth	4	1	31	26	17	713	24	14	666	13	11	291	9	—	65	3	—	27	3	—	16	82	43	1809
Main-Olympic	11th-Georgia	4	—	3	26	2	130	24	—	61	13	—	28	9	—	3	1	—	—				77	2	225
SUBTOTAL			56	56		1485	1485		1038	1038		524	524		129	129		33	33		18	18		3283	3283
PERCENT			0.8			21.3			14.9			7.5			1.9			0.5			0.3			47.2	
EASTBOUND																									
11th-Georgia	Main-Olympic	3	—	—	10	33	2	27	51	1	23	238	15	9	27	1	2	—	—				74	349	19
Spring-Eighth	Spring-Second	3	28	—	10	266	19	27	538	70	23	667	93	9	141	2	3	23	—	4	16	1	79	1679	185
Spring-First	Macy-Alameda	3	6	3	10	115	23	27	205	116	23	226	118	9	46	19	3	8	5	4	3	2	79	609	286
Macy-Vignes	Marengo-Soto	3	—	29	10	16	342	27	70	364	23	108	206	9	19	46	3	2	6	4	2	7	79	217	1000
Wabash-Soto	City Terrace-Eastern	3	2	4	10	53	97	27	134	363	23	183	664	9	25	183	3	2	24	4	—	11	79	399	1346
Sybil Brand Institute	Only	3	—	—	10	—	—	22	—	19	11	—	6	9	—	7	3	—	—	4	—	—	62	—	32
Eastern-Ramona	Carvey-Jackson							5	123	76	12	167	246										17	290	322
Carvey-Del Mar	Santa Anita-Mildred							5	74	123	12	61	209										17	135	332
El Monte Station	Only							4	—	63	10	—	93										14	—	156
SUBTOTAL			36	36		483	483		1195	1195		1650	1650		258	258		35	35		21	21		3678	3678
PERCENT			0.5			6.9			17.2			23.7			3.7			0.5			0.3			52.9	
GRAND TOTAL			92			1968			2233			2174			387			68			39			6961	
PERCENT			1.3			28.2			32.1			31.2			5.6			1			0.6			100	

A-89



BOARDING AND ALIGHTING SUMMARY
MONDAY 3/7/82
LINE 71

APPENDIX D-2

LOCATION		EARLY 4:30AM TO 6:00AM			A.M. 6:00AM TO 9:00AM			BASE 9:00AM TO 3:00PM			P.M. 3:00PM TO 6:00PM			EVE 6:00PM TO 10:00PM			NITE 10:00PM TO 1:00AM			OWL 1:00AM TO 4:30AM			TOTAL 24 HOUR		
FROM	TO	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs

WESTBOUND

El Monte Station Only		4	5	—	20	125	—	27	285	—	12	174	—	8	80	63	4	31	—				75	700	63
Ramona-Santa Anita	Valley-Del Mar	4	53	1	20	412	196	27	697	348	12	410	245	8	100	105	4	30	26				75	1702	921
Valley-Abbott	Valley-San Pablo	4	104	24	20	784	361	27	646	583	12	377	415	8	85	81	4	23	22				75	2019	1486
Valley-Mission	New High-Ord	4	47	30	20	258	212	27	318	313	12	143	134	8	36	27	4	2	3				75	804	719
Spring-Sunset	Olive-First	4	4	66	20	37	356	27	37	403	12	12	166	8	5	17	4	—	10				75	95	1018
Olive-Kosciuszko	Olive-Olympic	4	2	80	20	41	396	27	31	297	12	9	137	8	1	12	4	—	19				75	84	941
Olive-11th	Bill-Washington	4	—	14	20	—	136	27	—	70	12	—	28	8	—	2	4	1	7				75	1	257
SUBTOTAL			215	215		1657	1657		2014	2014		1125	1125		307	307		87	87					5405	5405
PERCENT			2			15			18.2			10.2			2.8			0.8						49	

EASTBOUND

Olive-Washington	Olive-12th	3	6	—	13	63	1	24	121	7	22	157	6	9	26	—	3	2	—	2	1	—	76	376	14
Olive-Olympic	Olive-Kosciuszko	3	20	1	13	171	13	24	289	69	22	519	63	9	150	8	3	34	1	2	11	1	76	1194	156
Olive-Second	Main-Macy	3	41	2	13	228	16	24	428	30	22	423	79	9	169	8	3	24	—	2	3	1	76	1316	136
Main-Vignes	Main-Mission	3	11	21	13	101	181	24	120	223	22	145	240	9	26	73	3	3	11	2	—	2	76	406	751
Valley-San Pablo	Valley-Abbott	3	55	45	13	309	378	24	604	602	22	361	771	9	96	221	3	13	32	2	2	6	76	1440	2055
Valley-Del Mar	Santa Anita-Ramona	3	48	63	13	169	344	24	421	769	22	196	491	9	43	148	3	1	22	2	—	5	76	878	1842
El Monte Station Only		3	—	49	13	—	108	24	—	283	22	10	161	9	—	52	3	—	11	2	—	2	76	10	666
SUBTOTAL			181	181		1041	1041		1983	1983		1811	1811		510	510		77	77		17	17		5620	5620
PERCENT			1.6			9.5			18			16.4			4.6			0.7			0.2			51	
GRAND TOTAL			396	396		2698	2698		3997	3997		2936	2936		817	817		164	164		17	17		11025	11025
PERCENT			3.6			24.5			36.3			26.6			7.4			1.5			0.1			100	



BOARDING AND ALIGHTING SUMMARY
MONDAY 4/25/83
LINE 76

APPENDIX D-3

LOCATION		EARLY 4:30AM TO 6:00AM			A.M. 6:00AM TO 9:00AM			BASE 9:00AM TO 3:00PM			P.M. 3:00PM TO 6:00PM			EVE 6:00PM TO 10:00PM			NITE 10:00PM TO 1:00AM			OWL 1:00AM TO 4:30AM			TOTAL 24 HOUR		
FROM	TO	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs

WESTBOUND

El Monte Station Only		1	--	--	4	43	--	9	63	--	5	65	--	2	17	--				21	188	--			
Rosemead-Santa Anita	Rosemead-Fern	1	5	4	4	69	70	9	127	148	5	111	125	2	7	22				21	319	369			
Rosemead-Carvey	New-Glendon	1	14	8	4	119	107	9	124	103	5	87	68	2	7	2				21	351	288			
Hellman-New	CSULA S.U. Bldg.	1	19	5	4	65	80	9	45	91	5	17	76	2	--	7				21	146	259			
University Station Only		1	--	21	4	--	39	9	--	17	5	--	11	2	--	--				21	--	88			
SUBTOTAL			38	38		296	296		359	359		280	280		31	31					1004	1004			
PERCENT			1.9			14.4			17.5			13.7			1.5										49

EASTBOUND

University Station Only		1	--	--	4	11	--	9	17	--	5	51	--	2	17	--				21	96	--			
CSULA S.U. Bldg.	New-Hellman	1	66	1	4	76	14	9	87	44	5	69	68	2	23	24				21	261	151			
New-Saxon	Rosemead-Carvey	1	8	7	4	81	104	9	95	121	5	130	147	2	12	24				21	326	403			
Rosemead-Fern	Santa Anita-Rosemead	1	20	14	4	105	116	9	144	120	5	80	76	2	14	8				21	363	334			
El Monte Station Only		1	--	12	4	--	39	9	--	58	5	--	39	2	--	10				21	--	158			
SUBTOTAL			34	34		273	273		343	343		330	330		66	66					1046	1046			
PERCENT			1.7			13.3			16.7			16.1			3.2										51
GRAND TOTAL			72	72		569	569		702	702		610	610		97	97					2050	2050			
PERCENT			3.5			27.8			34.2			29.8			4.7										100

A-91



BOARDING AND ALIGHTING SUMMARY
MONDAY 6/6/83
LINE 170

APPENDIX D-4

LOCATION		EARLY 4:30AM TO 6:00AM			A.M. 6:00AM TO 9:00AM			BASE 9:00AM TO 3:00PM			P.M. 3:00PM TO 6:00PM			EVE 6:00PM TO 10:00PM			NITE 10:00PM TO 1:00AM			OWL 1:00AM TO 4:30AM			TOTAL 24 HOUR		
FROM	TO	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs			

WESTBOUND

El Monte Station Only		6	117	--	10	54	--	5	52	--	3	10	--				24	233	--			
Santa Anita-Azador	Rosemead-Valley	6	30	44	10	33	18	5	46	22	3	5	3				24	114	87			
Mission-Rosemead	Mission-Park	6	68	119	10	105	107	5	69	101	3	12	10				24	254	337			
Mission-Fair Oaks	Ave. 50-Figueron	6	43	74	10	106	104	5	48	61	3	12	17				24	209	256			
Ave. 50-Monte Vista	Cypress-Verdugo	6	26	47	10	38	107	5	23	54	3	1	10				24	88	218			
	SUBTOTAL		284	284		336	336		238	238		40	40					898	898			
	PERCENT		15.4			18.2			12.9			2.2						48.7				

EASTBOUND

Cypress-Verdugo	Ave. 50-Monte Vista	4	81	20	10	78	30	5	76	41	5	52	29				24	287	120			
Figueron-Ave. 50	Mission-Fair Oaks	4	68	81	10	84	87	5	77	51	5	22	28				24	251	247			
Mission-Park	Rosemead-Mission	4	55	52	10	109	83	5	128	85	5	44	41				24	336	261			
Rosemead-Valley	Flair-Telestar	4	7	25	10	13	33	5	48	26	5	1	3				24	69	87			
El Monte Station Only		4	--	33	10	--	51	5	--	126	5	--	18				24	--	228			
	SUBTOTAL		211	211		284	284		329	329		119	119					943	943			
	PERCENT		11.5			15.4			17.9			6.5						51.3				
	GRAND TOTAL		495	495		620	620		567	567		159	159					1841	1841			
	PERCENT		26.9			33.7			30.8			8.6						100				



**BOARDING AND ALIGHTING SUMMARY
TUESDAY 3/8/83
LINE 176**

APPENDIX D-5

LOCATION		EARLY 4:30AM TO 6:00AM			A.M. 6:00AM TO 9:00AM			BASE 9:00AM TO 3:00PM			P.M. 3:00PM TO 6:00PM			EVE 6:00PM TO 10:00PM			NITE 10:00PM TO 1:00AM			OWL 1:00AM TO 4:30AM			TOTAL 24 HOUR		
FROM	TO	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs			
WESTBOUND																									
Cal Poly Univ.	Grand-La Puente		2	12	—	6	112	2	3	36	—	3	8	—	1	3	—				15	171	2		
La Puente-City Hall	Valinda-Glendora		2	46	40	6	73	114	3	76	84	3	10	12	1	1	2				15	206	252		
W. Covina-Vincent	Santa Anita-Razona		2	46	41	6	146	134	3	94	92	3	37	37	1	1	2				15	324	306		
El Monte Station Only			2	—	23	6	—	81	3	—	30	3	—	6	1	—	1				15	—	141		
	SUBTOTAL			104	104		331	331		206	206		55	55		5	5					701	701		
	PERCENT			7.3		23.3			14.5			3.8		0.4								49.3			
EASTBOUND																									
El Monte Station Only			4	15	—	6	65	—	3	71	—	1	8	—							14	159	—		
Valinda-Glendora	W. Covina-Vincent		4	83	48	6	131	147	3	71	94	1	8	11							14	293	300		
Valinda-Glendora	La Puente-City Hall		4	153	60	6	88	90	3	26	73	1	3	6							14	270	229		
Grand-La Puente	Cal Poly Univ.		4	—	143	6	—	47	3	—	1	1	—	2							14	—	193		
	SUBTOTAL			251	251		284	284		168	168		19	19								722	722		
	PERCENT			17.6		20			11.8			1.3										50.7			
	GRAND TOTAL			355	355		615	615		374	374		74	74		5	5					1423	1423		
	PERCENT			24.9		43.2			26.3			5.2		0.4								100			



BOARDING AND ALIGHTING SUMMARY
FRIDAY 3/25/83
LINE 178

APPENDIX D-6

A-93

LOCATION		EARLY 4:30AM TO 6:00AM			A.M. 6:00AM TO 9:00AM			BASE 9:00AM TO 3:00PM			P.M. 3:00PM TO 6:00PM			EVE 6:00PM TO 10:00PM			NITE 10:00PM TO 1:00AM			OWL 1:00AM TO 4:30AM			TOTAL 24 HOUR		
FROM	TO	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs			
WESTBOUND																									
El Monte Station Only		1	4	—	7	95	—	12	88	—	6	74	—	3	12	—				29	273	—			
Santa Anita-Ramona	Temple City-Camino Rl.	1	4	2	7	116	65	12	86	36	6	57	51	3	6	7				29	269	161			
Sunset-Duarte	Los Robles-Green	1	7	8	7	101	177	12	218	168	6	154	92	3	31	21				29	511	466			
Los Robles-Colorado	Altadena-Lincoln	1	5	10	7	67	137	12	229	417	6	157	299	3	18	39				29	476	902			
	SUBTOTAL		20	20		379	379		621	621		442	442		67	67					1529	1529			
	PERCENT		0.6			12.1			19.8			14.1			2.1						48.7				
EASTBOUND																									
Altadena-Lincoln	Los Robles-Colorado				6	221	114	14	451	222	5	244	135	5	77	27				30	993	498			
Los Robles-Green	Sunset-Duarte				6	53	107	14	214	268	5	125	104	5	37	51				30	429	530			
Temple City-Camino Rl.	Santa Anita-Ramona				6	37	42	14	110	141	5	44	89	5	3	21				30	194	293			
El Monte Station Only					6	—	48	14	—	144	5	—	85	5	—	18				30	—	295			
	SUBTOTAL					311	311		775	775		413	413		117	117					1616	1616			
	PERCENT					9.9			24.6			13.1			3.7						51.3				
	GRAND TOTAL		20	20		690	690		1396	1396		855	855		184	184					3145	3145			
	PERCENT		0.6			21.9			44.4			27.2			5.9						100				



BOARDING AND ALIGHTING SUMMARY
MONDAY 3/28/83
LINE 267

APPENDIX D-7

LOCATION		EARLY 4:30AM TO 6:00AM			A.M. 6:00AM TO 9:00AM			BASE 9:00AM TO 3:00PM			P.M. 3:00PM TO 6:00PM			EVE 6:00PM TO 10:00PM			NITE 10:00PM TO 1:00AM			OWL 1:00AM TO 4:30AM			TOTAL 24 HOUR		
		Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs

WESTBOUND

El Monte Station Only		1	—	—	5	42	—	9	88	—	4	62	—	3	14	—				22	206	—	
Ramona-Santa Anita	Baldwin-Live Oak	1	4	1	5	56	38	9	80	78	4	34	47	3	6	11				22	180	175	
Baldwin-Las Tunas	Orange Grove-Sierra Mad	1	2	3	5	49	78	9	172	131	4	76	56	7	21	12				26	320	280	
Orange Grove-Altadena	Woodbury-Lincoln	1	12	14	5	143	174	9	210	341	4	76	145	7	18	36				26	459	710	
SUBTOTAL			18	18		290	290		550	550		248	248		59	59					1165	1165	
PERCENT			0.8			12.3			23.3			10.5			2.5						49.4		

EASTBOUND

Woodbury-Lincoln	Orange Grove-Altadena				4	159	82	9	296	185	4	209	160	6	64	45	2	3	3	25	731	475
Orange Grv-Sierra Mdr	Baldwin-Las Tunas				5	24	66	9	106	140	4	124	92	6	33	31	—	—	—	24	287	329
Baldwin-Live Oak	Santa Anita-Ramona				5	52	29	9	88	63	4	27	62	3	7	17				21	174	171
El Monte Station Only					5	—	58	9	—	102	4	—	46	3	—	11				21	—	217
SUBTOTAL						235	235		490	490		360	360		104	104			3	3	1192	1192
PERCENT						10			20.8			15.3			4.4				0.1		50.6	
GRAND TOTAL			18	18		525	525		1040	1040		608	608		163	163			3	3	2357	2357
PERCENT			0.8			22.3			44.1			25.8			6.9				0.1		100	



BOARDING AND ALIGHTING SUMMARY
MONDAY 1/31/83
LINE 268

APPENDIX D-8

A-95

A-96

LOCATION		EARLY 4:30AM TO 6:00AM			A.M. 6:00AM TO 9:00AM			BASE 9:00AM TO 3:00PM			P.M. 3:00PM TO 6:00PM			EVE 6:00PM TO 10:00PM			NITE 10:00PM TO 1:00AM			OWL 1:00AM TO 4:30AM			TOTAL 24 HOUR				
		Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs		
SOUTHBOUND																											
El Monte Station	Only	1	6	—	4	81	—	8	79	—	4	72	—	3	25	—											
Remona-Santa Anita	Peck-Brooks	1	3	1	4	41	61	8	64	75	4	26	61	3	3	17							20	263	—		
Workman-College	Pickering-Washington	1	3	1	4	32	39	8	58	65	4	22	24	3	6	8							20	137	215		
Washington-Pitman	Orr & Day-Clarkman	1	2	6	4	20	42	8	29	36	4	12	26	3	5	8							20	68	118		
Orr & Day-Florence	Cerritos Center	1	8	14	4	34	66	8	54	108	4	18	39	3	3	9							20	117	236		
SUB TOTAL			22	22		208	208		284	284		150	150		42	42									706	706	
PERCENT			1.6			15.2			20.7		0.9				3.1										51.5		
NORTHBOUND																											
Cerritos Center	Orr & Day-Florence				4	28	8	8	78	47	4	62	38	5	48	25								21	216	118	
Orr & Day-Clarkman	Washington-Pitman				4	15	14	8	40	25	4	23	19	5	15	6								21	93	64	
Pickering-Washington	Workman-College				4	25	10	8	60	48	4	48	31	5	22	13								21	155	102	
Peck-Brooks	Santa Anita-Remona				4	64	44	8	80	57	4	44	44	5	14	30								21	202	175	
El Monte Sta.	Only				4	—	56	8	—	81	4	—	45	5	—	25								21	—	207	
SUB TOTAL						132	132		258	258		177	177		99	99										666	666
PERCENT						9.6			18.8		12.9				7.2											48.5	
GRAND TOTAL			22			340			542		327				141											1372	
PERCENT			1.6			24.8			39.5		23.8				10.3											100.0	



BOARDING AND ALIGHTING SUMMARY
MONDAY 6/13/83
LINE 270

APPENDIX D-9

LOCATION		EARLY 4:30AM TO 6:00AM			A.M. 6:00AM TO 8:00AM			BASE 8:00AM TO 3:00PM			P.M. 3:00PM TO 6:00PM			EVE 6:00PM TO 10:00PM			NITE 10:00PM TO 1:00AM			OWL 1:00AM TO 4:30AM			TOTAL 24 HOUR		
FROM	TO	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs			

WESTBOUND

Holt-Indian Hill	Mission-Brea Pl.	1	13	—	10	196	7	18	214	58	9	110	43	10	75	30	4	21	—				
Corona Expy-Corona	Holt-Garvey	1	—	—	10	50	22	18	27	16	9	18	11	10	5	6	4	2	—	52	629	138	
Eastland Center	San Bern'do Rwy-Ruarte	2	31	—	11	180	74	18	161	52	9	64	39	10	55	18	4	8	4	52	102	55	
El Monte Station	Only	2	21	14	11	205	78	18	118	82	9	26	34	10	31	29	4	19	6	54	499	187	
University Station	Only	2	—	—	11	10	5	18	50	23	9	31	8	10	39	7	4	8	3	54	420	243	
Hospital Station	Only	2	—	5	11	2	10	18	3	14	9	3	4	10	—	1	4	—	3	54	138	46	
Aradia-Alameda	Olive-First	2	—	20	11	—	179	18	—	135	9	—	57	10	17	81	4	—	14	54	8	37	
Olive-Rocuzsko	Wilshire-Figueroa	2	—	25	11	—	252	18	—	162	9	—	45	10	—	38	4	—	23	54	17	486	
Wilshire-St. Paul	Ingraham-Union	2	—	1	11	—	16	18	—	31	9	—	11	10	—	12	4	—	5	54	—	545	
																				54	—	76	
	SUB TOTAL		65	65		643	643		573	573		252	252		222	222		58	58		1813	1813	
	PERCENT		1.7			7.0			15.1			6.7			5.9			1.5			47.9		

EASTBOUND

Ingraham-Union	Wilshire-St. Paul				8	12	—	18	31	—	12	28	—	11	22	—	3	6	—	52	99	—
Wilshire-Figueroa	Olive-Rocuzsko				8	32	—	18	117	—	12	299	3	11	104	—	3	14	—	52	566	3
Olive-First	Aliso-Alameda				8	87	—	18	142	2	12	133	1	11	88	—	3	17	—	52	467	3
Hospital Station	Only				8	8	4	18	6	6	12	11	1	11	3	2	3	1	1	52	29	14
University Station	Only				8	2	46	18	14	58	12	32	29	11	29	9	3	2	1	52	79	143
El Monte Station	Only	4	6	—	8	42	40	18	87	97	12	113	238	11	50	116	3	5	3	56	303	494
San Bern'do Rwy-Ruarte	Eastland Center	4	9	4	8	20	52	18	69	136	12	69	207	11	32	104	3	4	19	56	203	522
Holt-Garvey	Mission-Corona Expy.	4	1	2	8	7	10	18	43	42	12	12	44	9	6	18	3	—	2	54	69	116
Mission-Brea Pl.	Indian Hill-Holt	4	10	20	8	42	100	18	77	245	12	18	192	9	7	92	3	—	23	54	154	652
	SUB TOTAL		26	26		252	252		586	586		715	715		341	341		49	49		1969	1969
	PERCENT		0.7			6.7			15.5			18.9			9.0			1.3			52.1	
	GRAND TOTAL		91			895			1159			967			563			107			3782	
	PERCENT		2.4			23.7			30.6			25.6			14.9			2.8			100.0	



BOARDING AND ALIGHTING SUMMARY
WEDNESDAY 3/10/82
LINE 480

APPENDIX D-10

LOCATION		EARLY 4:30AM TO 6:00AM			A.M. 6:00AM TO 9:00AM			BASE 9:00AM TO 3:00PM			P.M. 3:00PM TO 6:00PM			EVE 6:00PM TO 10:00PM			NITE 10:00PM TO 1:00AM			OWL 1:00AM TO 4:30AM			TOTAL 24 HOUR		
FROM	TO	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs			

WESTBOUND

Eastland Center	San Bern'dno Fwy-Fuente	14	285	6																14	285	6
El Monte Station	Only	14	261	88																14	261	88
University Station	Only	14	65	12																14	65	12
Hospital Station	Only	14	2	12																14	2	12
Wilshire-St. Paul	Wilshire-Bonnie Brae	14	—	127																14	—	127
Wilshire-Alvarado	Wilshire-Westmoreland	14	—	88																14	—	88
Wilshire-Vermont	Wilshire-Western	14	—	280																14	—	280
SUB TOTAL			613	613																	613	613
PERCENT				54.5																		54.5

EASTBOUND

Wilshire-Western	Wilshire-Vermont		12	266	1	2	9	—												14	275	1
Wilshire-Westmoreland	Wilshire-Alvarado		12	66	3	2	1	—												14	67	3
Wilshire-Bonnie Brae	Wilshire-St. Paul		12	44	—	2	4	—												14	48	—
Hospital Station	Only		12	14	2	2	5	—												14	19	2
University Station	Only		12	20	53	2	1	—												14	21	53
El Monte Station	Only		12	69	200	2	2	10												14	71	210
San Bern'dno Fwy-Fuente	Eastland Center		12	10	230	2	1	13												14	11	243
SUB TOTAL				489	489		23	23													512	512
PERCENT				43.5			2.0														45.5	
GRAND TOTAL				613			489	23													1125	
PERCENT				54.5			43.5	2.0													100.0	

A-98



BOARDING AND ALIGHTING SUMMARY
WEDNESDAY 3/10/82
LINE 481

APPENDIX D-11

LOCATION		EARLY 4:30AM TO 6:00AM			A.M. 6:00AM TO 9:00AM			BASE 9:00AM TO 3:00PM			P.M. 3:00PM TO 6:00PM			EVE 6:00PM TO 10:00PM			NITE 10:00PM TO 1:00AM			OWL 1:00AM TO 4:30AM			TOTAL 24 HOUR		
FROM	TO	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs			

WESTBOUND

Holt-Indian Hill	Valley-Express				6	74	15	8	121	50	4	46	22	6	53	30	3	7	1				27	301	118
Temple-Romona	Diamond Bar-Sunset Csg				6	5	27	8	37	25	4	3	2	6	6	2	3	1	—				27	52	56
Diamond Bar-Romona Fwy	Colima-Albatross				10	102	25	8	113	64	4	42	30	6	33	24	3	6	6				31	296	149
Ruente Hills Mall	Gale-Latchford				10	242	56	8	56	93	4	37	38	6	20	37	3	3	3				31	358	227
Santa Anita-Fawcett	Santa Anita-Mildred				10	40	25	8	24	24	4	37	10	6	2	6	3	—	2				31	103	67
El Monte Station	Only				10	86	65	8	—	95	4	3	53	6	—	15	3	—	5				31	89	233
University Station	Only				10	4	9				3	22	5										13	26	14
Hospital Station	Only				10	1	11				3	1	—										13	2	11
Aracida-Alameda	Olive-First				10	—	121				3	—	15										13	—	136
Olive-Kosciuszko	Olive-Olympic				10	—	166				3	—	15										13	—	181
Olive-11th	Olive-18th				10	—	34				3	—	1										13	—	35
SUB TOTAL						554	554		351	351		191	191		114	114		17	17					1227	1227
PERCENT						20.9			13.2			7.2			4.3			0.6						46.2	

EASTBOUND

Olive-Venice	Olive-11th				4	3	—					10	44	—									14	47	—
Olive-Ninth	Olive-Kosciuszko				4	26	—					10	185	—									14	211	—
Olive-First	Aliso-Alameda				4	23	1					10	147	3									14	170	4
Hospital Station	Only				4	3	1					10	4	—									14	7	1
University Station	Only				4	2	31					10	26	72									14	28	103
El Monte Station	Only	3	7	—	6	71	8	6	97	—		10	120	138	4	37	—	1	8	—			30	340	146
Santa Anita-Arcolor	Santa Anita-Mercad	3	8	4	6	35	48	6	19	30		10	26	39	4	1	4	1	1	1			30	90	126
Seventh-Romona Fwy.	Ruente Hills Mall	3	5	6	6	40	60	6	74	71		10	70	226	4	16	7	1	1	5			30	206	378
Colima-Albatross	Diamond Bar-Romona Fwy.	3	11	7	6	62	49	6	46	89		10	21	127	4	5	31	1	1	3			30	146	305
Diamond Bar-Sunset Csg	Valley-Temple	3	1	7	6	8	40	6	39	10		6	6	4	4	—	1	1	—	—			30	54	62
Valley-Express	Indian Hill-Holt	3	20	28	6	33	68	6	55	130		6	16	56	4	2	15	1	—	2			30	126	299
SUB TOTAL			52	52		306	306		330	330		665	665		61	61		11	11					1425	1425
PERCENT			2.0			11.5			12.5			25.1			2.3			0.4						53.8	
GRAND TOTAL			52			860			681			856			175			28						2652	
PERCENT			2.0			54.5			25.7			32.3			6.6			1.0						100.0	



BOARDING AND ALIGHTING SUMMARY
THURSDAY 8/18/82
LINE 482

APPENDIX D-12

LOCATION		EARLY 4:30AM TO 6:00AM			A.M. 6:00AM TO 9:00AM			BASE 9:00AM TO 3:00PM			P.M. 3:00PM TO 6:00PM			EVE 6:00PM TO 10:00PM			NITE 10:00PM TO 1:00AM			OWL 1:00AM TO 4:30AM			TOTAL 24 HOUR		
FROM	TO	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs

WESTBOUND

Fair Oaks-Mariposa	Fair Oaks-Walnut	1	21	—	10	474	42	12	458	78	6	166	25	8	139	36	3	37	16				40	1295	196
Fair Oaks-Colorado	Fair Oaks-Spruce	1	2	2	10	176	243	12	215	276	6	182	122	8	65	72	3	18	7				40	658	722
Fremont-Huntington	Valley-Westmont	1	10	2	10	136	62	12	67	80	6	51	112	8	9	28	3	6	9				40	279	293
University Station	Only	1	—	1	10	11	58	12	68	25	6	6	11	8	14	6	3	8	—				40	107	101
Hospital Station	Only	1	—	3	10	5	16	12	4	19	6	—	6	8	—	4	3	—	1				40	9	49
Acadia-Alameda	Olive-First	1	—	12	10	—	123	12	—	160	6	—	59	8	—	38	3	—	10				40	—	402
Olive-Kosciuszko	Olive-Olympic	1	—	12	10	2	236	12	—	166	6	—	65	8	—	41	3	—	26				40	2	546
Olive-11th	Olive-18th	1	—	1	10	—	24	12	—	8	6	—	5	8	—	3	3	—	—				40	—	41
SUB TOTAL			33	33		804	804		812	812		405	405		227	227		69	69					2350	2350
PERCENT			0.7			17.4			17.5			8.8			4.9			1.5						50.8	

EASTBOUND

Olive-Venice	Olive-11th				6	12	—	12	14	—	9	32	—	8	15	—	3	5	—				38	78	—
Olive-Ninth	Olive-Kosciuszko				6	63	—	12	145	4	9	163	1	8	94	—	3	20	—				38	485	5
Olive-First	Aliso-Alameda				6	39	1	12	101	2	9	112	2	8	57	—	3	18	4				38	327	9
Hospital Station	Only				6	5	1	12	19	3	9	12	3	8	4	1	3	2	—				38	42	8
University Station	Only				6	5	11	12	33	14	9	35	14	8	24	9	3	—	1				38	97	67
Valley-Westmont	Huntington-Fremont				6	76	47	12	96	108	9	56	108	8	31	54	3	9	6				38	268	277
Fair Oaks-Spruce	Fair Oaks-Colorado				7	93	131	12	253	180	9	265	180	8	95	88	3	10	5				39	716	668
Fair Oaks-Billy	Fair Oaks-Mendocino	2	14	14	7	31	133	12	63	482	9	115	482	8	38	206	3	3	51				41	264	1243
SUB TOTAL			14	14		324	324		724	724		790	790		358	358		67	67					2277	2277
PERCENT			0.3			7.0			15.6			17.1			7.7			1.5						49.2	
GRAND TOTAL			47			1128			1536			1195			585			136						4627	
PERCENT			1.0			24.4			33.2			25.8			12.7			2.9						100.0	



BOARDING AND ALIGHTING SUMMARY
 THURSDAY 6/9/83
 LINE 483

A-100

LOCATION		EARLY 4:30AM TO 6:00AM			A.M. 6:00AM TO 9:00AM			BASE 9:00AM TO 3:00PM			P.M. 3:00PM TO 6:00PM			EVE 6:00PM TO 10:00PM			NITE 10:00PM TO 1:00AM			OWL 1:00AM TO 4:30AM			TOTAL 24 HOUR		
FROM	TO	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs

WEHIBOUND

Ruente Hills Mall	Amar-Temple				13	122	4	7	92	11	5	137	12	5	103	21	3	22	7				33	476	55
Amar-Azusa	Garvey-Bass				13	374	51	7	196	93	5	108	136	5	58	77	3	12	15				33	748	372
Garvey-Durfee	Santa Anita-Mildred				13	106	72	7	26	49	5	17	29	5	2	32	3	6	3				33	157	185
El Monte Station	Only				13	207	127	7	—	161	5	5	70	5	—	33	3	—	15				33	212	406
University Station	Only				13	12	18				2	4	1										15	16	19
Hospital Station	Only				13	1	17				2	—	—										15	1	17
Arcadia-Alameda	Olive-First				13	—	229				2	—	10										15	—	239
Olive-Kosciuszko	Olive-Olympic				13	—	245				2	—	13										15	—	258
Olive-11th	Olive-18th				13	—	59				2	—	—										15	—	59
SUB TOTAL						822	822		314	314		271	271		163	163		40	40					1610	1610
PERCENT						25.2			9.6			8.3			5.0			1.2						49.3	

EASTBOUND

Olive-Venice	Olive-11th										10	61	—										10	61	—
Olive-Ninth	Olive-Kosciuszko										10	198	—										10	198	—
Olive-First	Aliso-Alameda										10	166	—										10	166	—
Hospital Station	Only										10	21	1										10	21	1
University Station	Only										10	3	15										10	3	15
El Monte Station	Only	3	7	—	6	66	—	7	131	—	12	222	153	4	107	—	1	7	—				33	540	153
Santa Anita-Arador	Garvey-Durfee	3	5	2	6	37	18	7	46	27	12	87	86	4	18	21	1	7	1				33	200	155
Frazier-Judith	Amar-Azusa	3	28	10	6	60	94	7	211	169	12	85	440	4	19	99	1	4	11				33	407	823
Amar-Temple	Ruente Hills Mall	3	6	34	6	9	60	7	28	220	12	18	166	4	1	25	1	—	6				33	62	511
SUB TOTAL			46	46		172	172		416	416		861	861		145	145		18	18					1658	1658
PERCENT			1.4			5.3			12.7			26.3			4.4			0.5						50.7	
GRAND TOTAL			46			994			730			1132			308			58						3268	
PERCENT			1.4			30.5			22.3			34.6			9.4			1.7						100.0	



BOARDING AND ALIGHTING SUMMARY
WEDNESDAY 6/22/83
LINE 486

APPENDIX D-16

A-103

LOCATION		EARLY 4:30AM TO 6:00AM			A.M. 6:00AM TO 9:00AM			BASE 9:00AM TO 3:00PM			P.M. 3:00PM TO 6:00PM			EVE 6:00PM TO 10:00PM			NITE 10:00PM TO 1:00AM			OWL 1:00AM TO 4:30AM			TOTAL 24 HOUR		
FROM	TO	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs

WESTBOUND

Sierra Madre-Baldwin	San Gabriel-Walnut				10	84	14	9	46	4	7	170	22	5	10	1	2	6	2				33	316	43
San Gabriel-Colorado	San Gabriel-Hermosa				10	101	28	9	61	23	7	40	99	5	11	5	2	3	1				33	216	156
San Gabriel-Las Tunas	Del Mar-Marshall				10	353	81	9	96	64	7	199	194	5	19	24	2	4	6				33	671	369
University Station	Only				10	10	60	9	38	17	7	24	29	5	8	—	1	6	—				32	86	76
Hospital Station	Only				10	1	6	9	1	3	7	—	8	5	—	—	1	—	—				32	2	17
Arcadia-Alameda	Olive-First				10	—	116	9	—	64	7	—	44	5	—	5	1	—	4				32	—	233
Olive-Kosciuszko	Wilshire-Figueroa				10	—	257	9	—	62	7	—	28	5	—	9	1	—	4				32	—	360
Wilshire-St. Paul	Ingraham-Union				10	—	17	9	—	5	7	—	9	5	—	4	1	—	2				32	—	37
SUB TOTAL						549	549	242	242		433	433	48	48		19	19					1291	1291		
PERCENT						22.6		9.9			17.8		2.0			0.8						53.1			

EASTBOUND

Ingraham-Union	Wilshire-St. Paul				6	11	—	9	10	—	8	30	—	6	3	—	1	4	—				30	58	—
Wilshire-Figueroa	Olive-Kosciuszko				6	7	—	9	40	—	8	219	1	6	46	—	1	5	—				30	317	1
Olive-First	Aliso-Alameda				6	37	—	9	36	1	8	95	1	6	27	—	1	3	—				30	198	2
Hospital Station	Only				6	8	3	9	5	—	8	4	2	6	1	1	1	—	—				30	18	6
University Station	Only				6	12	16	9	16	11	8	22	26	6	10	—	1	—	2				30	60	55
Del Mar-Marshall	San Gabriel-Las Tunas	4	4	3	6	159	136	9	96	97	8	73	290	6	5	64	1	1	8				34	338	598
San Gabriel-Hermosa	San Gabriel-Colorado	4	3	1	6	50	42	9	21	54	8	31	86	6	7	17	1	—	2				34	112	202
San Gabriel-Walnut	Sierra Madre-Baldwin	4	1	4	6	6	93	9	23	84	8	6	74	6	3	20	1	—	1				34	39	276
SUB TOTAL		8	8		290	290		247	247		480	480	102	102		13	13					1140	1140		
PERCENT		0.3			11.9			10.2			19.8		4.2			0.5						46.9			
GRAND TOTAL		8			839			489			913		150			32						2431			
PERCENT		0.3			34.5			20.1			37.6		6.2			1.3						100.0			

A-104



BOARDING AND ALIGHTING SUMMARY
THURSDAY 2/10/83
LINE 487

APPENDIX D-17

LOCATION		EARLY 4:30AM TO 6:00AM			A.M. 6:00AM TO 9:00AM			BASE 9:00AM TO 3:00PM			P.M. 3:00PM TO 6:00PM			EVE 6:00PM TO 10:00PM			NITE 10:00PM TO 1:00AM			OWL 1:00AM TO 4:30AM			TOTAL 24 HOUR		
FROM	TO	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs			

WESTBOUND

Rothhill-Valley Center	Barranca-Rowland				3	39	20	5	49	12	3	55	7	2	15	1				13	158	40
Eastland Center	Francisquito-Mttnl				9	211	32	5	110	66	4	89	72	5	47	31				23	457	201
Ramona-Francisquito	Santa Anita-Ramona				9	98	41	5	25	19	4	14	30	5	13	11				23	145	101
El Monte Station	Only				9	106	64	5	--	87	9	11	38	5	--	32				28	117	221
University Station	Only				9	10	12				8	18	1							17	28	13
Hospital Station	Only				9	--	10				8	2	--							17	2	10
Arcadia-Alameda	Olive-First				9	--	128				8	1	31							17	1	159
Olive-Kosciuszko	Olive-Olympic				9	--	124				8	--	10							17	--	134
Olive-11th	Olive-18th				9	--	28				8	--	1							17	--	29
SUB TOTAL						459	459		184	184		190	190		75	75					908	908
PERCENT						24.5			9.8		10.2				4.0						48.6	

EASTBOUND

Olive-Venice	Olive-11th				8	6	--				9	33	--							17	39	--
Olive-Ninth	Olive-Kosciuszko				8	12	--				9	139	--							17	151	--
Olive-First	Aliso-Alameda				8	26	1				9	116	3							17	142	4
Hospital Station	Only				8	1	1				9	11	1							17	12	2
University Station	Only				8	1	27				9	12	14							17	3	41
El Monte Station	Only	1	1	--	10	68	12	6	54	2	9	128	143	2	23	--				28	274	155
Ramona-Santa Anita	Francisquito-Ramona	1	1	--	6	42	20	6	25	18	9	45	83	2	1	5				24	114	126
Francisquito-Mttnl	Eastland Center	1	5	3	6	63	99	6	78	108	9	46	246	2	3	22				24	195	478
Barranca-Rowland	Rothhill-Valley Center	1	1	5	4	8	67	5	9	40	5	12	42							15	30	154
SUB TOTAL			8	8		227	227		168	168		532	532		27	145					962	962
PERCENT			0.4			12.0			9.0		28.5				1.5						51.4	
GRAND TOTAL			8			686			352		722				102						1870	
PERCENT			0.4			36.6			18.8		38.7				5.5						100.0	



BOARDING AND ALIGHTING SUMMARY
THURSDAY 3/31/83
LINE 488

APPENDIX D-18

A-105

LOCATION		EARLY 4:30AM TO 6:00AM			A.M. 6:00AM TO 9:00AM			BASE 9:00AM TO 3:00PM			P.M. 3:00PM TO 6:00PM			EVE 6:00PM TO 10:00PM			NITE 10:00PM TO 1:00AM			OWL 1:00AM TO 4:30AM			TOTAL 24 HOUR				
		Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs		
FROM	TO																										
WESTBOUND																											
Hastings Ranch-Alegria	Rosemead-Foothill				8	30	3	1	3	—	3	15	—												12	48	3
Rosemead-Colorado	Rosemead-Hermosa				8	94	15	1	11	2	3	22	14												12	127	31
Rosemead-Las Tunas	Del Mar-Marshall				8	238	39	1	16	6	3	32	44												12	286	89
University Station	Only				8	18	21	1	1	9	3	1	—												12	20	30
Hospital Station	Only				8	1	4	1	—	1	3	—	—												12	1	5
Arcadia-Alameda	Olive-First				8	—	86	1	—	9	3	—	6												12	—	101
Olive-Kosciusko	Wilshire-Figueroa				8	—	197	1	—	4	3	—	4												12	—	205
Wilshire-St. Paul	Ingraham-Union				8	—	16	1	—	—	3	—	2												12	—	18
	SUB TOTAL						381	381		31	31		70	70												482	482
	PERCENT						39.8			3.3			7.3													50.4	
EASTBOUND																											
Ingraham-Union	Wilshire-St. Paul				4	4	—				6	10	—												10	14	—
Wilshire-Figueroa	Olive-Kosciusko				4	10	—				6	141	—												10	151	—
Olive-First	Aliso-Alameda				4	14	2				6	51	—												10	65	2
Hospital Station	Only				4	3	2				6	—	—												10	3	2
University Station	Only				4	1	10				6	16	13												10	17	23
Del Mar-Marshall	Rosemead-Las Tunas	4	7	4	5	65	31	2	16	6	7	60	165											18	148	206	
San Gabriel-Hermosa	Rosemead-Colorado	4	5	5	5	27	44	2	9	11	7	12	87											18	53	147	
San Gabriel-Walnut	Hastings Ranch-Alegria	4	2	5	5	12	47	2	8	16	7	2	27											18	24	95	
	SUB TOTAL		14	14		136	136		33	33		292	292													475	475
	PERCENT		1.5			14.2			3.4			30.5														49.6	
	GRAND TOTAL		14			517			64			362														957	
	PERCENT		1.5			54.0			6.7			37.8														100.0	



BOARDING AND ALIGHTING SUMMARY
THURSDAY 2/10/83
LINE 489

APPENDIX D-19

A-106

LOCATION		EARLY 4:30AM TO 6:00AM			A.M. 6:00AM TO 9:00AM			BASE 9:00AM TO 3:00PM			P.M. 3:00PM TO 6:00PM			EVE 6:00PM TO 10:00PM			NITE 10:00PM TO 1:00AM			OWL 1:00AM TO 4:30AM			TOTAL 24 HOUR		
FROM	TO	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs

WESTBOUND

Nitwood-Commonwealth	Brea Loop							7	16	—	2	7	—	3	13	—							12	36	—
Brea Mall	Diamond Bar-Goldrush				3	16	4	7	64	9	4	24	5	6	35	17							26	139	35
Diamond Bar-Golden Spr.	Barranca-Virginia				3	12	13	7	127	80	4	79	33	4	35	21							18	253	147
Eastland Center	Rancho-Earl				11	361	37	13	327	189	8	259	157	7	130	71	4	41	15				43	1168	469
Rancho-Francisco	Rancho-Santa Anita				11	83	78	13	98	138	8	57	112	7	10	48	4	4	12				43	252	388
El Monte Station	Only				11	162	100	13	170	113	16	30	81	7	20	53	4	—	18				51	382	365
University Station	Only				11	14	12	13	47	32	16	22	5	2	28	4							42	111	53
Hospital Station	Only				11	—	15	13	3	8	16	5	10	2	—	4							42	8	37
Arcadia-Alameda	Olive-First				11	—	164	13	—	180	16	—	53	2	—	33							42	—	430
Olive-Kosciuszko	Olive-Olympic				11	—	170	13	—	141	16	—	19	2	—	19							42	—	349
Olive-11th	Olive-18th				11	—	56	13	—	12	16	—	8	2	—	1							42	—	76
SUB TOTAL						648	648		902	902		483	483		271	271		45	45					2349	2349
PERCENT							13.2			18.4			9.9			5.5			0.9						47.9

EASTBOUND

Olive-Venice	Olive-11th				8	7	—	15	39	—	13	44	—	4	7	—							40	97	—
Olive-Ninth	Olive-Kosciuszko				8	28	—	15	147	2	13	180	—	4	33	—							40	388	2
Olive-First	Aliso-Alameda				8	30	—	15	165	3	13	171	4	4	33	—							40	399	7
Hospital Station	Only				8	4	2	15	18	39	13	17	—	4	3	1							40	42	42
University Station	Only				8	9	21	15	20	85	13	17	18	4	5	4							40	51	128
El Monte Station	Only	3	21	—	9	69	36	16	154	169	13	175	169	8	93	52	3	25	—				52	557	426
Rancho-Santa Anita	Rancho-Francisco	3	19	3	6	76	18	14	123	104	13	144	173	7	28	37	3	3	10				46	393	345
Rancho-Earl	Eastland Center	3	42	39	6	122	174	14	158	345	13	83	463	7	21	129	3	—	18				46	426	1168
Barranca-Virginia	Diamond Bar-Golden Spr.	2	24	38	3	21	92	6	75	80	7	46	45										18	166	255
Diamond Bar-Goldrush	Brea Mall	8	3	22	3	4	15	7	24	86	12	6	30										30	37	153
Brea Loop	Nitwood-Commonwealth	8	—	7	3	—	12	7	—	10	12	1	2										30	441	31
SUB TOTAL		109	109		370	370		923	923		904	904		223	223		28	28						2557	2257
PERCENT		2.2				7.5			18.8			18.4			4.6			0.6							52.1
GRAND TOTAL		109			1018			1825			1387			494			73							4906	
PERCENT		2.2			20.7			37.2			28.3			10.1			1.5								100.0



BOARDING AND ALIGHTING SUMMARY
TUESDAY 5/3/83
LINE 490

APPENDIX D-20

A-107

LOCATION		EARLY 4:30AM TO 6:00AM			A.M. 6:00AM TO 9:00AM			BASE 9:00AM TO 3:00PM			P.M. 3:00PM TO 6:00PM			EVE 6:00PM TO 10:00PM			NITE 10:00PM TO 1:00AM			OWL 1:00AM TO 4:30AM			TOTAL 24 HOUR		
FROM	TO	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs			
WESTBOUND																									
Sierra Madre-Baldwin	Santa Anita-Foothill				9	54	13	9	39	6	5	64	11	7	22	2	3	5	1						
Santa Anita-Colozab	Santa Anita-Ramona				9	208	44	9	89	56	7	111	88	16	48	30	4	5	6	1	1	—			
El Monte Station	Only	2	1	—	10	138	44	10	1	66	15	30	61	16	—	38	4	—	3	1	—	1			
University Station	Only	2	—	—	9	7	15	1	—	—	13	17	1												
Hospital Station	Only	2	—	—	9	3	5	1	—	—	13	3	2												
Arcadia-Alameda	Olive-First	2	—	—	9	—	96	1	—	1	13	—	33												
Olive-Kosciuszko	Wilshire-Figueroa	2	—	1	9	—	186	1	—	—	13	—	23												
Wilshire-St. Paul	Ingraham-Union	2	—	—	9	—	7	1	—	—	13	—	6												
	SUB TOTAL		1	1		410	410		129	129		225	225		70	70		10	10		1	1			
	PERCENT		0.1			22.1			6.9			12.1			30.7			0.5			0.1				
EASTBOUND																									
Ingraham-Union	Wilshire-St. Paul				13	7	—				9	19	—	2	2	—									
Wilshire-Figueroa	Olive-Kosciuszko				13	15	—				9	203	1	2	18	—									
Olive-First	Aliso-Alameda				13	50	—				9	105	1	2	14	—									
Hospital Station	Only				13	2	5				9	1	1	2	—	1									
University Station	Only				13	2	38				9	3	22	2	1	1									
El Monte Station	Only	5	6	—	16	53	15	9	104	—	10	93	186	7	42	18									
Santa Anita-Ramona	Santa Anita-Colozab	5	5	5	7	79	86	9	89	145	10	55	224	7	4	47									
Santa Anita-Foothill	Sierra Madre-Baldwin	5	—	6	7	3	67	9	34	82	10	3	47	7	—	14									
	SUB TOTAL		11	11		211	211		227	227		482	482		81	81									
	PERCENT		0.6			11.4			12.2			25.9			4.4										
	GRAND TOTAL		12			621			356			707			151			10							
	PERCENT		0.6			33.4			19.2			38.1			8.1			0.5							

A-108



BOARDING AND ALIGHTING SUMMARY
THURSDAY 2/10/83
LINE 491

APPENDIX D-21

LOCATION		EARLY 4:30AM TO 6:00AM			A.M. 6:00AM TO 9:00AM			BASE 9:00AM TO 3:00PM			P.M. 3:00PM TO 6:00PM			EVE 6:00PM TO 10:00PM			NITE 10:00PM TO 1:00AM			OWL 1:00AM TO 4:30AM			TOTAL 24 HOUR		
FROM	TO	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs

WESTBOUND

Magnolia-Foothill	Myrtle-Longden	3	49	6	6	66	25	3	42	5	3	10	3							15	167	39			
Peck-Live Oak	Santa Anita-Ranona	3	21	21	6	46	48	3	20	27	3	11	9							15	98	106			
El Monte Station	Only	3	24	17	6	—	39	3	—	30	3	—	9							15	24	96			
University Station	Only	3	2	3																3	2	3			
Hospital Station	Only	3	—	1																3	—	1			
Arcadia-Alameda	Olive-First	3	—	12																3	—	12			
Olive-Rosciuszko	Wilshire-Figueroa	3	—	34																3	—	34			
Wilshire-St. Paul	Ingraham-Union	3	—	2																3	—	2			
	SUB TOTAL				96	96		112	112		62	62		21	21						291	291			
	PERCENT				17.0			19.9		11.0			3.7								51.6				

EASTBOUND

Ingraham-Union	Wilshire-St. Paul								3	—	—									3	—	—			
Wilshire-Figueroa	Olive-Rosciuszko								3	24	—									3	24	—			
Olive-First	Aliso-Alameda								3	22	—									3	22	—			
Hospital Station	Only								3	—	1									3	—	1			
University Station	Only								3	1	4									3	1	4			
El Monte Station	Only	2	2	—	4	32	—	6	43	—	4	38	26	1	10	—				17	125	26			
Santa Anita-Ranona	Peck-Live Oak	2	8	3	4	25	22	6	35	37	4	13	32	1	3	5				17	84	99			
Myrtle-Longden	Magnolia-Foothill	2	1	8	4	5	40	6	9	50	4	1	36	1	1	9				17	17	143			
	SUB TOTAL		11	11		62	62		87	87		99	99		14	14					273	273			
	PERCENT		2.0		11.0		15.4		17.6		2.4										48.4				
	GRAND TOTAL		11		158		199		161		35										564				
	PERCENT		2.0		28.0		35.3		28.5		6.2										100.0				



BOARDING AND ALIGHTING SUMMARY
FRIDAY 2/12/82
LINE 493

APPENDIX D-23

U 1110

LOCATION		EARLY 4:30AM TO 6:00AM			A.M. 6:00AM TO 9:00AM			BASE 9:00AM TO 3:00PM			P.M. 3:00PM TO 6:00PM			EVE 6:00PM TO 10:00PM			NITE 10:00PM TO 1:00AM			OWL 1:00AM TO 4:30AM			TOTAL 24 HOUR		
FROM	TO	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs			

WESTBOUND

Lone Hill-Alcata	Roothill-Inwindale		3	24	4															3	24	4
Huntington-Las Lomas	Myrtle-Longden		3	59	9															3	59	9
Peck-Live Oak	Santa Anita-Ranona		3	24	20															3	24	20
El Monte Station	Only		3	85	21															3	85	21
University Station	Only		3	7	5															3	7	5
Hospital Station	Only		3	—	4															3	—	4
Arcadia-Alameda	Olive-First		3	—	46															3	—	46
Olive-Kosciuszko	Wilshire-Figueroa		3	—	88															3	—	88
Wilshire-St. Paul	Ingraham-Union		3	—	2															3	—	2
SUB TOTAL					199	199															199	199
PERCENT					58.0																58.0	

EASTBOUND

Ingraham-Union	Wilshire-St. Paul								3	7	—									3	7	—
Wilshire-Figueroa	Olive-Kosciuszko								3	61	—									3	61	—
Olive-First	Aliso-Alameda								3	24	—									3	24	—
Hospital Station	Only								3	—	—									3	—	—
University Station	Only								3	1	1									3	1	1
El Monte Station	Only								3	29	48									3	29	48
Santa Anita-Ranona	Live Oak-Peck								3	9	20									3	9	20
Myrtle-Longden	Huntington-Las Lomas								3	10	54									3	10	54
Roothill-Inwindale	Lone Hill-Alcata								3	3	21									3	3	21
SUB TOTAL									144	144										144	144	
PERCENT									42.0											42.0		
GRAND TOTAL					199				144											343		
PERCENT					58.0				42.0											100.0		



BOARDING AND ALIGHTING SUMMARY
THURSDAY 5/5/83
LINE 494

APPENDIX D-24

LOCATION		EARLY 4:30AM TO 6:00AM			A.M. 6:00AM TO 9:00AM			BASE 9:00AM TO 3:00PM			P.M. 3:00PM TO 6:00PM			EVE 6:00PM TO 10:00PM			NITE 10:00PM TO 1:00AM			OWL 1:00AM TO 4:30AM			TOTAL 24 HOUR		
FROM	TO	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs			

WESTBOUND

Diamond Bar Park-Ride	Only				9	48	--													9	48	--
Diamond Bar	◊ K-Mart				9	268	--													9	268	--
Colima-Paseo Real	Colima-Walnut Hall				11	157	--													11	157	--
Puente Hills Mall P-R	Only				11	183	--													11	183	--
University Station	Only				11	--	36													11	--	36
Hospital Station	Only				11	--	12													11	--	12
Arcadia-Alameda	Hope-First				11	--	225													11	--	225
Flower-Third	Wilshire-Figueroa				11	--	383													11	--	383
SUB TOTAL						656	656														656	656
PERCENT						51.2															51.2	

EASTBOUND

Wilshire-Figueroa	Flower-Third										12	398	--							12	398	--
Hope-First	Aliso-Alameda										12	210	--							12	210	--
Hospital Station	Only										12	10	--							12	10	--
University Station	Only										12	8	--							12	8	--
Puente Hills Mall P-R	Only										12	--	201							12	--	201
Colima-Walnut Hall	Colima-Paseo Real										12	--	120							12	--	120
Colima-Nogales	Diamond Bar ◊ K-Mart										12	--	254							12	--	254
Diamond Bar Park-Ride	Only										12	--	51							12	--	51
SUB TOTAL												626	626								626	626
PERCENT												48.8									48.8	
GRAND TOTAL						656						626									1282	
PERCENT						51.2						48.8									100.0	

A-112



BOARDING AND ALIGHTING SUMMARY
WEDNESDAY 3/16/83
LINE 495

APPENDIX D-25

LOCATION		EARLY 4:30AM TO 6:00AM			A.M. 6:00AM TO 9:00AM			BASE 9:00AM TO 3:00PM			P.M. 3:00PM TO 6:00PM			EVE 6:00PM TO 10:00PM			NITE 10:00PM TO 1:00AM			OWL 1:00AM TO 4:30AM			TOTAL 24 HOUR		
FROM	TO	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs			

WESTBOUND

San Bernardino: 5th-D	Montclair: H Via-S Jos				2	81	10	6	223	107	3	109	71	4	104	81				15	517	269
Pomona: McKinley-Garey	S Bernardino Fy-Puente				2	--	4	6	--	7	3	--	5	3	--	--				14	--	16
El Monte Station	Only				2	--	7	6	--	12	3	--	5	3	--	5				14	--	29
University Station	Only				2	--	5	6	--	4	3	--	--	3	--	--				14	--	9
Hospital Station	Only				2	--	5	6	--	--	3	--	--	3	--	--				14	--	5
Arcadia-Alameda	Spring-First				2	--	16	6	--	22	3	--	3	3	--	2				14	--	43
Spring-Third	Spring-Eighth				2	--	31	6	--	53	3	--	24	3	--	15				14	--	123
Ninth>Main	Maple-Sixth				2	--	3	6	--	18	3	--	1	3	--	1				14	--	23
SUB TOTAL						81	81		223	223		109	109		104	104					517	517
PERCENT							7.8			21.5			10.5			10.0						49.8

EASTBOUND

Maple-Sixth	Main-Olympic				3	1	--	6	6	--	4	5	--	1	--	--				14	12	--
Spring-Eighth	Spring-Second				3	16	--	6	58	--	4	54	--	1	6	--				14	134	--
Spring-First	Aliso-Alameda				3	10	--	6	12	--	4	15	--	1	--	--				14	37	--
Hospital Station	Only				3	--	--	6	2	--	4	7	--	1	--	--				14	9	--
University Station	Only				3	--	--	6	2	--	4	4	--	1	--	--				14	6	--
El Monte Station	Only				3	2	--	6	11	--	4	8	--	1	--	--				14	21	--
S Bernardino Fy-Puente	Pomona: McKinley-Garey				3	1	--	6	3	--	4	4	1	1	7	--				14	15	1
Montclair: H Via-Moreno	San Bernardino: 5th-D	2	43	43	3	84	114	6	123	217	4	35	131	1	1	14				16	286	519
SUB TOTAL			43	43		114	114		217	217		132	132		14	14					520	520
PERCENT			4.2			11.0			20.9			12.7			1.4							50.2
GRAND TOTAL			43			195			440			241			118							1037
PERCENT			4.2			18.8			42.4			23.2			11.4							100.0



BOARDING AND ALIGHTING SUMMARY
TUESDAY 10/19/82
LINE 496

LOCATION		EARLY 4:30AM TO 6:00AM			A.M. 6:00AM TO 9:00AM			BASE 9:00AM TO 3:00PM			P.M. 3:00PM TO 6:00PM			EVE 6:00PM TO 10:00PM			NITE 10:00PM TO 1:00AM			OWL 1:00AM TO 4:30AM			TOTAL 24 HOUR		
		Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs
FROM	TO																								

WESTBOUND

Montclair Plaza P-R	Only	6	149	--																					6	149	--			
McKinley-Garey P-R	Only	12	144	--																					12	144	--			
Rona Fairgrounds P-R	Only	12	209	--																					12	209	--			
University Station	Only	12	--	6																					12	--	6			
Hospital Station	Only	12	--	19																					12	--	19			
Arcadia-Alameda	Hope-First	12	--	200																					12	--	200			
Flower-Third	Wilshire-Figueroa	12	--	199																					12	--	199			
Wilshire-St. Paul	Wilshire-Bonnie Brae	9	--	15																					9	--	15			
Wilshire-Alvarado	Wilshire-Westmoreland	9	--	21																					9	--	21			
Wilshire-Vermont	Wilshire-Western	9	--	42																					9	--	42			
SUB TOTAL					502	502																					502	502		
PERCENT					53.5																					53.5				

EASTBOUND

Wilshire-Western	Wilshire-Vermont											10	42	--											10	42	--													
Wilshire-Westmoreland	Wilshire-Alvarado											10	18	--											10	18	--													
Wilshire-Bonnie Brae	Wilshire-St. Paul											10	12	--											10	12	--													
Wilshire-Figueroa	Flower-Third											11	210	--											11	210	--													
Hope-First	Aliso-Alameda											11	135	--											11	135	--													
Hospital Station	Only											11	14	--											11	14	--													
University Station	Only											11	6	--											11	6	--													
Rona Fairgrounds P-R	Only											11	--	165											11	--	165													
McKinley-Garey P-R	Only											11	--	131											11	--	131													
Montclair Plaza P-R	Only											10	--	141											10	--	141													
SUB TOTAL															437	437																					437	437		
PERCENT															46.5																					46.5				
GRAND TOTAL					502											437																					939			
PERCENT					53.5											46.5																					100.0			



BOARDING AND ALIGHTING SUMMARY
WEDNESDAY 3/16/83
LINE 497

APPENDIX D-27

LOCATION		EARLY 4:30AM TO 6:00AM			A.M. 6:00AM TO 9:00AM			BASE 9:00AM TO 3:00PM			P.M. 3:00PM TO 6:00PM			EVE 6:00PM TO 10:00PM			NITE 10:00PM TO 1:00AM			OWL 1:00AM TO 4:30AM			TOTAL 24 HOUR		
		Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs	Trips	Ons	Offs
FROM	TO																								

WESTBOUND

Citrus College P-R	Only				6	20	--																			6	20	--	
Foothill-Barranca	Grand-Badillo				6	44	--																			6	44	--	
Eastland Center P-R	Only				19	534	--																			19	534	--	
University Station	Only				19	--	15																			19	--	15	
Hospital Station	Only				19	--	17																			19	--	17	
Arcadia-Alameda	Hope-First				19	--	243																			19	--	243	
Flower-Third	Wilshire-Figueroa				19	--	323																			19	--	323	
SUB TOTAL						598	598																			598	598		
PERCENT						51.9																			51.9				

EASTBOUND

Wilshire-Figueroa	Flower-Third												21	322	--														21	322	--						
Hope-First	Aliso-Alameda												21	208	--														21	208	--						
Hospital Station	Only												21	12	--														21	12	--						
University Station	Only												21	12	--														21	12	--						
Eastland Center P-R	Only												21	--	511														21	--	511						
Grand-Badillo	Foothill-Barranca												6	--	36														6	--	36						
Citrus College P-R	Only												6	--	6														6	--	6						
SUB TOTAL														554	554																			554	554		
PERCENT														48.1																			48.1				
GRAND TOTAL														598	598																			1152			
PERCENT														51.9	51.9																			100.0			

A-115



BOARDING AND ALIGHTING SUMMARY
TUESDAY 11/24/81
LINE 498

APPENDIX D-28

APPENDIX E
 POINT CHECK AT EL MONTE STATION--JUNE, 1983
 IN LINE AND SCHEDULE ORDER

DIREC- TION	VEHICLE NUMBER	LINE NO.	BUS RUN	P A S S E N G E R S					TIME	POINT CHECK SOURCE CODE
				ARVG	OFF	THRU	ON	DEPTG		
E	8981	070	11	21	21	0	0	0	0611	D1/25
E	8741	070	12	27	27	0	0	0	0626	D1/26
E	9013	070	02	19	19	0	0	0	0640	D1/31
E	8983	070	04	9	9	0	0	0	0652	D1/35
E	8986	070	05	32	32	0	0	0	0704	D1/37
E	8998	070	07	31	31	0	0	0	0715	D1/38
E	9017	070	09	32	32	0	0	0	0728	D2/22
E	7306	070	10	23	23	0	0	0	0742	D2/25
E	8953	070	13	53	53	0	0	0	0804	D2/31
E	8970	070	14	16	16	0	0	0	0810	C2/35
E	8945	070	15	18	18	0	0	0	0827	D2/38
E	7475	070	16	21	21	0	0	0	0842	D3/6
E	8951	070	01	7	7	0	0	0	0858	D3/14
E	9013	070	02	13	13	0	0	0	0911	D3/21
E	8759	070	03	21	21	0	0	0	0936	D4/16
E	8986	070	05	5	5	0	0	0	0937	D4/17
E	8998	070	07	16	16	0	0	0	0958	I2/21
E	9017	070	09	15	15	0	0	0	1012	DUMY
E	8981	070	11	24	24	0	0	0	1034	D4/10
E	8953	070	13	14	14	0	0	0	1044	D4/37
E	8945	070	15	18	18	0	0	0	1056	D4/40
E	7475	070	16	23	23	0	0	0	1110	DUMY
E	8951	070	01	12	12	0	0	0	1127	B1/20
E	9013	070	02	29	29	0	0	0	1150	H2/22
E	8759	070	03	5	5	0	0	0	1157	B1/33
E	8986	070	05	25	25	0	0	0	1216	B1/38
E	8998	070	07	24	24	0	0	0	1229	B2/17
E	9017	070	09	25	25	0	0	0	1249	B2/25
E	8981	070	11	6	6	0	0	0	1257	DUMY
E	8953	070	13	10	10	0	0	0	1321	E1/5
E	8945	070	15	12	12	0	0	0	1330	E1/10
E	7475	070	16	19	19	0	0	0	1341	E1/14
E	8951	070	01	28	28	0	0	0	1412	D5/26
E	9013	070	02	13	13	0	0	0	1414	G1/27
E	8759	070	03	23	23	0	0	0	1434	G1/7
E	8974	070	08	6	6	0	0	0	1455	D5/33
E	8986	070	05	25	25	0	0	0	1456	G1/29
E	8998	070	07	17	17	0	0	0	1509	D5/35
E	8741	070	12	8	8	0	0	0	1510	G1/15
E	7354	070	25	16	16	0	0	0	1520	G1/17
E	8970	070	14	18	18	0	0	0	1525	G1/33
E	7343	070	22	34	34	0	0	0	1555	D5/37
E	8981	070	11	20	20	0	0	0	1604	D5/39



EL MONTE STATION POINT CHECK

APPENDIX E

APPENDIX E (CONTINUED)
 POINT CHECK AT EL MONTE STATION--JUNE, 1983
 IN LINE AND SCHEDULE ORDER

DIREC- TION	VEHICLE NUMBER	LINE NO.	BUS RUN	P A S S E N G E R S					TIME	POINT CHECK SOURCE CODE
				ARVG	OFF	THRU	ON	DEPTG		
E	8953	070	13	14	14	0	0	0	1606	F1/10
E	8979	070	18	20	20	0	0	0	1621	F1/12
E	8945	070	15	12	12	0	0	0	1623	G1/35
E	1026	070	19	29	29	0	0	0	1629	I5/5
E	8759	070	03	9	9	0	0	0	1633	D5/43
E	7475	070	16	23	23	0	0	0	1653	F1/16
E	8951	070	01	3	3	0	0	0	1654	D6/12
E	9013	070	02	15	15	0	0	0	1707	I5/12
E	5235	070	20	17	17	0	0	0	1719	F1/20
E	7337	070	08	33	33	0	0	0	1728	F1/22
E	7354	070	25	15	15	0	0	0	1731	F1/24
E	8954	070	06	4	4	0	0	0	1742	F1/27
E	5225	070	27	7	7	0	0	0	1747	F1/31
E	7305	070	23	7	7	0	0	0	1753	F1/33
E	1015	070	28	12	12	0	0	0	1802	D6/17
E	8998	070	07	8	8	0	0	0	1805	I5/23
E	5245	070	24	5	5	0	0	0	1809	D6/19
E	8970	070	14	4	4	0	0	0	1814	I5/26
E	8945	070	15	14	14	0	0	0	1821	F2/27
E	7343	070	22	9	9	0	0	0	1825	F2/29
E	8981	070	11	8	8	0	0	0	1835	F2/32
E	7306	070	10	5	5	0	0	0	1836	F2/33
E	7331	070	21	3	3	0	0	0	1838	I6/5
E	8979	070	18	11	11	0	0	0	1856	F2/36
E	8753	070	13	10	10	0	0	0	1919	F2/40
E	8986	070	05	3	3	0	0	0	1925	F2/42
E	7327	070	26	2	2	0	0	0	1935	F2/43
E	9017	070	09	9	9	0	0	0	1954	F2/46
E	7305	070	23	13	13	0	0	0	2031	F3/5
E	8970	070	14	17	17	0	0	0	2056	G3/26
W	8945	070	15	0	0	0	15	15	1306	B2/7
W	8970	070	14	0	0	0	4	4	0601	C1/2
W	7354	070	25	0	0	0	0	0	0603	C1/3
W	5252	070	20	0	0	0	6	6	0607	D1/1
W	8945	070	15	0	0	0	4	4	0611	D1/3
W	7327	070	26	0	0	0	5	5	0615	DUMY
W	5248	070	19	0	0	0	5	5	0619	D1/5
W	8981	070	11	0	0	0	2	2	0623	D1/6
W	7475	070	16	0	0	0	2	2	0627	D1/7
W	5253	070	27	0	0	0	3	3	0631	D1/8
W	4330	070	17	0	0	0	3	3	0634	D1/9
W	8741	070	12	0	0	0	5	5	0640	D1/12
W	7308	070	28	0	0	0	2	2	0644	D1/13



EL MONTE STATION POINT CHECK

APPENDIX E
(CONT'D)

APPENDIX E (CONTINUED)
 POINT CHECK AT EL MONTE STATION--JUNE, 1983
 IN LINE AND SCHEDULE ORDER

DIREC- TION	VEHICLE NUMBER	LINE NO.	BUS RUN	P A S S E N G E R S					TIME	POINT CHECK SOURCE CODE
				ARVG	OFF	THRU	ON	DEPTG		
W	9013	070	02	0	0	0	3	3	0648	D1/15
W	7343	070	21	0	0	0	1	1	0651	D1/16
W	8749	070	24	0	0	0	13	13	0657	D1/18
W	8983	070	04	0	0	0	14	14	0706	D1/20
W	8986	070	05	0	0	0	8	8	0714	D1/22
W	8998	070	07	0	0	0	30	30	0727	D2/2
W	8974	070	08	0	0	0	10	10	0738	D2/5
W	9017	070	09	0	0	0	7	7	0740	D2/7
W	7306	070	10	0	0	0	4	4	0750	D2/8
W	9011	070	22	0	0	0	3	3	0801	D2/10
W	8953	070	13	0	0	0	11	11	0811	D2/11
W	8970	070	14	0	0	0	9	9	0823	D2/13
W	8945	070	15	0	0	0	7	7	0836	D2/14
W	7475	070	16	0	0	0	17	17	0850	D3/1
W	8951	070	01	0	0	0	4	4	0906	D3/3
W	9013	070	02	0	0	0	13	13	0921	D3/4
W	8759	070	03	0	0	0	24	24	0939	D3/5
W	8986	070	05	0	0	0	9	9	0950	D4/3
W	8998	070	07	0	0	0	13	13	1005	D4/5
W	9017	070	09	0	0	0	3	3	1020	D4/6
W	8981	070	11	0	0	0	10	10	1028	I2/23
W	8953	070	13	0	0	0	17	17	1050	D4/13
W	8945	070	15	0	0	0	11	11	1107	B1/4
W	7475	070	16	0	0	0	4	4	1119	B1/6
W	8951	070	01	0	0	0	29	29	1139	B1/8
W	9013	070	02	0	0	0	15	14	1151	B1/10
W	8759	070	03	0	0	0	14	14	1206	B1/12
W	8986	070	05	0	0	0	16	16	1221	B2/1
W	8998	070	07	0	0	0	32	32	1239	B2/3
W	9017	070	09	0	0	0	5	5	1250	B2/5
W	8981	070	11	0	0	0	10	10	1321	E1/2
W	8953	070	13	0	0	0	12	12	1337	E1/3
W	8945	070	15	0	0	0	13	13	1352	B2/12
W	7475	070	16	0	0	0	12	12	1405	D5/1
W	8951	070	01	0	0	0	8	8	1418	D5/2
W	9013	070	02	0	0	0	4	4	1430	C5/5
W	5235	070	20	0	0	0	19	19	1441	D5/4
W	7337	070	08	0	0	0	13	13	1453	D5/5
W	8986	070	05	0	0	0	25	25	1505	D5/8
W	8998	070	07	0	0	0	33	33	1526	D5/11
W	8970	070	14	0	0	0	16	16	1535	C5/14
W	7343	070	22	0	0	0	29	29	1556	D5/17
W	8981	070	11	0	0	0	30	30	1606	D5/18



EL MONTE STATION POINT CHECK

APPENDIX E
(CONT'D)

APPENDIX E (CONTINUED)
 POINT CHECK AT EL MONTE STATION--JUNE, 1983
 IN LINE AND SCHEDULE ORDER

DIREC- TION	VEHICLE NUMBER	LINE NO.	BUS RUN	P A S S E N G E R S					TIME	POINT CHECK SOURCE CODE
				ARVG	OFF	THRU	ON	DEPTG		
W	8979	070	18	0	0	0	32	32	1625	F1/3
W	1026	070	19	0	0	0	3	3	1633	D5/20
W	8759	070	03	0	0	0	29	28	1651	D6/1
W	8951	070	01	0	0	0	31	31	1712	D6/2
W	9013	070	02	0	0	0	34	34	1733	D6/3
W	7354	070	25	0	0	0	21	21	1751	D6/4
W	7305	070	23	0	0	0	16	16	1812	D6/8
W	8970	070	14	0	0	0	19	19	1831	D6/10
W	8979	070	18	0	0	0	24	24	1911	F2/10
W	8953	070	13	0	0	0	16	16	1936	E4/7
W	9017	070	09	0	0	0	14	14	2007	E4/11
W	8998	070	07	0	0	0	15	15	2050	E4/15
E	8984	076	07	8	8	0	0	0	0609	D1/24
E	7328	076	09	9	9	0	0	0	0639	D1/30
E	7313	076	10	17	17	0	0	0	0650	D1/33
E	7302	076	11	13	13	0	0	0	0716	C1/48
E	8949	076	01	9	9	0	0	0	0721	D2/18
E	9001	076	02	12	12	0	0	0	0735	D2/24
E	8992	076	03	5	5	0	0	0	0743	D2/26
E	8971	076	04	12	12	0	0	0	0759	D2/29
E	9008	076	05	7	7	0	0	0	0813	A1/33
E	8969	076	06	12	12	0	0	0	0830	D2/39
E	8984	076	07	7	7	0	0	0	0844	D3/8
E	7350	076	08	6	6	0	0	0	0857	DUMY
E	7328	076	09	9	9	0	0	0	0910	D3/20
E	7313	076	10	16	16	0	0	0	0931	D3/36
E	7302	076	11	4	4	0	0	0	0940	D4/19
E	8949	076	01	6	6	0	0	0	0956	A2/20
E	9001	076	02	13	13	0	0	0	1011	D4/30
E	8992	076	03	12	12	0	0	0	1027	D4/34
E	8971	076	04	9	9	0	0	0	1041	D4/35
E	8739	076	05	6	6	0	0	0	1057	DUMY
E	8969	076	06	13	13	0	0	0	1112	B1/18
E	8984	076	07	13	13	0	0	0	1132	B1/23
E	7350	076	08	13	13	0	0	0	1143	B1/29
E	7362	076	09	8	8	0	0	0	1204	H3/10
E	7313	076	10	16	16	0	0	0	1225	B2/15
E	7302	076	11	9	9	0	0	0	1235	B2/21
E	8949	076	01	14	14	0	0	0	1244	B2/24
E	9001	076	02	6	6	0	0	0	1257	DUMY
E	8992	076	03	17	17	0	0	0	1318	I3/6
E	8971	076	04	9	9	0	0	0	1332	E1/12
E	8739	076	05	13	13	0	0	0	1400	D5/21



EL MONTE STATION POINT CHECK

APPENDIX E
(CONT'D)

APPENDIX E (CONTINUED)
 POINT CHECK AT EL MONTE STATION--JUNE, 1983
 IN LINE AND SCHEDULE ORDER

DIREC- TION	VEHICLE NUMBER	LINE NO.	BUS RUN	P A S S E N G E R S					TIME	POINT CHECK SOURCE CODE
				ARVG	OFF	THRU	ON	DEPTG		
E	8969	076	06	9	9	0	0	0	1402	D5/23
E	8984	076	07	6	6	0	0	0	1413	D5/27
E	7350	076	08	22	22	0	0	0	1433	D5/28
E	7362	076	09	19	19	0	0	0	1459	G1/30
E	7313	076	10	15	15	0	0	0	1501	D5/34
E	7302	076	11	18	18	0	0	0	1522	D5/36
E	8949	076	01	11	11	0	0	0	1533	G1/34
E	8992	076	03	12	12	0	0	0	1601	DUMY
E	9001	076	02	27	27	0	0	0	1603	D5/38
E	1025	076	12	17	17	0	0	0	1624	F1/13
E	8739	076	05	27	27	0	0	0	1650	F1/15
E	8969	076	06	21	21	0	0	0	1659	F1/17
E	8760	076	13	12	12	0	0	0	1703	I5/10
E	7349	076	14	28	28	0	0	0	1725	I5/15
E	5243	076	15	4	4	0	0	0	1730	F1/23
E	5253	076	18	7	7	0	0	0	1733	F1/25
E	7350	076	08	5	5	0	0	0	1733	C6/6
E	7362	076	09	7	7	0	0	0	1737	F1/26
E	5244	076	19	5	5	0	0	0	1743	F1/28
E	7313	076	10	3	3	0	0	0	1754	F1/34
E	8952	076	16	18	18	0	0	0	1755	D6/15
E	7302	076	11	8	8	0	0	0	1824	F2/28
E	8949	076	01	4	4	0	0	0	1827	I6/2
E	5238	076	1A	7	7	0	0	0	1828	F2/30
E	9001	076	02	4	4	0	0	0	1833	F2/31
E	8969	076	06	3	3	0	0	0	1837	F2/34
E	8984	076	07	6	6	0	0	0	1850	F2/35
E	8992	076	03	11	11	0	0	0	1855	I6/8
E	1025	076	12	3	3	0	0	0	1858	DUMY
E	7349	076	14	9	9	0	0	0	1914	F2/38
E	8739	076	05	6	6	0	0	0	1924	F2/41
E	8971	076	04	1	1	0	0	0	1930	DUMY
E	8760	076	13	2	2	0	0	0	1945	F2/44
E	7362	076	09	5	5	0	0	0	2008	F2/47
W	8969	076	06	0	0	0	3	3	0610	C1/28
W	8984	076	07	0	0	0	9	9	0615	C1/5
W	7350	076	08	0	0	0	5	5	0627	C1/9
W	1024	076	14	0	0	0	1	1	0634	C1/10
W	7328	076	09	0	0	0	5	5	0642	C1/12
W	1025	076	15	0	0	0	9	9	0647	C1/13
W	8754	076	16	0	0	0	10	10	0658	C1/16
W	7313	076	10	0	0	0	5	5	0706	C1/17
W	7320	076	17	0	0	0	3	3	0711	C1/19



EL MONTE STATION POINT CHECK

APPENDIX E
(CONT'D)

APPENDIX E (CONTINUED)
 POINT CHECK AT EL MONTE STATION--JUNE, 1983
 IN LINE AND SCHEDULE ORDER

DIREC- TION	VEHICLE NUMBER	LINE NO.	BUS RUN	P A S S E N G E R S					TIME	POINT CHECK SOURCE CODE
				ARVG	OFF	THRU	ON	DEPTG		
W	7302	076	11	0	0	0	10	10	0718	C1/22
W	7344	076	18	0	0	0	5	5	0726	C2/2
W	8949	076	01	0	0	0	7	7	0733	C2/3
W	9001	076	02	0	0	0	11	11	0743	C2/8
W	8992	076	03	0	0	0	7	7	0757	C2/10
W	7368	076	12	0	0	0	10	10	0808	C2/13
W	8971	076	04	0	0	0	12	12	0822	C3/2
W	8739	076	05	0	0	0	11	11	0835	C3/4
W	8969	076	06	0	0	0	11	11	0847	C3/6
W	8984	076	07	0	0	0	10	10	0903	C3/11
W	7350	076	08	0	0	0	14	14	0915	C3/13
W	7362	076	09	0	0	0	11	11	0931	C3/16
W	7313	076	10	0	0	0	23	23	0944	C3/19
W	7302	076	11	0	0	0	12	12	1001	C4/1
W	8949	076	01	0	0	0	22	22	1018	C4/3
W	9001	076	02	0	0	0	14	14	1031	C4/6
W	8992	076	03	0	0	0	11	11	1045	B1/1
W	8971	076	04	0	0	0	11	11	1059	B1/2
W	8739	076	05	0	0	0	9	9	1115	B1/5
W	8969	076	06	0	0	0	14	14	1131	B1/7
W	8984	076	07	0	0	0	22	22	1145	B1/9
W	7350	076	08	0	0	0	8	8	1159	B1/11
W	7362	076	09	0	0	0	17	17	1216	B1/13
W	7313	076	10	0	0	0	8	8	1230	B2/2
W	7302	076	11	0	0	0	16	16	1245	B2/4
W	8949	076	01	0	0	0	23	23	1301	B2/6
W	9001	076	02	0	0	0	12	12	1315	E1/1
W	8992	076	03	0	0	0	7	7	1326	B2/9
W	8971	076	04	0	0	0	14	14	1342	B2/11
W	8739	076	05	0	0	0	6	6	1402	C5/1
W	8969	076	06	0	0	0	10	10	1410	C5/2
W	8760	076	13	0	0	0	10	10	1418	C5/3
W	8984	076	07	0	0	0	1	1	1428	C5/4
W	7349	076	14	0	0	0	7	7	1432	C5/7
W	7350	076	08	0	0	0	13	13	1443	C5/8
W	5243	076	15	0	0	0	19	19	1450	C5/9
W	7362	076	09	0	0	0	16	16	1501	C5/10
W	8952	076	16	0	0	0	5	5	1510	C5/11
W	7313	076	10	0	0	0	6	6	1519	C5/12
W	7302	076	11	0	0	0	7	7	1533	C5/13
W	8949	076	01	0	0	0	10	10	1547	C5/15
W	9001	076	02	0	0	0	8	8	1605	C5/16
W	8992	076	03	0	0	0	17	17	1616	C5/17



EL MONTE STATION POINT CHECK

APPENDIX E
(CONT'D)

APPENDIX E (CONTINUED)
 POINT CHECK AT EL MONTE STATION--JUNE, 1983
 IN LINE AND SCHEDULE ORDER

DIREC- TION	VEHICLE NUMBER	LINE NO.	BUS RUN	P A S S E N G E R S					TIME	POINT CHECK SOURCE CODE
				ARVG	OFF	THRU	ON	DEPTG		
W	1025	076	12	0	0	0	15	15	1633	C5/18
W	8739	076	05	0	0	0	16	16	1653	C5/19
W	8760	076	13	0	0	0	23	23	1714	C6/1
W	7350	076	08	0	0	0	25	25	1735	C6/2
W	7362	076	09	0	0	0	8	8	1757	D6/5
W	8952	076	16	0	0	0	17	17	1816	C6/3
W	8949	076	01	0	0	0	8	8	1838	C6/4
W	9001	076	02	0	0	0	11	11	1856	E3/20
W	8739	076	05	0	0	0	18	18	1926	E4/3
W	8760	076	13	0	0	0	12	12	1955	E4/9
W	7332	076	09	0	0	0	5	5	2025	E4/13
W	8952	076	16	7	7	0	0	0	2040	G3/25
E	4325	170	03	10	10	0	0	0	0636	D1/28
E	4334	170	04	22	22	0	0	0	0717	D1/39
E	4045	170	01	9	9	0	0	0	0809	D2/33
E	4331	170	02	3	3	0	0	0	0849	D3/10
E	4325	170	03	13	13	0	0	0	0926	C3/40
E	4334	170	04	4	4	0	0	0	1005	D4/27
E	4045	170	01	3	3	0	0	0	1043	D4/36
E	4331	170	02	12	12	0	0	0	1121	B1/19
E	4325	170	03	9	9	0	0	0	1204	B1/34
E	4334	170	04	4	4	0	0	0	1250	B2/26
E	4045	170	01	3	3	0	0	0	1322	E1/6
E	4331	170	02	6	6	0	0	0	1405	D5/24
E	4325	170	03	21	21	0	0	0	1448	I3/18
E	4334	170	04	12	12	0	0	0	1530	D5/14
E	4331	170	02	6	6	0	0	0	1647	F1/4
E	4325	170	03	8	8	0	0	0	1730	I5/18
E	4334	170	04	4	4	0	0	0	1820	F2/1
E	4045	170	01	2	2	0	0	0	1845	F2/7
E	4331	170	02	6	6	0	0	0	1923	F2/15
E	4325	170	03	1	1	0	0	0	2000	F2/23
W	4331	170	02	0	0	0	5	5	0614	C1/4
W	4325	170	03	0	0	0	10	10	0645	C1/14
W	4334	170	04	0	0	0	19	19	0720	C2/1
W	4045	170	01	0	0	0	15	15	0812	C2/14
W	4331	170	02	0	0	0	4	4	0900	C3/10
W	4325	170	03	0	0	0	3	3	0943	C3/20
W	4334	170	04	0	0	0	6	6	1019	C4/4
W	4045	170	01	0	0	0	10	10	1059	C4/9
W	4331	170	02	0	0	0	2	2	1139	A2/10
W	4325	170	03	0	0	0	12	12	1220	A2/14
W	4334	170	04	0	0	0	4	4	1304	B2/8



EL MONTE STATION POINT CHECK

APPENDIX E
(CONT'D)

APPENDIX E (CONTINUED)
 POINT CHECK AT EL MONTE STATION--JUNE, 1983
 IN LINE AND SCHEDULE ORDER

DIREC- TION	VEHICLE NUMBER	LINE NO.	BUS RUN	P A S S E N G E R S					TIME	POINT CHECK SOURCE CODE
				ARVG	OFF	THRU	ON	DEPTG		
W	4045	170	01	0	0	0	12	12	1342	A3/3
W	4331	170	02	0	0	0	5	5	1422	A3/13
W	4325	170	03	0	0	0	12	12	1503	A3/22
W	4334	170	04	0	0	0	10	10	1541	A4/4
W	4045	170	01	0	0	0	13	13	1610	E2/10
W	4331	170	02	0	0	0	19	19	1650	E2/17
W	4325	170	03	0	0	0	14	14	1731	A5/5
W	4334	170	04	0	0	0	19	19	1821	A5/20
W	4045	170	01	0	0	0	11	11	1900	E3/22
E	4028	176	01	13	13	0	0	0	0642	D1/32
E	4035	176	02	12	12	0	0	0	0726	D2/20
E	4332	176	51	11	11	0	0	0	0803	DUMY
E	4047	176	52	4	4	0	0	0	0839	C3/27
E	4028	176	01	5	5	0	0	0	0912	D3/22
E	4035	176	02	4	4	0	0	0	0949	D4/21
E	4332	176	51	8	8	0	0	0	1022	I2/22
E	4047	176	52	5	5	0	0	0	1059	DUMY
E	4028	176	01	2	2	0	0	0	1136	B1/25
E	4035	176	02	12	12	0	0	0	1217	B1/39
E	4332	176	51	4	4	0	0	0	1243	B2/23
E	4047	176	52	3	3	0	0	0	1326	E1/8
E	4028	176	01	9	9	0	0	0	1433	D5/3
E	4035	176	02	15	15	0	0	0	1448	G1/11
E	4332	176	51	21	21	0	0	0	1508	G1/14
E	4047	176	52	11	11	0	0	0	1542	D5/15
E	4028	176	01	26	26	0	0	0	1622	I5/2
E	4035	176	02	21	21	0	0	0	1700	F1/5
E	4332	176	51	7	7	0	0	0	1726	F1/6
E	4047	176	52	9	9	0	0	0	1803	D6/6
E	4028	176	01	3	3	0	0	0	1836	I6/4
E	4332	176	51	1	1	0	0	0	1941	G3/17
W	4332	176	51	0	0	0	3	3	0600	C1/1
W	4047	176	52	0	0	0	11	11	0634	A1/4
W	4028	176	01	0	0	0	42	42	0710	C1/18
W	4035	176	02	0	0	0	33	33	0744	C2/9
W	4332	176	51	0	0	0	7	7	0820	C3/1
W	4047	176	52	0	0	0	14	14	0854	C3/8
W	4028	176	01	0	0	0	9	9	0929	C3/14
W	4035	176	02	0	0	0	4	4	1005	C4/2
W	4332	176	51	0	0	0	7	7	1042	C4/7
W	4047	176	52	0	0	0	3	3	1115	A2/7
W	4028	176	01	0	0	0	4	4	1150	A2/12
W	4035	176	02	0	0	0	3	3	1225	A2/15



EL MONTE STATION POINT CHECK

APPENDIX E
(CONT'D)

APPENDIX E (CONTINUED)
 POINT CHECK AT EL MONTE STATION--JUNE, 1983
 IN LINE AND SCHEDULE ORDER

DIREC- TION	VEHICLE NUMBER	LINE NO.	BUS RUN	P A S S E N G E R S					TIME	POINT CHECK SOURCE CODE
				ARVG	OFF	THRU	ON	DEPTG		
W	4332	176	51	0	0	0	3	3	1304	A2/19
W	4047	176	52	0	0	0	4	4	1335	B2/10
W	4028	176	01	0	0	0	7	7	1410	B3/2
W	4035	176	02	0	0	0	3	3	1445	B3/4
W	4332	176	51	0	0	0	6	6	1525	E2/2
W	4047	176	52	0	0	0	11	11	1554	A4/7
W	4028	176	01	0	0	0	8	8	1630	B3/22
W	4035	176	02	0	0	0	11	11	1704	A4/24
W	4332	176	51	0	0	0	12	12	1746	A5/11
W	4047	176	52	0	0	0	9	9	1815	B4/19
W	4028	176	01	0	0	0	1	1	1850	E3/17
W	4035	176	02	0	0	0	4	4	1925	E4/2
E	8726	178	02	0	0	0	4	4	0736	C2/4
E	7358	178	03	0	0	0	15	15	0837	C3/5
E	8748	178	01	0	0	0	10	10	0937	C3/18
E	8726	178	02	0	0	0	14	14	1036	C4/20
E	7358	178	03	0	0	0	2	2	1137	B1/26
E	8748	178	01	0	0	0	8	8	1239	A2/37
E	8726	178	02	0	0	0	14	14	1337	B2/33
E	7358	178	03	0	0	0	22	22	1439	A3/17
E	8748	178	01	0	0	0	25	25	1549	B3/34
E	8726	178	02	0	0	0	29	29	1635	A4/17
E	7358	178	03	0	0	0	35	35	1736	A5/7
E	8748	178	01	0	0	0	10	10	1844	A5/27
W	8726	178	02	18	18	0	0	0	0722	D2/19
W	7358	178	03	13	13	0	0	0	0820	D2/36
W	8748	178	01	12	12	0	0	0	0929	D3/34
W	8726	178	02	15	15	0	0	0	1024	D4/33
W	7358	178	03	17	17	0	0	0	1131	B1/22
W	8748	178	01	11	11	0	0	0	1232	B2/19
W	8726	178	02	15	15	0	0	0	1331	E1/11
W	7358	178	03	17	17	0	0	0	1431	C5/6
W	8748	178	01	4	4	0	0	0	1545	D5/16
W	8726	178	02	6	6	0	0	0	1626	D5/42
W	7358	178	03	4	4	0	0	0	1726	I5/16
W	8748	178	01	4	4	0	0	0	1831	F2/4
W	8726	178	02	4	4	0	0	0	1917	F2/13
W	7358	178	03	3	3	0	0	0	2025	F3/1
E	8737	267	02	3	3	0	0	0	0628	D1/27
E	8985	267	03	20	20	0	0	0	0702	D1/36
E	5240	267	06	21	21	0	0	0	0729	D2/23
E	8963	267	04	11	11	0	0	0	0757	D2/27
E	8961	267	05	2	2	0	0	0	0811	C1/29



EL MONTE STATION POINT CHECK

APPENDIX E
(CONT'D)

APPENDIX E (CONTINUED)
 POINT CHECK AT EL MONTE STATION--JUNE, 1983
 IN LINE AND SCHEDULE ORDER

DIREC- TION	VEHICLE NUMBER	LINE NO.	BUS RUN	P A S S E N G E R S					TIME	POINT CHECK SOURCE CODE
				ARVG	OFF	THRU	ON	DEPTG		
E	8762	267	01	14	14	0	0	0	0834	D2/16
E	8737	267	02	6	6	0	0	0	0906	D3/16
E	8985	267	03	19	19	0	0	0	0928	D3/33
E	5240	267	06	4	4	0	0	0	0946	A2/4
E	8963	267	04	3	3	0	0	0	0957	D4/25
E	8728	267	01	8	8	0	0	0	1058	D4/41
E	8737	267	02	9	9	0	0	0	1130	B1/21
E	8985	267	03	7	7	0	0	0	1210	B1/36
E	8963	267	04	12	12	0	0	0	1233	B2/20
E	8728	267	01	7	7	0	0	0	1328	E1/9
E	8737	267	02	11	11	0	0	0	1407	D5/25
E	8985	267	03	10	10	0	0	0	1434	D5/29
E	7371	267	12	2	2	0	0	0	1437	G1/9
E	8963	267	04	7	7	0	0	0	1505	G1/13
E	8961	267	05	17	17	0	0	0	1538	D5/13
E	8728	267	01	13	13	0	0	0	1618	I4/28
E	8737	267	02	12	12	0	0	0	1637	D5/44
E	8985	267	03	16	16	0	0	0	1708	F1/18
E	8963	267	04	16	16	0	0	0	1746	I5/21
E	8961	267	05	13	13	0	0	0	1805	D6/7
E	8728	267	01	5	5	0	0	0	1830	F2/3
E	8737	267	02	7	7	0	0	0	1854	G3/5
E	8985	267	03	3	3	0	0	0	1922	F2/14
E	8963	267	04	4	4	0	0	0	1953	G3/18
W	8728	267	01	0	0	0	17	17	0635	A1/5
W	8737	267	02	0	0	0	16	16	0655	A1/9
W	8985	267	03	0	0	0	20	20	0712	C1/20
W	5240	267	06	0	0	0	14	14	0739	C2/7
W	8963	267	04	0	0	0	10	10	0759	C2/11
W	8961	267	05	0	0	0	8	8	0830	C3/3
W	8728	267	01	0	0	0	6	6	0904	C3/12
W	8737	267	02	0	0	0	11	11	0934	C3/15
W	8985	267	03	0	0	0	10	10	1001	C4/10
W	8963	267	04	0	0	0	5	5	1030	C4/5
W	8961	267	05	0	0	0	3	3	1100	B1/3
W	8728	267	01	0	0	0	12	12	1131	A2/8
W	8737	267	02	0	0	0	12	12	1159	A2/31
W	8985	267	03	0	0	0	14	14	1231	B2/18
W	8963	267	04	0	0	0	5	5	1303	A2/18
W	8961	267	05	0	0	0	8	8	1329	A3/1
W	8728	267	01	0	0	0	6	6	1402	B3/26
W	8737	267	02	0	0	0	1	1	1432	A3/16
W	8985	267	03	0	0	0	17	17	1459	E1/24



EL MONTE STATION POINT CHECK

APPENDIX E
(CONT'D)

APPENDIX E (CONTINUED)
 POINT CHECK AT EL MONTE STATION--JUNE, 1983
 IN LINE AND SCHEDULE ORDER

DIREC- TION	VEHICLE NUMBER	LINE NO.	BUS RUN	P A S S E N G E R S					TIME	POINT CHECK SOURCE CODE
				ARVG	OFF	THRU	ON	DEPTG		
W	8963	267	04	0	0	0	10	10	1530	A4/2
W	8961	267	05	0	0	0	11	11	1559	B3/13
W	8728	267	01	0	0	0	10	10	1629	A4/15
W	8737	267	02	0	0	0	18	18	1702	A4/22
W	8985	267	03	0	0	0	9	9	1729	A5/4
W	8963	267	04	0	0	0	4	4	1759	A5/14
W	8961	267	05	0	0	0	3	3	1832	A5/23
E	4402	268	04	10	10	0	0	0	0603	D1/23
E	4427	268	01	7	7	0	0	0	0637	D1/29
E	4406	268	02	13	13	0	0	0	0727	D2/21
E	4431	268	03	15	15	0	0	0	0806	D2/32
E	4402	268	04	8	8	0	0	0	0847	D3/9
E	4427	268	01	20	20	0	0	0	0925	D3/31
E	4406	268	02	8	8	0	0	0	1008	D4/28
E	4431	268	03	8	8	0	0	0	1045	D4/12
E	4402	268	04	7	7	0	0	0	1128	H2/20
E	4427	268	01	12	12	0	0	0	1205	B1/35
E	4406	268	02	12	12	0	0	0	1255	B2/28
E	4431	268	03	5	5	0	0	0	1325	E1/7
E	4402	268	04	6	6	0	0	0	1411	I3/12
E	4427	268	01	13	13	0	0	0	1447	DUMY
E	4406	268	02	18	18	0	0	0	1532	D5/12
E	4431	268	03	13	13	0	0	0	1610	B3/18
E	4402	268	04	13	13	0	0	0	1701	G2/16
E	4427	268	01	6	6	0	0	0	1729	I5/17
E	4406	268	02	17	17	0	0	0	1811	I5/24
E	4431	268	03	5	5	0	0	0	1843	G3/4
E	4402	268	04	1	1	0	0	0	1925	G3/13
W	4402	268	04	0	0	0	5	5	0616	C1/6
W	4427	268	01	0	0	0	7	7	0656	C1/15
W	4406	268	02	0	0	0	18	18	0738	C2/6
W	4431	268	03	0	0	0	10	10	0815	C2/15
W	4402	268	04	0	0	0	9	9	0859	C3/9
W	4427	268	01	0	0	0	4	4	0934	C3/17
W	4406	268	02	0	0	0	9	9	1019	C4/16
W	4431	268	03	0	0	0	11	11	1056	C4/8
W	4402	268	04	0	0	0	9	9	1136	A2/9
W	4427	268	01	0	0	0	4	4	1216	A2/13
W	4406	268	02	0	0	0	2	2	1258	A2/17
W	4431	268	03	0	0	0	11	11	1335	A3/2
W	4402	268	04	0	0	0	13	13	1415	E1/18
W	4427	268	01	0	0	0	11	11	1454	A3/20
W	4406	268	02	0	0	0	20	20	1535	B3/33



EL MONTE STATION POINT CHECK

APPENDIX E
(CONT'D)

APPENDIX E (CONTINUED)
 POINT CHECK AT EL MONTE STATION--JUNE, 1983
 IN LINE AND SCHEDULE ORDER

DIREC- TION	VEHICLE NUMBER	LINE NO.	BUS RUN	P A S S E N G E R S					TIME	POINT CHECK SOURCE CODE
				ARVG	OFF	THRU	ON	DEPTG		
W	4431	268	03	0	0	0	13	13	1619	A4/13
W	4402	268	04	0	0	0	9	9	1703	A4/23
W	4427	268	01	0	0	0	10	10	1734	B4/1
W	4406	268	02	0	0	0	13	13	1815	E3/12
W	4431	268	03	0	0	0	8	8	1858	E3/21
W	4402	268	04	0	0	0	3	3	1927	G1/41
E	8942	270	02	0	0	0	10	10	0619	C1/7
E	8478	270	51	0	0	0	31	31	0714	C1/21
E	8554	270	52	0	0	0	36	36	0804	C2/12
E	8740	270	01	0	0	0	37	37	0849	C3/7
E	8942	270	02	0	0	0	15	15	0931	A2/3
E	8478	270	51	0	0	0	8	8	1015	C4/14
E	8554	270	52	0	0	0	12	12	1100	A2/6
E	8740	270	01	0	0	0	9	9	1147	A2/11
E	8942	270	02	0	0	0	11	11	1230	A2/16
E	8478	270	51	0	0	0	8	8	1315	A2/43
E	8554	270	52	0	0	0	17	17	1401	A3/9
E	8740	270	01	0	0	0	15	15	1448	E1/22
E	8942	270	02	0	0	0	18	18	1531	E2/3
E	8478	270	51	0	0	0	19	19	1615	B3/20
E	8554	270	52	0	0	0	43	43	1705	B4/5
E	8740	270	01	0	0	0	15	15	1740	E3/5
E	8942	270	02	0	0	0	18	18	1822	A5/21
E	8478	270	51	0	0	0	15	15	1857	B4/28
E	8554	270	52	0	0	0	2	2	1940	E4/8
W	8942	270	02	7	7	0	0	0	0610	D1/2
W	8478	270	51	21	21	0	0	0	0651	D1/34
W	8554	270	52	7	7	0	0	0	0758	D2/28
W	8740	270	01	10	10	0	0	0	0835	DUMY
W	8942	270	02	8	8	0	0	0	0917	D3/26
W	8478	270	51	15	15	0	0	0	1002	D4/26
W	8554	270	52	10	10	0	0	0	1049	D4/38
W	8740	270	01	20	20	0	0	0	1141	H2/21
W	8942	270	02	10	10	0	0	0	1221	B2/14
W	8478	270	51	7	7	0	0	0	1303	E1/4
W	8554	270	52	15	15	0	0	0	1346	E1/16
W	8740	270	01	16	16	0	0	0	1435	D5/30
W	8942	270	02	26	26	0	0	0	1524	D5/10
W	8478	270	51	16	16	0	0	0	1612	I4/26
W	8554	270	52	13	13	0	0	0	1652	I5/7
W	8740	270	01	5	5	0	0	0	1731	F1/7
W	8942	270	02	12	12	0	0	0	1813	D6/9
W	8478	270	51	7	7	0	0	0	1850	I6/7



EL MONTE STATION POINT CHECK

APPENDIX E
(CONT'D)

APPENDIX E (CONTINUED)
 POINT CHECK AT EL MONTE STATION--JUNE, 1983
 IN LINE AND SCHEDULE ORDER

DIREC- TION	VEHICLE NUMBER	LINE NO.	BUS RUN	P A S S E N G E R S					TIME	POINT CHECK SOURCE CODE
				ARVG	OFF	THRU	ON	DEPTG		
W	8554	270	52	1	1	0	0	0	1932	F2/17
W	8740	270	01	5	5	0	0	0	2004	F2/24
W	8942	270	02	6	6	0	0	0	2044	F3/3
E	7338	480	01	0	0	0	3	3	0612	C1/30
E	8137	480	55	25	7	8	3	21	0637	C1/39
E	8160	480	52	27	14	3	10	23	0657	C1/44
E	8148	480	54	16	2	4	6	20	0717	A1/31
E	7388	480	57	18	6	2	7	19	0735	C2/23
E	7487	480	14	0	0	0	0	0	0743	DUMY
E	8158	480	51	17	8	9	15	24	0754	C2/28
E	DUMY	480	16	0	0	0	0	0	0806	DUMY
E	8157	480	56	10	4	6	9	15	0812	C2/33
E	DUMY	480	17	0	0	0	0	0	0814	DUMY
E	5231	480	22	1	1	0	0	0	0818	D2/35
E	8155	480	53	5	0	5	5	10	0824	C3/22
E	DUMY	480	18	0	0	0	0	0	0836	DUMY
E	DUMY	480	19	0	0	0	0	0	0843	DUMY
E	8109	480	02	11	3	8	4	12	0843	C3/29
E	DUMY	480	20	0	0	0	0	0	0851	DUMY
E	8129	480	03	12	1	1	4	15	0902	C3/34
E	7364	480	15	1	1	0	0	0	0918	D3/27
E	7371	480	21	1	1	0	0	0	0921	D3/28
E	8152	480	58	2	0	2	7	9	0922	C3/38
E	7337	480	12	0	0	0	0	0	0936	DUMY
E	7338	480	01	7	0	7	10	17	0943	C3/45
E	7337	480	13	5	5	0	0	0	0955	D4/23
E	8137	480	55	21	3	8	11	29	1006	C4/12
E	7352	480	11	6	6	0	0	0	1019	D4/31
E	8160	480	52	11	2	9	10	19	1023	C4/17
E	8148	480	54	11	4	7	5	12	1048	C4/22
E	7388	480	57	10	1	9	3	12	1103	B1/16
E	8158	480	51	22	13	9	5	14	1126	A2/26
E	8157	480	56	33	17	6	7	23	1151	I2/24
E	8155	480	53	30	16	4	4	18	1205	A2/32
E	8109	480	02	39	14	5	7	32	1227	B2/16
E	8129	480	03	37	19	8	10	28	1245	A2/38
E	8152	480	58	43	27	6	10	26	1307	A2/40
E	7338	480	01	37	22	5	9	24	1331	B2/32
E	8137	480	55	46	21	5	2	27	1346	A3/5
E	8148	480	52	31	8	3	8	31	1410	A3/11
E	8136	480	54	29	5	4	8	32	1426	E1/19
E	7388	480	57	25	15	0	15	25	1444	E1/21
E	8158	480	51	40	22	8	6	24	1508	E2/5



EL MONTE STATION POINT CHECK

APPENDIX E
(CONT'D)

APPENDIX E (CONTINUED)
 POINT CHECK AT EL MONTE STATION--JUNE, 1983
 IN LINE AND SCHEDULE ORDER

DIREC- TION	VEHICLE NUMBER	LINE NO.	BUS RUN	P A S S E N G E R S					TIME	POINT CHECK SOURCE CODE
				ARVG	OFF	THRU	ON	DEPTG		
E	8157	480	56	63	27	6	14	50	1533	A4/3
E	8109	480	02	44	21	3	16	39	1608	A4/10
E	8115	480	11	55	55	0	0	0	1627	F1/14
E	8129	480	03	24	4	0	20	40	1628	A4/14
E	8152	480	58	62	29	3	17	50	1639	E2/15
E	8123	480	04	62	28	4	13	47	1658	A4/21
E	7338	480	01	59	30	9	11	40	1710	G1/37
E	8111	480	55	58	33	5	5	30	1714	A4/29
E	7386	480	62	60	27	3	17	50	1731	B4/11
E	8148	480	52	56	21	5	15	50	1744	E3/6
E	8115	480	11	55	26	9	8	37	1756	A5/13
E	8136	480	54	53	25	8	7	35	1802	A5/15
E	7475	480	16	26	17	9	1	10	1809	A5/16
E	7388	480	57	34	8	6	10	36	1819	B4/20
E	8158	480	51	31	11	0	11	31	1826	E3/14
E	8157	480	56	44	20	4	10	34	1850	B4/25
E	8155	480	53	30	8	2	11	33	1907	G1/39
E	8109	480	02	33	14	9	11	30	1928	DUMY
E	8129	480	03	41	23	8	0	18	1949	G1/44
E	8123	480	04	36	23	3	5	18	2008	G2/30
E	7338	480	01	25	12	3	5	18	2028	G2/32
E	8111	480	55	27	7	0	2	22	2048	G2/34
W	7300	480	12	17	0	7	23	40	0606	I1/1
W	7388	480	57	27	11	6	8	24	0610	I1/2
W	8158	480	51	30	9	1	13	34	0632	I1/6
W	8157	480	56	50	14	6	17	53	0646	I1/8
W	8155	480	53	39	7	2	18	50	0657	I1/10
W	8109	480	02	35	6	9	21	50	0704	I1/12
W	7379	480	59	57	14	3	16	59	0723	I1/14
W	8129	480	03	42	4	8	12	50	0734	D2/3
W	8152	480	58	50	7	3	17	60	0752	I1/20
W	7338	480	01	30	3	7	30	57	0814	D2/12
W	8137	480	55	42	11	1	17	48	0834	I2/1
W	8160	480	52	27	7	0	13	33	0853	I2/4
W	8148	480	54	37	2	5	10	45	0911	I2/5
W	7388	480	57	25	7	8	22	40	0930	I2/7
W	8158	480	51	49	11	8	20	58	0955	I2/8
W	8157	480	56	18	3	5	8	23	1011	I2/9
W	8155	480	53	23	4	9	10	29	1030	I2/10
W	8109	480	02	23	5	8	14	32	1049	I2/11
W	8129	480	03	31	9	2	5	27	1112	H2/17
W	8152	480	58	19	13	6	39	45	1135	H2/18
W	7338	480	01	22	9	3	12	25	1150	H2/19



EL MONTE STATION POINT CHECK

APPENDIX E
(CONT'D)

APPENDIX E (CONTINUED)
 POINT CHECK AT EL MONTE STATION--JUNE, 1983
 IN LINE AND SCHEDULE ORDER

DIREC- TION	VEHICLE NUMBER	LINE NO.	BUS RUN	P A S S E N G E R S					TIME	POINT CHECK SOURCE CODE
				ARVG	OFF	THRU	ON	DEPTG		
W	8137	480	55	34	0	4	1	35	1215	I2/19
W	8136	480	54	6	3	3	41	44	1253	I3/3
W	8148	480	52	32	0	2	5	37	1254	H3/4
W	7388	480	57	24	8	6	5	21	1315	H3/6
W	8158	480	51	17	4	3	15	28	1332	H3/7
W	8157	480	56	17	3	4	10	24	1353	H3/9
W	7481	480	14	0	0	0	0	0	1407	G1/2
W	8155	480	53	26	3	3	2	25	1417	G1/3
W	7364	480	03	0	0	0	2	2	1434	I3/14
W	8109	480	02	9	2	7	1	8	1435	I3/15
W	8963	480	16	1	0	1	1	2	1445	G1/10
W	8129	480	03	33	22	1	14	25	1454	G1/25
W	8752	480	58	22	8	4	0	14	1518	G1/16
W	7371	480	20	0	0	0	0	0	1521	DUMY
W	7481	480	14	0	0	0	0	0	1522	DUMY
W	DUMY	480	21	0	0	0	0	0	1526	DUMY
W	7338	480	01	19	8	1	2	13	1534	I4/14
W	8130	480	17	0	0	0	4	4	1547	G1/22
W	8111	480	55	17	7	0	1	11	1552	I4/20
W	DUMY	480	18	0	0	0	0	0	1601	DUMY
W	8928	480	22	0	0	0	2	2	1605	G2/1
W	9011	480	19	0	0	0	1	1	1617	I4/27
W	8148	480	52	29	15	4	6	20	1621	I5/1
W	7470	480	15	0	0	0	0	0	1627	I5/4
W	8115	480	11	0	0	0	3	3	1630	G2/8
W	8136	480	54	27	10	7	2	19	1636	I5/6
W	7388	480	57	39	15	4	1	25	1659	I5/8
W	8158	480	51	22	5	7	7	24	1713	I5/13
W	8157	480	56	33	23	0	6	16	1732	I5/19
W	8155	480	53	12	4	8	4	12	1754	G2/23
W	8109	480	02	7	2	5	1	6	1810	G2/27
W	8129	480	03	15	4	1	10	21	1828	I6/1
W	8123	480	04	22	8	4	14	28	1859	G3/6
W	7338	480	01	12	6	6	8	14	1924	F2/16
W	8111	480	55	8	1	7	7	14	1933	G3/15
W	8148	480	52	5	1	4	6	10	1951	F2/22
W	8136	480	54	5	1	4	13	17	2019	F2/26
W	8158	480	51	4	0	4	3	7	2037	F3/2
E	8128	481	05	27	15	2	5	17	1555	E2/7
E	7380	481	59	31	17	4	5	19	1612	A4/11
E	8118	481	06	43	25	8	13	31	1638	A4/18
E	8120	481	12	50	28	2	10	32	1652	E2/19
E	8132	481	07	32	23	9	16	25	1707	A4/26



EL MONTE STATION POINT CHECK

APPENDIX E
(CONT'D)

APPENDIX E (CONTINUED)
 POINT CHECK AT EL MONTE STATION--JUNE, 1983
 IN LINE AND SCHEDULE ORDER

DIREC- TION	VEHICLE NUMBER	LINE NO.	BUS RUN	P A S S E N G E R S					TIME	POINT CHECK SOURCE CODE
				ARVG	OFF	THRU	ON	DEPTG		
E	7378	481	61	42	30	2	2	14	1710	B4/8
E	7336	481	08	43	23	0	6	26	1725	A5/3
E	7328	481	09	30	12	8	3	21	1726	B4/10
E	7377	481	63	47	26	1	14	35	1745	A5/10
E	8119	481	10	56	25	1	9	40	1752	B4/15
E	8128	481	05	33	16	7	1	18	1805	C6/8
E	7380	481	59	30	14	6	3	19	1818	E3/13
E	8118	481	06	11	8	3	5	8	1840	A5/25
E	8120	481	12	20	9	1	1	12	1910	E3/25
W	8766	481	05	35	10	5	29	54	0628	I1/5
W	7359	481	06	27	4	3	24	47	0645	D1/14
W	7321	481	10	36	10	6	9	35	0653	D1/17
W	8740	481	08	18	11	7	20	27	0701	I1/11
W	7389	481	60	34	9	5	21	46	0709	D1/21
W	8123	481	04	16	4	2	27	39	0715	DUMY
W	8746	481	09	51	7	4	20	64	0726	I1/15
W	9015	481	07	38	9	9	18	47	0735	I1/17
W	8130	481	11	14	1	3	32	45	0736	D2/4
W	7300	481	12	21	2	9	12	31	0739	D2/6
W	1015	481	02	21	2	9	33	52	0754	D2/9
W	8766	481	05	34	11	3	25	48	0814	I1/21
W	7359	481	06	39	5	4	16	50	0833	D2/15
W	7321	481	10	9	6	3	5	8	0845	I2/3
E	8958	482	03	0	0	0	5	5	0608	C1/26
E	7351	482	04	0	0	0	21	21	0640	C1/40
E	7382	482	53	13	4	9	18	27	0710	C1/46
E	8721	482	51	8	0	8	18	26	0740	C2/24
E	8720	482	52	1	0	1	5	6	0815	C2/37
E	7380	482	55	1	0	1	5	6	0845	C3/30
E	7359	482	02	10	10	0	0	0	0936	DUMY
E	8758	482	01	0	0	0	14	14	0942	C3/44
E	8958	482	03	7	7	0	0	0	1010	D4/29
E	8721	482	51	0	0	0	25	25	1045	C4/21
E	8720	482	52	0	0	0	11	11	1149	A2/28
E	8758	482	01	0	0	0	11	11	1259	B2/30
E	8721	482	51	0	0	0	19	19	1401	B3/25
E	8720	482	52	0	0	0	18	18	1500	B3/30
E	8141	482	53	15	5	0	32	42	1559	E2/8
E	7389	482	58	41	31	0	17	27	1615	E2/11
E	7359	482	02	42	28	4	11	25	1630	B3/37
E	8142	482	57	47	21	6	15	41	1647	B4/4
E	8946	482	03	52	25	7	12	39	1703	D6/13
E	8151	482	54	53	22	1	14	45	1725	E3/1



EL MONTE STATION POINT CHECK

APPENDIX E
(CONT'D)

APPENDIX E (CONTINUED)
 POINT CHECK AT EL MONTE STATION--JUNE, 1983
 IN LINE AND SCHEDULE ORDER

DIREC- TION	VEHICLE NUMBER	LINE NO.	BUS RUN	P A S S E N G E R S					TIME	POINT CHECK SOURCE CODE
				ARVG	OFF	THRU	ON	DEPTG		
E	8758	482	01	42	20	2	7	29	1734	E3/3
E	7390	482	55	38	18	0	15	35	1758	I5/28
E	7376	482	56	22	4	8	6	24	1814	C6/10
E	8721	482	51	19	5	4	6	20	1839	B4/24
E	8720	482	52	0	0	0	5	5	1851	E3/18
E	8141	482	53	0	0	0	9	9	1920	G1/40
E	8946	482	03	0	0	0	10	10	2019	E4/12
W	8721	482	51	52	14	8	6	44	0626	H1/5
W	7393	482	54	38	12	6	16	42	0640	H1/8
W	8720	482	52	24	7	7	20	37	0657	H1/11
W	7380	482	55	29	6	3	17	40	0709	A1/12
W	7378	482	56	48	15	3	18	51	0733	H1/21
W	8758	482	01	54	17	7	20	57	0806	H2/1
W	8978	482	02	24	7	7	12	29	0826	A1/26
W	8958	482	03	33	7	6	12	38	0909	H2/9
W	7351	482	04	11	11	0	0	0	0919	DUMY
W	7351	482	04	12	12	0	0	0	0926	D3/32
W	7382	482	53	2	2	0	0	0	0947	D4/20
W	8721	482	51	14	14	0	0	0	1022	D4/7
W	8720	482	52	22	22	0	0	0	1135	B1/24
W	8758	482	01	4	4	0	0	0	1233	H3/2
W	8721	482	51	11	11	0	0	0	1343	I3/8
W	8720	482	52	26	26	0	0	0	1454	D5/6
W	7359	482	02	9	4	5	0	5	1520	I4/7
W	8946	482	03	0	0	0	2	2	1550	I4/18
W	8758	482	01	18	13	5	1	6	1611	G2/3
W	7390	482	55	22	17	5	1	6	1644	G2/11
W	7376	482	56	17	13	4	6	10	1705	G2/17
W	8940	482	04	10	10	0	0	0	1802	G2/24
W	8720	482	52	10	10	0	0	0	1828	F2/2
W	8141	482	53	4	4	0	0	0	1903	G3/8
W	7359	482	02	3	3	0	0	0	1930	G3/14
W	8946	482	03	6	6	0	0	0	1959	G3/20
E	8115	484	06	37	13	4	12	36	0606	C1/25
E	8116	484	01	26	6	0	12	32	0617	C1/31
E	8161	484	55	29	13	6	13	29	0631	C1/35
E	8124	484	07	0	0	0	38	38	0655	C1/43
E	8143	484	54	58	9	9	13	62	0706	C1/45
E	1012	484	09	21	7	4	25	39	0721	C2/16
E	8149	484	53	11	4	7	17	24	0726	C2/19
E	1019	484	02	0	0	0	15	15	0728	C2/20
E	8156	484	52	21	4	7	15	32	0746	C2/26
E	8124	484	07	0	0	0	35	35	0747	C2/27



EL MONTE STATION POINT CHECK

APPENDIX E
(CONT'D)

APPENDIX E (CONTINUED)
 POINT CHECK AT EL MONTE STATION--JUNE, 1983
 IN LINE AND SCHEDULE ORDER

DIREC- TION	VEHICLE NUMBER	LINE NO.	BUS RUN	P A S S E N G E R S					TIME	POINT CHECK SOURCE CODE
				ARVG	OFF	THRU	ON	DEPTG		
E	8138	484	57	16	4	2	10	22	0803	C2/31
E	8984	484	07	0	0	0	0	0	0803	DUMY
E	4330	484	17	0	0	0	0	0	0804	DUMY
E	5253	484	27	2	2	0	0	0	0813	C2/36
E	1015	484	28	0	0	0	0	0	0818	DUMY
E	7349	484	14	0	0	0	0	0	0819	DUMY
E	8131	484	03	15	0	5	30	45	0819	C2/38
E	8979	484	18	0	0	0	0	0	0824	DUMY
E	7343	484	21	0	0	0	0	0	0825	DUMY
E	DUMY	484	17	0	0	0	0	0	0832	DUMY
E	1025	484	15	0	0	0	0	0	0832	D2/40
E	DUMY	484	25	0	0	0	0	0	0833	DUMY
E	DUMY	484	25	0	0	0	0	0	0835	DUMY
E	5245	484	20	2	2	0	0	0	0840	C3/28
E	8952	484	16	0	0	0	0	0	0842	DUMY
E	7324	484	26	1	1	0	0	0	0843	D3/7
E	DUMY	484	24	0	0	0	0	0	0849	DUMY
E	8734	484	25	2	2	0	0	0	0850	D3/11
E	7482	484	08	3	3	0	0	0	0851	D3/12
E	8145	484	51	2	2	0	17	17	0853	C3/31
E	DUMY	484	17	0	0	0	0	0	0858	DUMY
E	DUMY	484	26	0	0	0	0	0	0905	DUMY
E	5244	484	21	3	3	0	0	0	0905	D3/15
E	5252	484	20	5	5	0	0	0	0907	D3/17
E	5232	484	22	1	1	0	0	0	0908	D3/18
E	DUMY	484	18	0	0	0	00	0	0912	DUMY
E	5238	484	19	0	0	0	0	0	0913	DUMY
E	7331	484	16	2	2	0	0	0	0913	D3/23
E	8948	484	15	3	3	0	0	0	0915	D3/24
E	7354	484	28	1	1	0	0	0	0916	D3/25
E	8108	484	04	6	2	4	21	25	0919	C3/37
E	5440	484	23	20	20	0	0	0	0925	C3/39
E	9011	484	22	2	2	0	0	0	0938	D4/18
E	5242	484	18	2	2	0	0	0	0948	I2/20
E	8105	484	02	8	2	6	17	23	0949	C3/46
E	1028	484	23	2	2	0	0	0	0954	D4/22
E	7368	484	12	2	2	0	0	0	0957	C3/48
E	DUMY	484	24	5	5	0	0	0	1006	DUMY
E	8126	484	05	9	2	7	13	20	1018	C4/15
E	5247	484	19	3	3	0	0	0	1022	D4/32
E	8995	484	01	0	0	0	15	15	1048	B1/14
E	8116	484	01	24	12	2	0	12	1050	C4/23
E	8161	484	55	33	22	1	6	17	1119	A2/25



EL MONTE STATION POINT CHECK

APPENDIX E
(CONT'D)

APPENDIX E (CONTINUED)
 POINT CHECK AT EL MONTE STATION--JUNE, 1983
 IN LINE AND SCHEDULE ORDER

DIREC- TION	VEHICLE NUMBER	LINE NO.	BUS RUN	P A S S E N G E R S					TIME	POINT CHECK SOURCE CODE
				ARVG	OFF	THRU	ON	DEPTG		
E	8143	484	54	12	7	5	11	16	1152	B1/31
E	8149	484	53	12	5	7	11	18	1215	B1/37
E	8156	484	52	11	7	4	11	15	1249	DUMY
E	8131	484	03	35	27	8	10	18	1320	DUMY
E	8145	484	51	30	18	2	14	26	1358	A3/7
E	8724	484	07	8	2	6	10	16	1406	C5/20
E	8108	484	04	5	1	4	10	14	1429	B3/28
E	8940	484	04	0	0	0	13	13	1451	B3/29
E	8941	484	02	42	22	0	10	30	1458	A3/21
E	8943	484	06	32	20	2	16	28	1518	E2/1
E	8126	484	05	25	16	9	13	22	1535	E2/4
E	8995	484	01	46	21	5	12	37	1558	A4/8
E	8159	484	55	59	27	2	15	47	1620	E2/12
E	8151	484	56	53	25	8	21	49	1645	B4/3
E	8143	484	54	57	28	9	2	31	1652	A4/19
E	8160	484	57	49	37	2	16	28	1704	E2/22
E	8149	484	53	49	34	5	11	26	1715	E2/24
E	7482	484	08	33	17	6	5	21	1726	DUMY
E	7385	484	59	41	16	5	17	42	1746	B4/14
E	8156	484	52	49	19	0	9	39	1758	E3/10
E	7379	484	58	17	9	8	8	16	1806	B4/17
E	1026	484	19	18	18	0	0	0	1810	D6/20
E	8131	484	03	48	28	0	8	28	1826	A5/22
E	8145	484	51	36	16	0	10	30	1853	B4/26
E	5232	484	20	16	16	0	0	0	1906	F2/37
E	7350	484	08	28	28	0	0	0	1915	F2/39
E	7354	484	25	5	5	0	0	0	1916	DUMY
E	8724	484	07	17	5	2	28	40	1921	E4/1
E	5241	484	27	9	9	0	0	0	1946	F2/45
E	8941	484	02	15	5	0	9	19	1951	G1/45
E	8949	484	01	20	20	0	0	0	2011	F2/48
E	8943	484	06	11	7	4	12	16	2020	G2/31
E	8741	484	12	20	20	0	0	0	2045	F3/6
E	8995	484	01	9	7	2	13	15	2054	G2/35
W	8151	484	56	42	10	2	9	41	0617	A1/1
W	8156	484	52	27	6	1	0	21	0628	A1/3
W	8138	484	57	33	11	2	17	39	0646	A1/7
W	8131	484	03	37	11	6	22	48	0654	A1/8
W	8141	484	58	32	2	0	25	55	0713	H1/15
W	8145	484	51	39	8	1	21	52	0722	H1/18
W	7482	484	08	30	10	0	24	44	0742	H1/23
W	8142	484	60	21	5	6	38	54	0751	H1/24
W	8108	484	04	22	7	5	25	40	0808	H2/2



EL MONTE STATION POINT CHECK

APPENDIX E
(CONT'D)

APPENDIX E (CONTINUED)
 POINT CHECK AT EL MONTE STATION--JUNE, 1983
 IN LINE AND SCHEDULE ORDER

DIREC- TION	VEHICLE NUMBER	LINE NO.	BUS RUN	P A S S E N G E R S					TIME	POINT CHECK SOURCE CODE
				ARVG	OFF	THRU	ON	DEPTG		
W	8151	484	56	9	3	6	35	41	0811	A1/22
W	8105	484	02	33	12	1	8	29	0827	A1/27
W	8115	484	06	20	10	0	29	39	0845	H2/6
W	8126	484	05	16	4	2	12	24	0857	H2/8
W	DUMY	484	04	12	12	0	0	0	0922	DUMY
W	8116	484	01	9	1	8	43	51	0931	H2/10
W	8161	484	55	19	10	9	12	21	0957	H2/12
W	8143	484	54	35	16	9	17	36	1029	H2/14
W	8149	484	53	18	7	1	3	14	1058	I2/12
W	8156	484	52	47	12	5	14	49	1128	I2/14
W	8131	484	03	34	23	1	20	31	1209	I2/17
W	8145	484	51	25	15	0	13	23	1224	I3/1
W	8108	484	04	20	6	4	21	35	1308	I3/4
W	8941	484	02	0	0	0	38	38	1334	I3/7
W	8105	484	02	25	25	0	0	0	1334	H3/8
W	8126	484	05	13	6	7	1	8	1356	I3/10
W	8943	484	06	0	0	0	5	5	1405	G1/1
W	9014	484	30	0	0	0	1	1	1417	I3/13
W	7316	484	15	0	0	0	0	0	1423	G1/4
W	1025	484	12	0	0	0	2	2	1426	G1/6
W	DUMY	484	16	0	0	0	0	0	1433	DUMY
W	8995	484	01	42	25	7	2	19	1439	I3/16
W	5434	484	17	0	0	0	3	3	1445	I3/17
W	8161	484	55	26	15	1	12	23	1448	DUMY
W	7357	484	18	0	0	0	4	4	1457	I3/21
W	5232	484	20	0	0	0	0	0	1504	I4/2
W	8115	484	11	39	17	2	2	24	1504	B3/6
W	8151	484	56	12	4	8	1	9	1507	I4/3
W	5247	484	22	0	0	0	0	0	1515	I4/6
W	DUMY	484	23	0	0	0	0	0	1517	DUMY
W	8143	484	54	41	25	6	2	18	1522	I4/8
W	DUMY	484	24	0	0	0	4	4	1533	DUMY
W	8160	484	57	22	14	8	8	16	1541	B3/10
W	DUMY	484	18	0	0	0	0	0	1543	DUMY
W	5231	484	25	0	0	0	3	3	1545	I4/16
W	5443	484	26	0	0	0	1	1	1547	I4/17
W	5244	484	19	0	0	0	0	0	1554	I4/21
W	5241	484	27	0	0	0	0	0	1600	B3/14
W	DUMY	484	08	6	2	4	0	4	1602	DUMY
W	8149	484	53	32	15	7	1	18	1605	B3/16
W	5252	484	28	0	0	0	0	0	1609	B3/17
W	7385	484	59	23	14	9	0	9	1612	B3/19
W	5248	484	29	0	0	0	3	3	1612	G2/4



EL MONTE STATION POINT CHECK

APPENDIX E
(CONT'D)

APPENDIX E (CONTINUED)
 POINT CHECK AT EL MONTE STATION--JUNE, 1983
 IN LINE AND SCHEDULE ORDER

DIREC- TION	VEHICLE NUMBER	LINE NO.	BUS RUN	P A S S E N G E R S					TIME	POINT CHECK SOURCE CODE
				ARVG	OFF	THRU	ON	DEPTG		
W	5238	484	17	0	0	0	0	0	1629	G2/7
W	7379	484	58	30	19	1	4	15	1649	G2/12
W	8156	484	52	20	9	1	0	11	1650	G2/13
W	8131	484	03	34	14	0	6	26	1714	G2/18
W	8145	484	51	17	11	6	5	11	1726	G2/20
W	8724	484	07	10	0	0	11	21	1746	G2/22
W	8108	484	04	14	5	9	15	24	1806	G2/26
W	8941	484	02	19	12	7	1	8	1832	G3/2
W	8943	484	06	14	9	5	7	12	1900	G3/7
W	8995	484	01	19	7	2	3	15	1935	G3/16
W	8151	484	56	1	0	1	6	7	1958	G3/19
W	8160	484	57	11	7	4	0	4	2038	G3/23
E	8123	486	08	0	0	0	7	7	0624	C1/33
E	7361	486	09	0	0	0	18	18	0654	C1/42
E	8118	486	04	0	0	0	28	28	0725	C2/17
E	8128	486	05	0	0	0	12	12	0755	C2/29
E	7339	486	06	0	0	0	4	4	0825	C3/23
E	8104	486	01	0	0	0	8	8	0854	C3/32
E	8110	486	02	0	0	0	11	11	0955	C3/47
E	8104	486	01	0	0	0	11	11	1055	B1/15
E	8110	486	02	0	0	0	10	10	1155	A2/29
E	8104	486	01	0	0	0	20	20	1255	A2/39
E	8110	486	02	0	0	0	23	23	1359	A3/8
E	8962	486	03	0	0	0	20	20	1426	A3/14
E	8104	486	01	0	0	0	21	21	1454	E1/23
E	7367	486	04	0	0	0	31	31	1520	B3/32
E	8765	486	10	0	0	0	31	31	1548	A4/6
E	7324	486	05	38	18	0	9	29	1602	A4/9
E	7347	486	06	31	4	7	28	55	1628	E2/13
E	7320	486	07	40	15	5	12	37	1637	B3/38
E	8110	486	02	33	8	5	17	42	1653	A4/20
E	8990	486	09	45	11	4	19	53	1705	A4/25
E	7300	486	08	61	19	2	13	55	1723	A5/2
E	8962	486	03	40	8	2	17	49	1744	B4/13
E	8104	486	01	47	23	4	2	26	1745	E3/7
E	8765	486	10	37	18	9	15	34	1758	C6/7
E	7367	486	04	31	6	5	23	48	1817	I5/29
E	8109	486	02	51	26	5	6	31	1934	E4/5
W	8110	486	02	43	9	4	20	54	0613	H1/1
W	8118	486	04	41	13	8	18	46	0627	A1/2
W	8974	486	08	40	6	4	5	39	0641	A1/6
W	8128	486	05	41	9	2	9	41	0656	A1/10
W	9016	486	03	34	13	1	18	39	0701	A1/11



EL MONTE STATION POINT CHECK

APPENDIX E
(CONT'D)

APPENDIX E (CONTINUED)
 POINT CHECK AT EL MONTE STATION--JUNE, 1983
 IN LINE AND SCHEDULE ORDER

DIREC- TION	VEHICLE NUMBER	LINE NO.	BUS RUN	P A S S E N G E R S					TIME	POINT CHECK SOURCE CODE
				ARVG	OFF	THRU	ON	DEPTG		
W	8111	486	07	26	2	4	5	29	0708	A1/13
W	7336	486	10	32	8	4	21	45	0717	H1/17
W	7339	486	06	38	8	0	38	68	0725	H1/19
W	8104	486	01	35	6	9	25	54	0735	A1/19
W	8123	486	08	26	6	0	37	57	0759	H1/26
W	8110	486	02	28	10	8	15	33	0811	H2/3
W	7361	486	09	32	3	9	15	44	0826	H2/5
W	9016	486	03	22	11	1	13	24	0847	H2/7
W	8118	486	04	25	25	0	0	0	0909	D3/19
W	8128	486	05	16	16	0	0	0	0935	D4/15
W	8104	486	01	18	18	0	0	0	1033	D4/9
W	8110	486	02	21	21	0	0	0	1138	B1/27
W	8104	486	01	21	21	0	0	0	1230	H3/1
W	8110	486	02	28	28	0	0	0	1344	E1/15
W	8104	486	01	25	25	0	0	0	1444	D5/31
W	8910	486	02	36	18	8	1	19	1540	G1/20
W	8962	486	03	16	5	1	5	16	1619	G2/5
W	8104	486	01	18	18	0	0	0	1633	B3/23
W	7367	486	04	17	17	0	0	0	1710	F1/19
W	7324	486	05	13	13	0	0	0	1745	F1/29
W	7347	486	06	6	6	0	0	0	1804	D6/18
W	8110	486	02	14	14	0	0	0	1840	F2/6
W	8110	486	02	0	0	0	35	35	1845	E3/16
W	8104	486	01	2	2	0	0	0	1913	G3/12
W	8110	486	02	11	11	0	0	0	2010	G3/21
W	8729	486	02	0	0	0	26	26	2040	E4/14
E	8943	488	04	0	0	0	3	3	0618	C1/32
E	7480	488	01	0	0	0	6	6	0644	A1/30
E	7356	488	09	3	3	0	0	0	0730	C2/21
E	7363	488	05	2	2	0	0	0	0801	D2/30
E	8988	488	02	9	2	7	6	13	0802	C2/30
E	7372	488	06	0	0	0	11	11	0830	C3/24
E	7318	488	07	0	0	0	0	0	0843	DUMY
E	9002	488	03	1	0	1	11	12	0859	C3/33
E	8943	488	04	0	0	0	0	0	0901	DUMY
E	7318	488	08	0	0	0	2	2	0924	D3/30
E	7473	488	01	0	0	0	12	12	1003	C4/11
E	7480	488	01	0	0	0	5	5	1105	B1/17
E	8988	488	02	0	0	0	8	8	1213	A2/34
E	8755	488	03	0	0	0	11	11	1310	A2/41
E	7351	488	05	0	0	0	18	18	1347	B2/34
E	7473	488	01	0	0	0	11	11	1431	A3/15
E	7480	488	01	0	0	0	23	23	1510	A3/25



EL MONTE STATION POINT CHECK

APPENDIX E
(CONT'D)

APPENDIX E (CONTINUED)
 POINT CHECK AT EL MONTE STATION--JUNE, 1983
 IN LINE AND SCHEDULE ORDER

DIREC- TION	VEHICLE NUMBER	LINE NO.	BUS RUN	P A S S E N G E R S					TIME	POINT CHECK SOURCE CODE
				ARVG	OFF	THRU	ON	DEPTG		
E	7319	488	09	35	11	4	10	34	1550	E2/6
E	7372	488	08	15	3	2	4	16	1604	I4/24
E	7372	488	06	31	7	4	13	37	1615	DUMY
E	7318	488	07	37	11	6	21	47	1646	E2/16
E	8755	488	03	26	13	3	4	17	1708	A4/27
E	7368	488	08	40	28	2	17	29	1708	B4/7
E	8749	488	04	37	15	2	13	35	1736	B4/12
E	7351	488	05	38	27	1	6	17	1742	A5/9
E	7480	488	01	22	10	2	21	33	1759	B4/16
E	7473	488	01	9	3	6	8	14	1816	A5/19
E	7319	488	09	0	0	0	9	9	1826	B4/22
E	7339	488	08	0	0	0	11	11	1854	E3/19
E	7473	488	01	1	0	1	11	12	1928	G1/42
W	7356	488	09	24	6	8	8	26	0618	H1/3
W	8988	488	02	28	9	9	18	37	0638	H1/7
W	7363	488	05	36	14	2	20	42	0701	H1/12
W	7372	488	06	35	16	9	11	30	0715	H1/16
W	9002	488	03	33	7	6	22	48	0730	H1/20
W	7481	488	07	20	4	6	27	43	0735	H1/22
W	8943	488	04	19	4	5	30	45	0753	H1/25
W	7318	488	08	25	7	8	24	42	0821	A1/24
W	7480	488	01	12	12	0	0	0	0923	D3/29
W	8988	488	02	27	27	0	0	0	1032	D4/8
W	9002	488	03	17	17	0	0	0	1142	B1/28
W	7473	488	01	10	10	0	0	0	1239	H3/3
W	7480	488	01	19	19	0	0	0	1339	E1/13
W	7319	488	09	0	0	0	5	5	1436	B3/3
W	8988	488	02	36	36	0	0	0	1455	D5/32
W	7312	488	06	0	0	0	6	6	1503	I4/1
W	7318	488	07	0	0	0	3	3	1526	I4/11
W	7368	488	08	0	0	0	4	4	1542	I4/15
W	8755	488	03	19	15	4	1	5	1553	B3/12
W	8943	488	04	0	0	0	1	1	1608	DUMY
W	7351	488	05	14	12	2	0	2	1619	B3/21
W	7480	488	01	9	6	3	3	6	1640	G2/10
W	7473	488	01	10	10	0	0	0	1712	I5/27
W	7312	488	06	8	8	0	0	0	1749	F1/32
W	7319	488	09	5	5	0	0	0	1812	I5/25
W	7339	488	08	7	7	0	0	0	1838	F2/5
W	7318	488	07	8	8	0	0	0	1906	DUMY
W	7318	488	07	8	8	0	0	0	1912	F2/11
W	7473	488	01	2	2	0	0	0	1943	F2/20
E	8122	490	01	0	0	0	6	6	0613	A1/28



EL MONTE STATION POINT CHECK

APPENDIX E
(CONT'D)

APPENDIX E (CONTINUED)
 POINT CHECK AT EL MONTE STATION--JUNE, 1983
 IN LINE AND SCHEDULE ORDER

DIREC- TION	VEHICLE NUMBER	LINE NO.	BUS RUN	P A S S E N G E R S					TIME	POINT CHECK SOURCE CODE
				ARVG	OFF	THRU	ON	DEPTG		
E	8130	490	11	0	0	0	9	9	0633	C1/36
E	8154	490	53	24	0	4	18	42	0726	C2/18
E	8133	490	04	8	3	5	5	10	0737	A1/32
E	8140	490	51	3	0	3	5	8	0804	C2/32
E	8111	490	07	13	9	4	0	4	0814	DUMY
E	8117	490	02	3	0	3	8	11	0831	C3/25
E	8123	490	08	0	0	0	0	0	0851	DUMY
E	8159	490	52	2	0	2	7	9	0903	C3/35
E	3001	490	04	0	0	0	0	0	0924	DUMY
E	7361	490	09	2	2	0	0	0	0934	D4/14
E	8107	490	03	2	1	1	12	13	0938	C3/41
E	9016	490	03	0	0	0	0	0	0942	DUMY
E	8121	490	05	5	2	3	7	10	1006	A2/21
E	8133	490	04	6	6	0	12	12	1031	C4/19
E	8122	490	01	9	5	4	8	12	1104	A2/22
E	8117	490	02	15	7	8	10	18	1133	A2/27
E	8154	490	53	16	5	1	6	17	1206	A2/33
E	8107	490	03	24	12	2	13	25	1235	A2/36
E	8153	490	51	14	7	7	15	22	1307	B2/31
E	8133	490	04	22	15	7	12	19	1334	A3/4
E	8138	490	52	36	25	1	13	24	1406	A3/10
E	8958	490	08	35	23	2	0	12	1429	E1/20
E	8117	490	02	42	29	3	24	37	1445	A3/18
E	8121	490	05	33	15	8	10	28	1505	A3/23
E	7387	490	55	34	20	4	16	30	1523	A4/1
E	8107	490	03	52	29	3	16	39	1545	A4/5
E	9015	490	01	28	7	1	12	33	1603	E2/9
E	7352	490	06	41	14	7	23	50	1620	B3/36
E	9016	490	09	44	28	6	26	42	1634	A4/16
E	8133	490	04	33	15	8	7	25	1643	B4/2
E	8117	490	02	29	16	3	5	18	1651	E2/18
E	8154	490	53	44	15	9	22	51	1709	E2/23
E	7393	490	54	37	19	8	11	29	1716	A5/1
E	8958	490	08	43	18	5	19	44	1734	A5/6
E	8766	490	07	29	1	8	14	42	1749	A5/12
E	8153	490	51	41	22	9	18	37	1805	E3/11
E	7387	490	55	21	12	9	5	14	1814	A5/18
E	7375	490	56	42	24	8	19	37	1838	E3/15
E	8138	490	52	36	28	8	14	22	1904	E3/24
E	8117	490	02	14	6	8	4	12	1935	E4/6
E	9015	490	01	0	0	0	11	11	1959	E4/10
E	7375	490	56	2	0	2	11	13	2030	G2/33
W	8154	490	53	42	7	5	9	44	0616	H1/2



EL MONTE STATION POINT CHECK

APPENDIX E
(CONT'D)

APPENDIX E (CONTINUED)
 POINT CHECK AT EL MONTE STATION--JUNE, 1983
 IN LINE AND SCHEDULE ORDER

DIREC- TION	VEHICLE NUMBER	LINE NO.	BUS RUN	P A S S E N G E R S					TIME	POINT CHECK SOURCE CODE
				ARVG	OFF	THRU	ON	DEPTG		
W	8133	490	04	16	3	3	13	26	0623	H1/4
W	7375	490	55	22	1	1	21	42	0635	H1/6
W	8140	490	51	42	13	9	23	52	0652	H1/10
W	7386	490	54	53	18	5	15	50	0709	H1/14
W	8117	490	02	12	4	8	23	31	0714	A1/14
W	7377	490	56	33	9	4	21	45	0730	A1/18
W	8159	490	52	35	9	6	20	46	0742	A1/20
W	8107	490	03	33	7	6	33	59	0802	A1/21
W	7375	490	55	24	4	0	30	50	0819	H2/4
W	8121	490	05	21	7	4	2	16	0848	A2/1
W	8133	490	04	32	10	2	18	40	0911	A2/2
W	8122	490	01	22	8	4	27	41	0943	H2/11
W	8117	490	02	13	7	6	21	27	1008	H2/13
W	8154	490	53	21	6	5	29	44	1047	H2/15
W	8107	490	03	15	5	0	9	19	1100	H2/16
W	8153	490	51	32	13	9	32	51	1143	I2/15
W	8133	490	04	26	10	6	10	26	1216	I2/18
W	8138	490	52	28	11	7	30	47	1246	I3/2
W	8117	490	02	12	6	6	2	8	1310	H3/5
W	8121	490	05	14	9	5	18	23	1345	I3/9
W	8107	490	03	14	6	8	1	9	1410	I3/11
W	9015	490	01	29	22	7	0	7	1446	B3/5
W	7324	490	05	0	0	0	1	1	1451	I3/20
W	8133	490	04	12	10	2	0	2	1509	I4/4
W	7352	490	06	0	0	0	1	1	1509	B3/8
W	7347	490	06	0	0	0	3	3	1512	I4/5
W	9016	490	09	0	0	0	2	2	1517	B3/9
W	7322	490	07	0	0	0	0	0	1523	I4/9
W	8980	490	09	0	0	0	0	0	1544	B3/11
W	8154	490	53	23	20	3	0	3	1551	I4/19
W	8958	490	08	8	6	2	1	3	1558	I4/22
W	7300	490	08	0	0	0	3	3	1600	I4/23
W	8766	490	07	24	13	1	3	14	1627	G2/6
W	8153	490	51	18	9	9	5	14	1652	G2/14
W	7387	490	55	4	1	3	9	12	1659	G2/15
W	7375	490	56	14	7	7	4	11	1719	G2/19
W	8138	490	52	22	8	4	2	16	1754	I5/22
W	8111	490	02	5	3	2	8	10	1817	G2/28
W	8121	490	05	5	5	0	0	0	1838	G3/3
W	8766	490	07	4	4	0	0	0	1913	F2/12
W	9015	490	01	8	8	0	0	0	1942	F2/19
W	7375	490	56	7	7	0	0	0	2007	F2/25
W	8139	490	51	8	8	0	0	0	2055	F3/4



EL MONTE STATION POINT CHECK

APPENDIX E
(CONT'D)

APPENDIX E (CONTINUED)
 POINT CHECK AT EL MONTE STATION--JUNE, 1983
 IN LINE AND SCHEDULE ORDER

DIREC- TION	VEHICLE NUMBER	LINE NO.	BUS RUN	P A S S E N G E R S					TIME	POINT CHECK SOURCE CODE
				ARVG	OFF	THRU	ON	DEPTG		
E	7329	491	08	0	0	0	4	4	0602	C1/23
E	7355	491	14	0	0	0	2	2	0609	C1/27
E	7369	491	16	0	0	0	16	16	0620	A1/29
E	8952	491	22	0	0	0	4	4	0634	C1/38
E	7470	491	17	0	0	0	5	5	0644	C1/41
E	7301	491	18	20	6	4	13	27	0715	C1/47
E	7340	491	05	3	2	1	13	14	0744	C2/25
E	DUMY	491	23	2	1	1	7	8	0800	DUMY
E	DUMY	491	13	6	6	0	0	0	0810	DUMY
E	7355	491	14	1	1	0	0	0	0816	D2/34
E	7329	491	08	3	0	3	6	9	0820	C3/21
E	7367	491	15	3	3	0	0	0	0824	D2/37
E	7369	491	16	5	5	0	0	0	0837	D2/41
E	8952	491	22	2	2	0	0	0	0837	DUMY
E	DUMY	491	21	0	0	0	0	0	0839	DUMY
E	7472	491	20	1	1	0	0	0	0843	DUMY
E	DUMY	491	17	1	1	0	0	0	0854	DUMY
E	8990	491	01	8	2	6	7	13	0857	D3/13
E	5857	491	19	1	1	0	0	0	0930	D3/35
E	8944	491	03	0	0	0	6	6	0941	C3/43
E	9006	491	02	0	0	0	1	1	1025	C4/18
E	8735	491	04	0	0	0	7	7	1109	A2/23
E	7340	491	05	0	0	0	8	8	1156	A2/30
E	7317	491	01	0	0	0	9	9	1240	DUMY
E	8944	491	03	1	0	1	5	6	1325	G1/26
E	7335	491	20	0	0	0	9	9	1348	A3/6
E	9006	491	02	0	0	0	9	9	1411	A3/12
E	8735	491	04	13	13	0	0	0	1436	G1/8
E	7472	491	08	0	0	0	17	17	1519	B3/31
E	8944	491	03	17	15	2	9	11	1550	I4/29
E	7335	491	20	18	9	9	14	23	1614	B3/35
E	9006	491	02	43	31	2	18	30	1634	E2/14
E	7305	491	14	31	17	4	5	19	1647	G1/36
E	7353	491	17	37	22	5	8	23	1703	E2/21
E	7317	491	01	57	31	6	26	52	1732	C6/5
E	7348	491	19	51	35	6	8	24	1740	A5/8
E	7344	491	10	36	12	4	13	37	1755	E3/9
E	7482	491	09	16	4	2	5	17	1805	B4/18
E	7340	491	05	18	9	9	7	16	1827	B4/23
E	7308	491	06	29	20	9	4	13	1843	A5/26
E	7472	491	08	0	0	0	5	5	1903	E3/23
E	8944	491	03	0	0	0	6	6	1930	E4/4
E	7335	491	20	0	0	0	3	3	2005	G2/29



EL MONTE STATION POINT CHECK

APPENDIX E
(CONT'D)

APPENDIX E (CONTINUED)
 POINT CHECK AT EL MONTE STATION--JUNE, 1983
 IN LINE AND SCHEDULE ORDER

DIREC- TION	VEHICLE NUMBER	LINE NO.	BUS RUN	P A S S E N G E R S					TIME	POINT CHECK SOURCE CODE
				ARVG	OFF	THRU	ON	DEPTG		
W	8735	491	04	33	6	7	16	43	0618	I1/3
W	7307	491	06	18	4	4	15	29	0635	I1/7
W	8944	491	03	15	1	4	25	39	0652	I1/9
W	7347	491	09	30	3	7	7	34	0707	I1/13
W	8990	491	01	26	5	1	24	45	0725	D2/1
W	7472	491	20	39	14	5	29	54	0740	I1/18
W	7309	491	06	54	12	2	12	54	0821	I1/22
W	5857	491	19	1	1	0	0	0	0821	A1/25
W	7305	491	11	22	12	0	46	56	0843	I2/2
W	8944	491	03	11	11	0	0	0	0902	D3/2
W	7349	491	09	3	3	0	0	0	0933	D4/1
W	7357	491	02	1	1	0	0	0	0934	D4/2
W	8735	491	04	7	7	0	0	0	1051	D4/39
W	7340	491	05	6	6	0	0	0	1135	DUMY
W	7317	491	01	5	5	0	0	0	1220	B2/13
W	8944	491	03	5	5	0	0	0	1305	DUMY
W	9006	491	02	7	7	0	0	0	1348	E1/17
W	7344	491	10	0	0	0	1	1	1424	G1/5
W	8735	491	04	0	0	0	11	11	1447	A3/19
W	7476	491	11	0	0	0	4	4	1450	I3/19
W	1018	491	03	0	0	0	0	0	1454	DUMY
W	7340	491	05	16	12	4	1	5	1524	I4/10
W	8730	491	13	0	0	0	3	3	1534	DUMY
W	1025	491	15	0	0	0	0	0	1535	G1/18
W	7305	491	14	0	0	0	2	2	1539	G1/19
W	7301	491	16	0	0	0	2	2	1553	G1/23
W	7333	491	17	0	0	0	1	1	1554	G1/24
W	7317	491	01	31	26	5	1	6	1610	I4/25
W	DUMY	491	18	0	0	0	6	6	1618	DUMY
W	7348	491	19	0	0	0	7	7	1624	I5/3
W	7344	491	10	6	6	0	3	3	1635	G2/9
W	7476	491	11	16	16	0	4	4	1701	I5/9
W	5242	491	21	2	2	0	0	0	1725	F1/21
W	7308	491	06	4	4	0	1	1	1731	I5/20
W	5340	491	24	6	6	0	0	0	1746	F1/30
W	DUMY	491	25	4	4	0	0	0	1753	DUMY
W	1020	491	13	3	3	0	0	0	1756	D6/16
W	DUMY	491	09	6	6	0	0	0	1803	DUMY
W	DUMY	491	10	9	9	0	0	0	1813	DUMY
W	7369	491	17	15	9	6	9	15	1813	A5/17
W	DUMY	491	11	7	7	0	0	0	1821	DUMY
W	7373	491	07	1	1	0	0	0	1828	I6/3
W	7472	491	08	10	10	0	0	0	1843	I6/6



EL MONTE STATION POINT CHECK

APPENDIX E
(CONT'D)

APPENDIX E (CONTINUED)
 POINT CHECK AT EL MONTE STATION--JUNE, 1983
 IN LINE AND SCHEDULE ORDER

DIREC- TION	VEHICLE NUMBER	LINE NO.	BUS RUN	P A S S E N G E R S					TIME	POINT CHECK SOURCE CODE
				ARVG	OFF	THRU	ON	DEPTG		
W	DUMY	491	13	5	5	0	0	0	1847	DUMY
W	8730	491	13	1	1	0	0	0	1849	F2/8
W	DUMY	491	14	0	0	0	0	0	1900	DUMY
W	8950	491	??	1	1	0	0	0	1901	F2/9
W	7335	491	20	1	1	0	0	0	1933	F2/18
W	9012	491	05	2	2	0	0	0	1949	F2/21
W	8747	491	08	2	2	0	0	0	2039	G3/24
E	1022	492	01	37	19	8	19	37	1709	D6/14
E	1037	492	02	35	29	6	10	16	1735	E3/4
E	7352	492	06	16	6	0	3	13	1824	B4/21
W	1027	492	03	25	5	0	0	20	0635	D1/11
W	1022	492	01	39	11	8	19	47	0705	D1/19
W	1018	492	02	24	6	8	20	38	0726	A1/16
E	1020	493	01	0	0	0	11	11	0604	C1/24
E	7473	493	01	0	0	0	18	18	0635	C1/37
E	5243	493	04	0	0	0	21	21	0737	C2/5
E	7473	493	01	0	0	0	9	9	0835	C3/26
E	7480	493	01	0	0	0	9	9	0940	C3/42
E	8988	493	02	0	0	0	2	2	1051	C4/24
E	9002	493	03	0	0	0	9	9	1150	B1/30
E	7473	493	01	0	0	0	13	13	1257	B2/27
E	7480	493	01	0	0	0	21	21	1400	B3/24
E	8988	493	02	0	0	0	21	21	1505	E1/25
E	8988	493	02	0	0	0	28	28	1614	C5/21
E	1016	493	03	28	19	9	15	24	1659	B4/6
E	1023	493	02	55	48	7	7	14	1730	E3/2
E	DUMY	493	17	20	15	5	6	11	1813	DUMY
E	1023	493	02	0	0	0	5	5	1855	B4/27
W	1019	493	02	9	9	0	21	21	0623	I1/4
W	1020	493	03	19	16	3	23	26	0706	H1/13
W	7473	493	01	29	8	1	18	39	0733	I1/16
W	5243	493	04	7	7	0	0	0	0835	DUMY
W	7480	493	01	13	13	0	0	0	0940	DUMY
W	7480	493	01	28	28	0	0	0	1044	D4/11
W	8998	493	02	4	4	0	0	0	1150	DUMY
W	9002	493	03	9	9	0	0	0	1258	B2/29
W	7473	493	01	9	9	0	0	0	1401	D5/22
W	7480	493	01	8	8	0	0	0	1503	B3/7
W	8988	493	02	16	16	0	0	0	1612	D5/41
W	8988	493	02	19	19	0	0	0	1717	I5/14
W	1016	493	03	6	6	0	0	0	1803	G2/25
W	1023	493	02	7	7	0	0	0	1833	D6/11
W	1023	493	02	2	2	0	0	0	1948	E4/16



EL MONTE STATION POINT CHECK

APPENDIX E
(CONT'D)

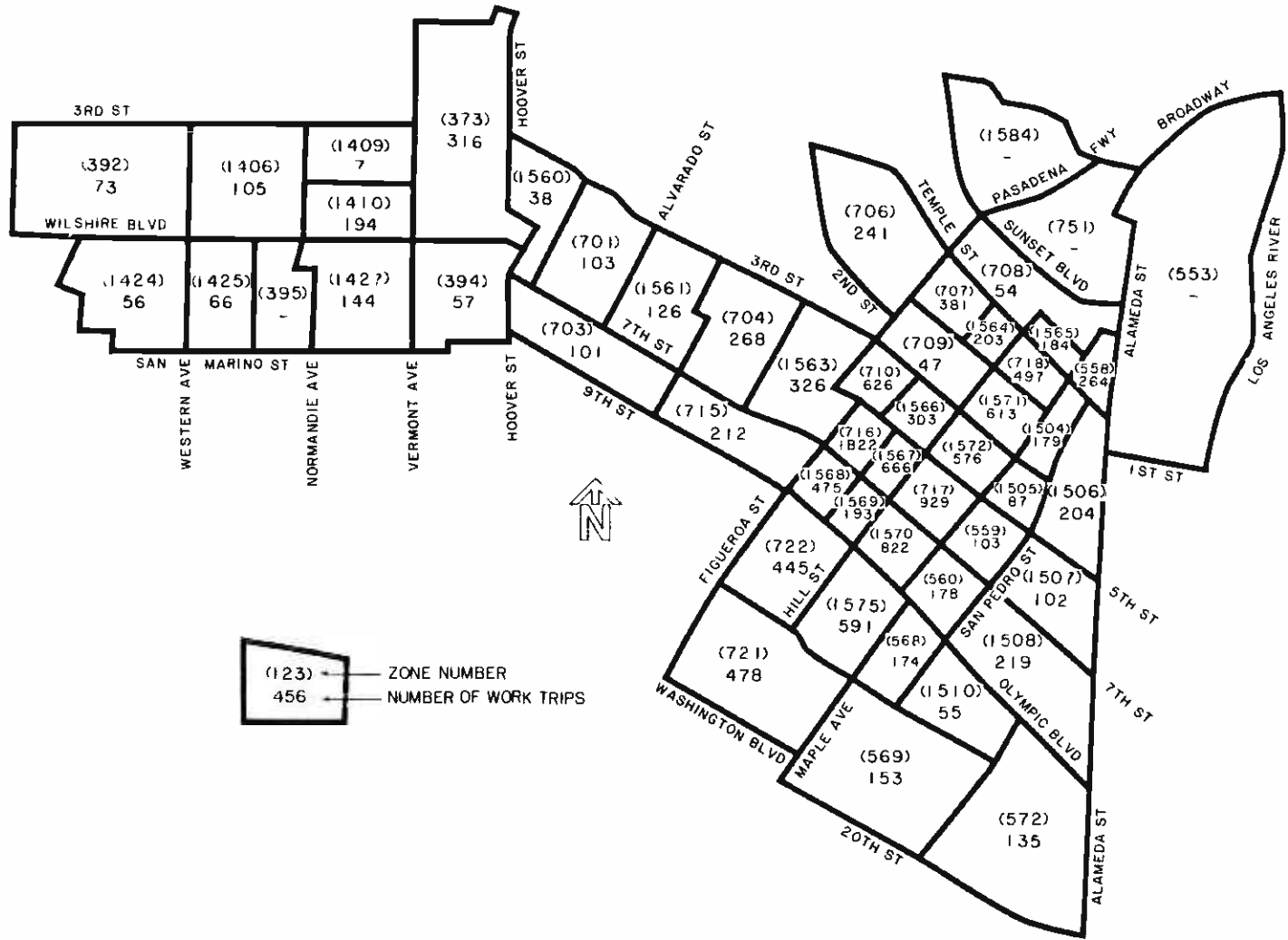
APPENDIX E (CONTINUED)
 POINT CHECK AT EL MONTE STATION--JUNE, 1983
 IN LINE AND SCHEDULE ORDER

DIREC- TION	VEHICLE NUMBER	LINE NO.	BUS RUN	P A S S E N G E R S					TIME	POINT CHECK SOURCE CODE
				ARVG	OFF	THRU	ON	DEPTG		
E	1027	494	01	49	26	3	16	39	1716	B4/9
E	1018	494	03	53	33	0	9	29	1750	E3/8
E	8732	494	02	26	16	0	4	14	1837	A5/24
W	7473	494	01	23	7	6	17	33	0646	H1/9
W	1026	494	01	30	8	2	7	29	0727	A1/17
W	1013	494	02	28	4	4	10	34	0743	I1/19
E	3009	496	51	15	0	5	8	23	0629	C1/34
E	3008	496	52	22	0	2	2	24	0811	C2/34
E	3002	496	01	13	0	3	3	16	0912	C3/36
E	3003	496	02	29	0	9	1	30	1014	C4/13
E	3004	496	03	26	0	6	2	28	1110	A2/24
E	3001	496	04	20	0	0	7	27	1215	A2/35
E	3009	496	51	14	0	4	3	17	1311	A2/42
E	3008	496	52	16	0	6	4	20	1415	B3/27
E	3002	496	01	21	0	1	3	24	1519	A3/26
E	3003	496	02	24	0	4	5	29	1615	A4/12
E	3011	496	53	27	0	7	4	31	1711	A4/28
E	3004	496	03	17	0	7	1	18	1734	G1/38
E	3001	496	04	24	0	4	4	28	1810	C6/9
W	3002	496	01	33	5	8	0	28	0722	A1/15
W	3003	496	02	33	3	0	0	30	0811	A1/23
W	3004	496	03	26	1	5	0	25	0912	I2/6
W	3001	496	04	15	2	3	0	13	1009	A2/5
W	3009	496	51	18	1	7	0	17	1109	I2/13
W	3008	496	52	16	0	6	0	16	1204	I2/16
W	3002	496	01	19	8	1	0	11	1310	I3/5
W	3003	496	02	17	2	5	0	15	1409	B3/1
W	3004	496	03	11	5	6	0	6	1503	D5/7
W	3001	496	04	11	2	9	0	9	1612	D5/19
W	3009	496	51	24	3	1	0	21	1705	I5/11
W	3008	496	52	27	3	4	0	24	1822	G3/1
W	3002	496	01	9	0	9	0	9	1909	G3/10
W	3011	496	53	9	3	6	0	6	2015	G3/22



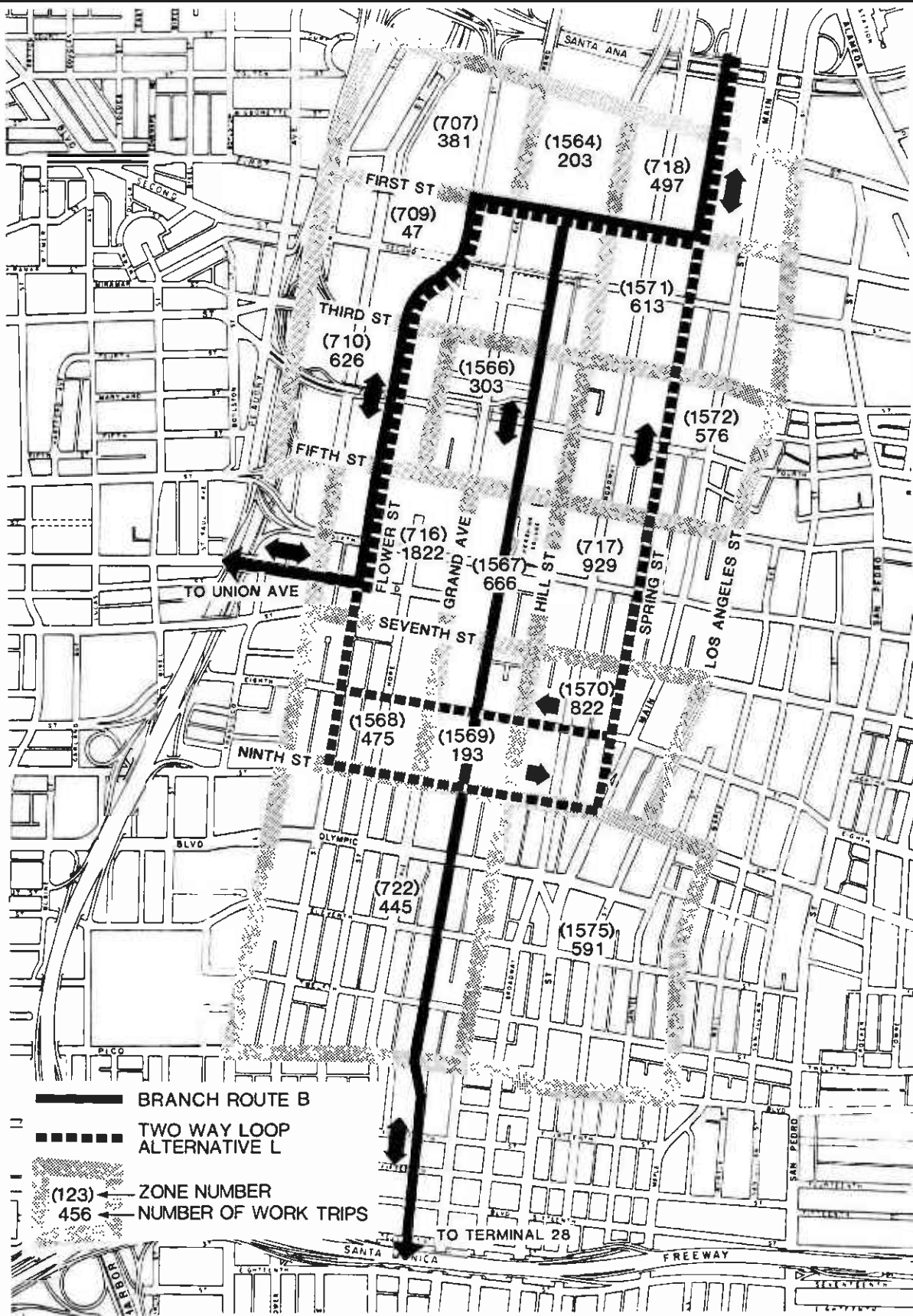
EL MONTE STATION POINT CHECK

APPENDIX E



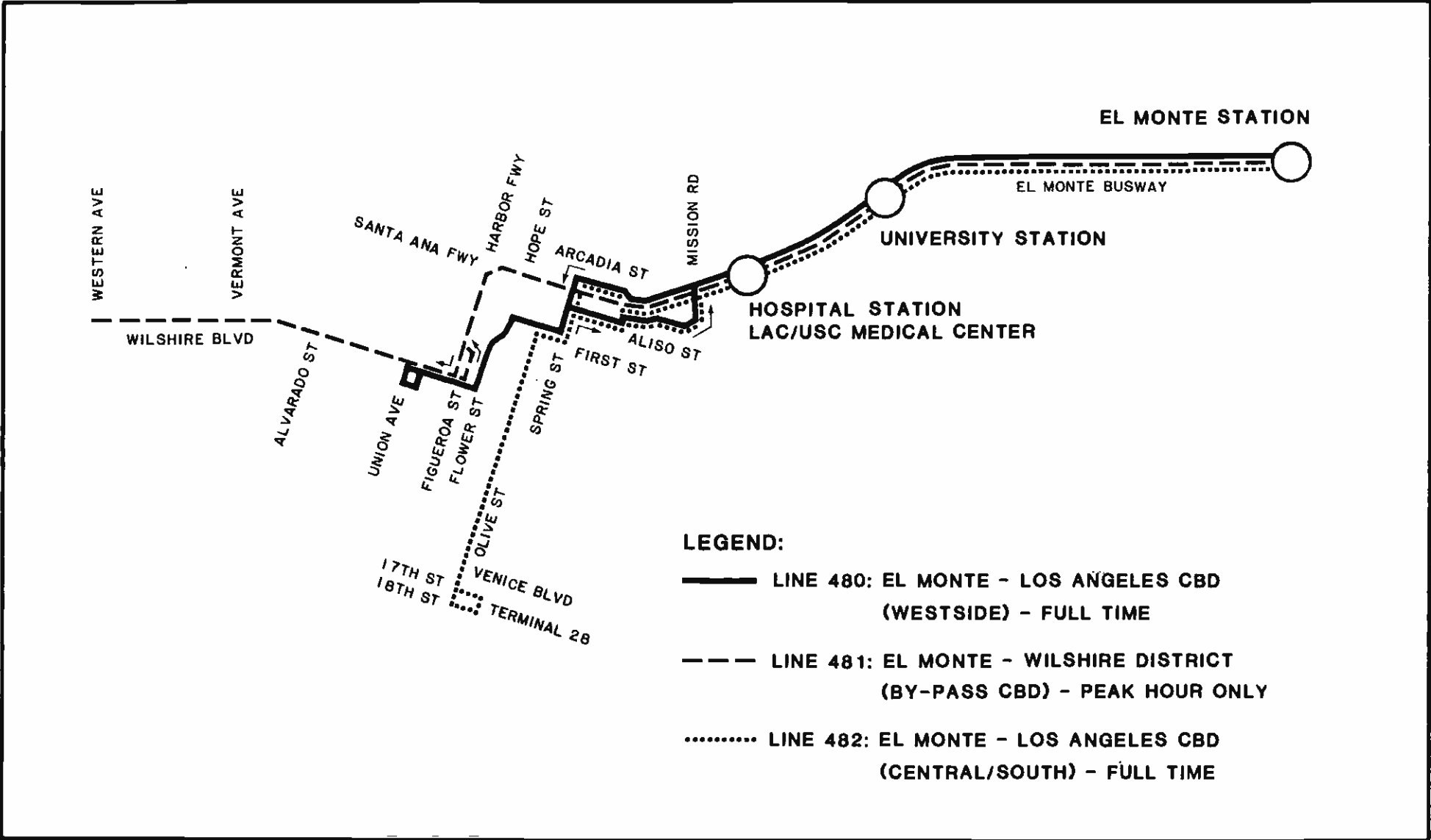
WORK TRIPS FROM SAN GABRIEL VALLEY TO LOS ANGELES CBD AND WILSHIRE DISTRICT

APPENDIX F



WORK TRIPS FROM SAN GABRIEL VALLEY TO LOS ANGELES CBD WITH POTENTIAL ROUTES

APPENDIX G

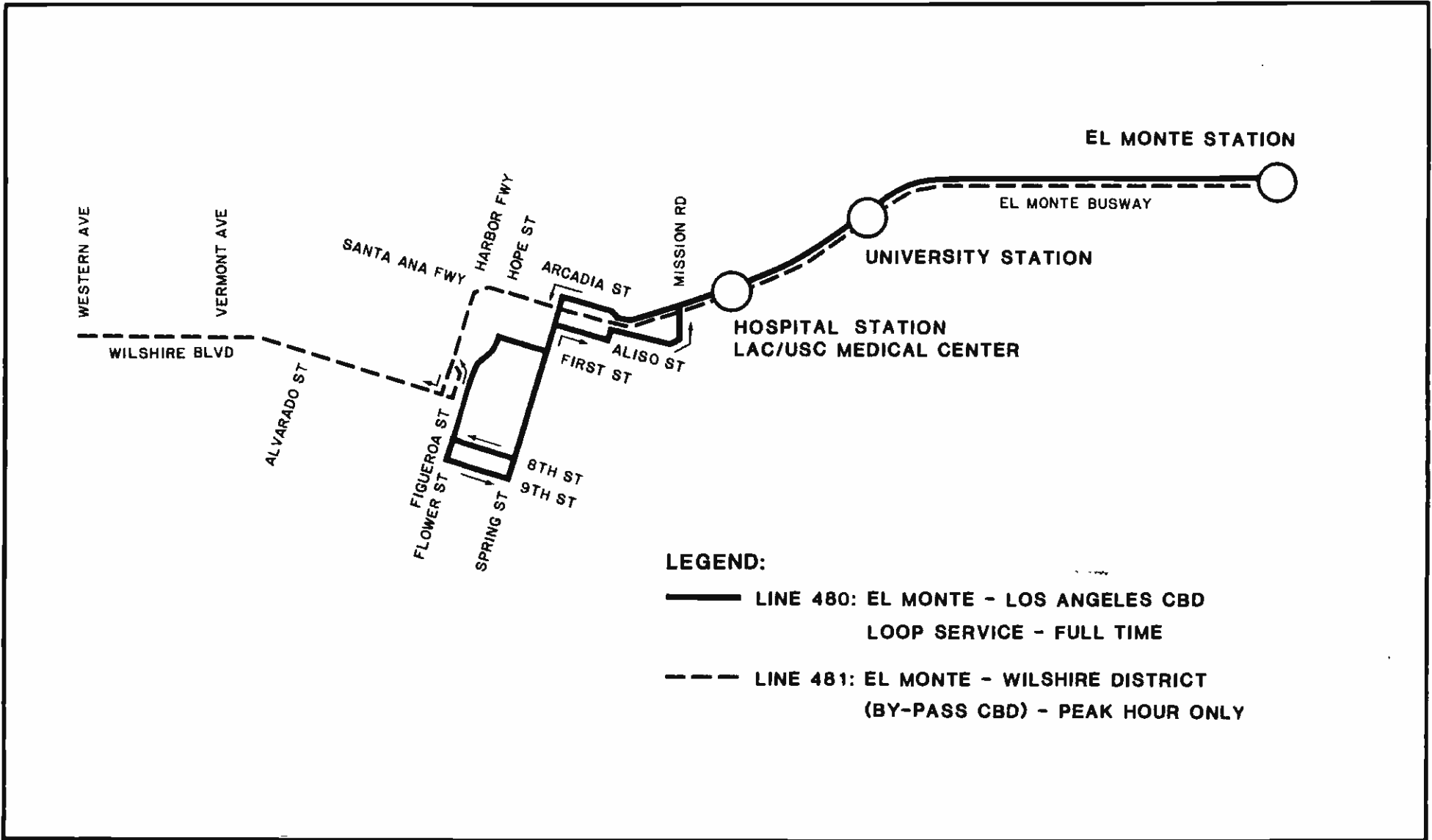


LEGEND:

- LINE 480: EL MONTE - LOS ANGELES CBD (WESTSIDE) - FULL TIME
- - -** LINE 481: EL MONTE - WILSHIRE DISTRICT (BY-PASS CBD) - PEAK HOUR ONLY
-** LINE 482: EL MONTE - LOS ANGELES CBD (CENTRAL/SOUTH) - FULL TIME



PROPOSED BUSWAY TRUNK EXPRESS BUS ROUTES - ALTERNATIVE B



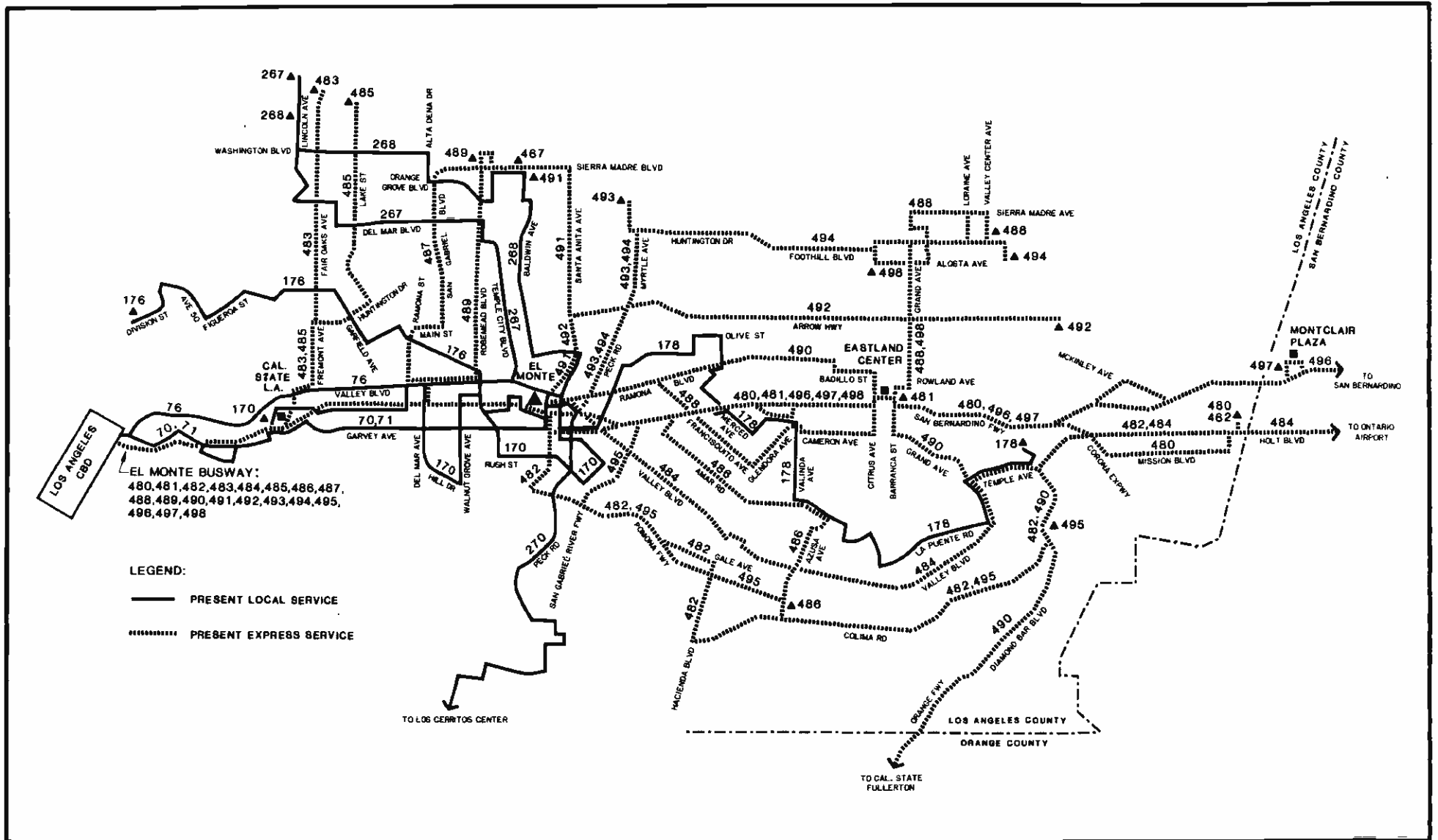
LEGEND:

- LINE 480: EL MONTE - LOS ANGELES CBD
LOOP SERVICE - FULL TIME
- LINE 481: EL MONTE - WILSHIRE DISTRICT
(BY-PASS CBD) - PEAK HOUR ONLY



**PROPOSED BUSWAY TRUNK EXPRESS BUS ROUTES -
ALTERNATIVE L**

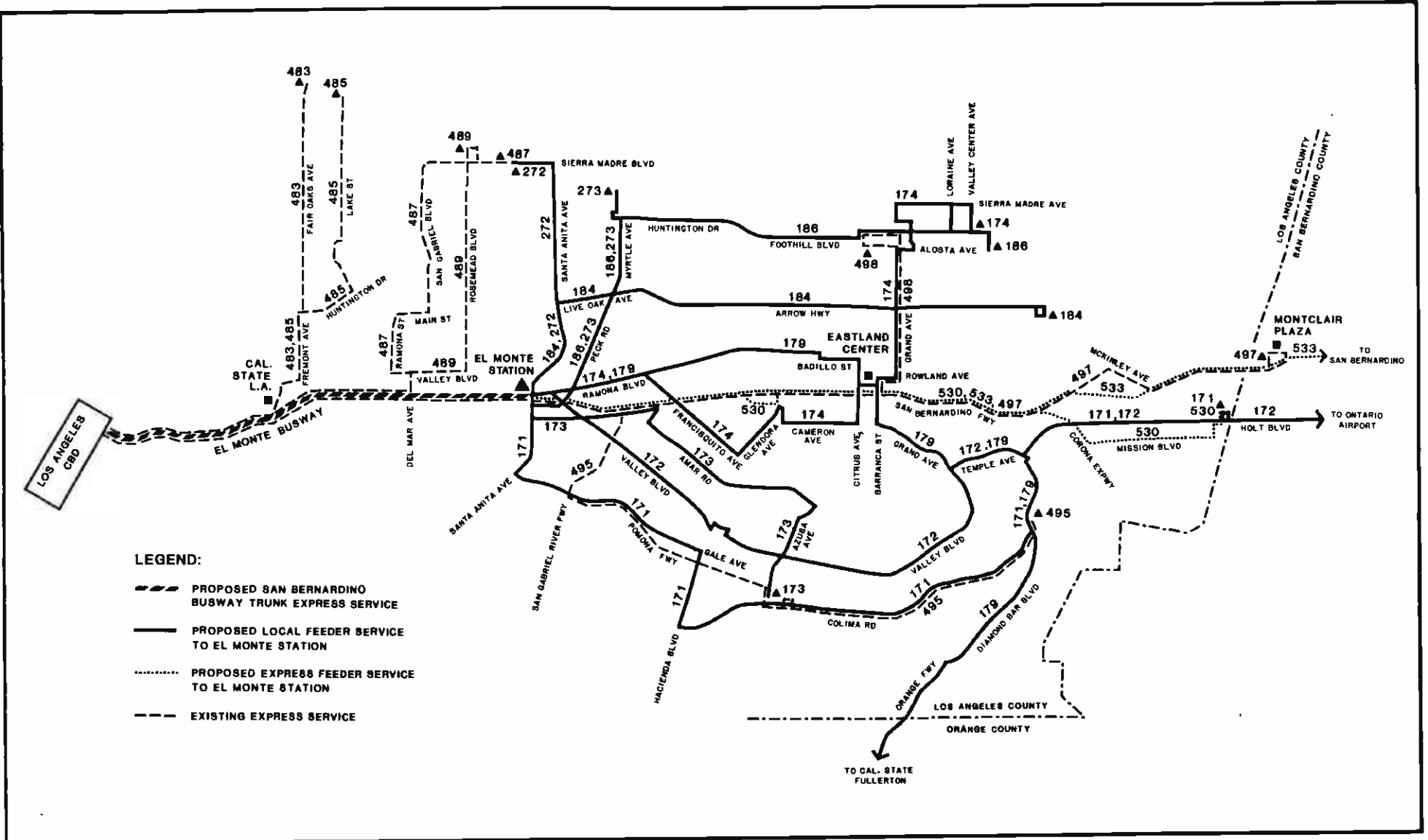
APPENDIX H-2







EXISTING LOCAL AND EXPRESS BUS ROUTES

APPENDIX I-1

A-150



LEGEND:

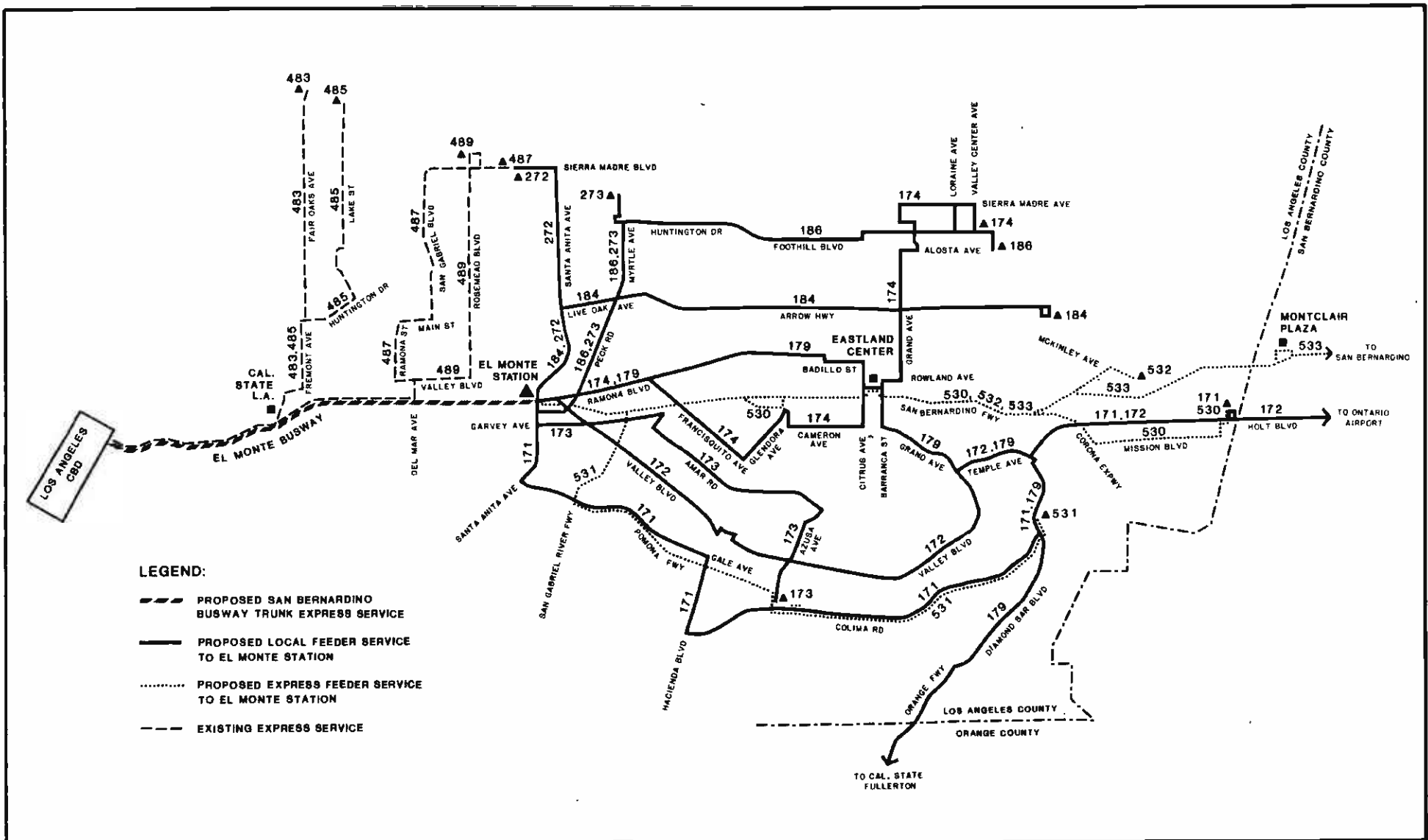
-  PROPOSED SAN BERNARDINO BUSWAY TRUNK EXPRESS SERVICE
-  PROPOSED LOCAL FEEDER SERVICE TO EL MONTE STATION
-  PROPOSED EXPRESS FEEDER SERVICE TO EL MONTE STATION
-  EXISTING EXPRESS SERVICE



PROPOSED LOCAL AND EXPRESS FEEDER BUS ROUTES - ALTERNATIVE 1

APPENDIX I-2

151-V



- LEGEND:**
- PROPOSED SAN BERNARDINO BUSWAY TRUNK EXPRESS SERVICE
 - PROPOSED LOCAL FEEDER SERVICE TO EL MONTE STATION
 - PROPOSED EXPRESS FEEDER SERVICE TO EL MONTE STATION
 - EXISTING EXPRESS SERVICE



PROPOSED LOCAL AND EXPRESS FEEDER BUS ROUTES - ALTERNATIVE 2

APPENDIX I-3

EL MONTE BUSWAY LINE-HAUL STUDY
 TRUNK SERVICE TRIP REQUIREMENTS*
 ALTERNATIVE: EXISTING

LEAVING UNIVERSITY STA		WESTBOUND					EASTBOUND					GRAND TOTAL
BETWEEN	AND	EL MONTE	PARK- RIDE	DELMAR	SUB	EL MONTE	PARK- RIDE	DELMAR	SUB	TOTAL		
		LACBD	WILSH	LNGBCH	TOTAL	LACBD	WILSH	LNGBCH	TOTAL			
600A	659A	31	2	12	57	8	--	--	6	14	71	
700A	759A	39	8	17	81	19	--	--	11	30	111	
800A	859A	18	3	10	41	28	--	--	6	34	75	
900A	959A	10	--	7	18	14	--	--	6	20	38	
1000A	1059A	8	--	--	6	9	--	--	5	14	28	
1100A	1159A	8	--	--	5	8	--	--	6	14	27	
1200M	1259P	8	--	--	5	8	--	--	5	13	26	
100P	159P	9	--	--	6	8	--	--	5	13	28	
200P	259P	13	--	--	7	10	--	--	6	16	36	
300P	359P	30	--	--	8	13	1	5	7	26	64	
400P	459P	22	--	--	7	32	5	12	11	60	89	
500P	559P	13	--	--	5	36	5	17	13	71	89	
600P	659P	6	--	--	6	22	3	5	10	40	52	
700P	759AP	7	--	--	6	11	--	--	6	17	30	
800P	859P	4	--	--	5	6	--	--	4	10	19	
T O T A L S		226	13	40	112	391	232	14	39	107	392	783

NOTES:

- * - PROPOSED TRIPS BASED UPON DEMAND FROM JUNE 1983 POINT CHECK TAKEN AT EL MONTE AND UNIVERSITY STATIONS.
- EL MONTE - TRIPS OPERATED ON THE BUSWAY BETWEEN EL MONTE STATION AND DOWNTOWN LOS ANGELES OR THE WILSHIRE DISTRICT.
- PARK-RIDE - EXISTING PARK-RIDE LINES OPERATING BETWEEN SAN GABRIEL VALLEY POINTS AND DOWNTOWN LOS ANGELES VIA THE BUSWAY.
- DELMAR-LNGBCH - EXISTING EXPRESS LINES OPERATING BETWEEN SAN GABRIEL VALLEY POINTS AND DOWNTOWN LOS ANGELES VIA THE BUSWAY, ENTERING AT THE DEL MAR AVENUE OR LONG BEACH FREEWAY RAMPS.



TRUNK SERVICE TRIP REQUIREMENTS
 ALTERNATIVE: EXISTING

APPENDIX J - 1

**EL MONTE BUSWAY LINE-HAUL STUDY
TRUNK SERVICE TRIP REQUIREMENTS*
ALTERNATIVE: 1-A**

LEAVING UNIVERSITY STA BETWEEN AND		WESTBOUND					EASTBOUND					GRAND TOTAL
		EL MONTE LACBD	WILSH	PARK- RIDE	DELMAR LNGBCH	SUB TOTAL	EL MONTE LACBD	WILSH	PARK- RIDE	DELMAR LNGBCH	SUB TOTAL	
600A	659A	10	1	12	12	35	3	--	--	6	9	44
700A	759A	24	5	17	17	63	4	--	--	11	15	78
800A	859A	15	3	10	10	38	2	--	--	6	8	46
900A	959A	5	--	1	7	13	2	--	--	6	8	21
1000A	1059A	4	--	--	6	10	2	--	--	5	7	17
1100A	1159A	4	--	--	5	9	2	--	--	6	8	17
1200M	1259P	3	--	--	5	8	3	--	--	5	8	16
100P	159P	3	--	--	6	9	4	--	--	5	9	18
200P	259P	3	--	--	7	10	4	--	--	6	10	20
300P	359P	3	--	--	8	11	6	--	5	7	18	29
400P	459P	3	--	--	7	10	20	3	12	11	46	56
500P	559P	4	--	--	5	9	22	4	17	13	56	65
600P	659P	2	--	--	6	8	9	1	5	10	25	33
700P	759P	1	--	--	6	7	3	--	--	6	9	16
800P	859P	1	--	--	5	6	2	--	--	4	6	12
T O T A L		85	9	40	112	246	88	8	39	107	242	488

**EL MONTE BUSWAY LINE-HAUL STUDY
TRUNK SERVICE TRIP REQUIREMENTS*
ALTERNATIVE: 1-S**

LEAVING UNIVERSITY STA BETWEEN AND		WESTBOUND					EASTBOUND					GRAND TOTAL
		EL MONTE LACBD	WILSH	PARK- RIDE	DELMAR LNGBCH	SUB TOTAL	EL MONTE LACBD	WILSH	PARK- RIDE	DELMAR LNGBCH	SUB TOTAL	
600A	659A	15	2	12	12	41	4	--	--	6	10	51
700A	759A	34	7	17	17	75	5	--	--	11	16	91
800A	859A	21	4	10	10	45	3	--	--	6	9	54
900A	959A	7	--	1	7	15	3	--	--	6	9	24
1000A	1059A	6	--	--	6	12	3	--	--	5	8	20
1100A	1159A	5	--	--	5	10	3	--	--	6	9	19
1200M	1259P	5	--	--	5	10	5	--	--	5	10	20
100P	159P	4	--	--	6	10	5	--	--	5	10	20
200P	259P	4	--	--	7	11	6	--	--	6	12	23
300P	359P	5	--	--	8	13	8	--	5	7	20	33
400P	459P	5	--	--	7	12	30	3	12	11	56	68
500P	559P	4	--	--	5	9	33	6	17	13	69	78
600P	659P	3	--	--	6	9	11	2	5	10	28	37
700P	759P	2	--	--	6	8	6	--	--	6	12	20
800P	859P	2	--	--	5	7	3	--	--	4	7	14
T O T A L		122	13	40	112	287	128	11	39	107	285	572

NOTES:

- * - PROPOSED TRIPS BASED UPON DEMAND FROM JUNE 1983 POINT CHECK TAKEN AT EL MONTE AND UNIVERSITY STATIONS.
- EL MONTE - TRIPS OPERATED ON THE BUSWAY BETWEEN EL MONTE STATION AND DOWNTOWN LOS ANGELES OR THE WILSHIRE DISTRICT.
- PARK-RIDE - EXISTING PARK-RIDE LINES OPERATING BETWEEN SAN GABRIEL VALLEY POINTS AND DOWNTOWN LOS ANGELES VIA THE BUSWAY; EXISTING SERVICE LEVELS ASSUMED.
- DELMAR-LNGBCH - EXISTING EXPRESS LINES OPERATING BETWEEN SAN GABRIEL VALLEY POINTS AND DOWNTOWN LOS ANGELES VIA THE BUSWAY, ENTERING AT THE DEL MAR AVENUE OR LONG BEACH FREEWAY RAMPS; EXISTING SERVICE LEVELS ASSUMED.



**TRUNK SERVICE TRIP REQUIREMENTS
ALTERNATIVES: 1-A & 1-S**

APPENDIX J-2

EL MONTE BUSWAY LINE-HAUL STUDY
TRUNK SERVICE TRIP REQUIREMENTS*
ALTERNATIVE: 2-A

LEAVING UNIVERSITY STA BETWEEN AND		WESTBOUND					EASTBOUND					GRAND TOTAL
		EL MONTE LACBD	WILSH	PARK-RIDE	DELMAR LNGBCH	SUB TOTAL	EL MONTE LACBD	WILSH	PARK-RIDE	DELMAR LNGBCH	SUB TOTAL	
600A	659A	18	1	--	12	31	3	--	--	6	9	40
700A	759A	35	5	--	17	57	4	--	--	11	15	72
800A	859A	21	3	--	10	34	2	--	--	6	8	42
900A	959A	6	--	--	7	13	1	--	--	6	7	20
1000A	1059A	4	--	--	6	10	2	--	--	5	7	17
1100A	1159A	4	--	--	5	9	3	--	--	6	9	18
1200M	1259P	4	--	--	5	9	3	--	--	5	8	17
100P	159P	3	--	--	6	9	3	--	--	5	8	17
200P	259P	2	--	--	7	9	5	--	--	6	11	20
300P	359P	3	--	--	8	11	10	--	--	7	17	28
400P	459P	4	--	--	7	11	30	2	--	11	43	54
500P	559P	3	--	--	5	8	34	4	--	13	51	59
600P	659P	2	--	--	6	8	12	1	--	10	23	31
700P	759P	1	--	--	6	7	3	--	--	6	9	16
800P	859P	2	--	--	5	7	2	--	--	4	6	13
TOTAL		112	9	--	112	233	117	7	--	107	231	464

EL MONTE BUSWAY LINE-HAUL STUDY
TRUNK SERVICE TRIP REQUIREMENTS*
ALTERNATIVE: 2-S

LEAVING UNIVERSITY STA BETWEEN AND		WESTBOUND					EASTBOUND					GRAND TOTAL
		EL MONTE LACBD	WILSH	PARK-RIDE	DELMAR LNGBCH	SUB TOTAL	EL MONTE LACBD	WILSH	PARK-RIDE	DELMAR LNGBCH	SUB TOTAL	
600A	659A	27	2	--	12	41	4	--	--	6	10	51
700A	759A	51	7	--	17	75	6	--	--	11	17	92
800A	859A	29	4	--	10	43	3	--	--	6	9	52
900A	959A	8	--	--	7	15	2	--	--	6	8	23
1000A	1059A	7	--	--	6	13	3	--	--	5	8	21
1100A	1159A	4	--	--	5	9	4	--	--	6	10	19
1200M	1259P	6	--	--	5	11	4	--	--	5	9	20
100P	159P	4	--	--	6	10	5	--	--	5	10	20
200P	259P	4	--	--	7	11	7	--	--	6	13	24
300P	359P	4	--	--	8	12	14	--	--	7	21	33
400P	459P	5	--	--	7	12	43	4	--	11	58	70
500P	559P	5	--	--	5	10	48	5	--	13	66	76
600P	659P	3	--	--	6	9	17	2	--	10	29	38
700P	759P	2	--	--	6	8	5	--	--	6	11	19
800P	859P	1	--	--	5	6	3	--	--	4	7	13
TOTAL		160	13	--	112	285	168	11	--	107	286	571

NOTES:

- * - PROPOSED TRIPS BASED UPON DEMAND FROM JUNE 1983 POINT CHECK TAKEN AT EL MONTE AND UNIVERSITY STATIONS.
- EL MONTE - TRIPS OPERATED ON THE BUSWAY BETWEEN EL MONTE STATION AND DOWNTOWN LOS ANGELES OR THE WILSHIRE DISTRICT.
- PARK-RIDE - EXISTING PARK-RIDE LINES OPERATING BETWEEN SAN GABRIEL VALLEY POINTS AND DOWNTOWN LOS ANGELES VIA THE BUSWAY; EXISTING SERVICE LEVELS ASSUMED.
- DELMAR-LNGBCH - EXISTING EXPRESS LINES OPERATING BETWEEN SAN GABRIEL VALLEY POINTS AND DOWNTOWN LOS ANGELES VIA THE BUSWAY, ENTERING AT THE DEL MAR AVENUE OR LONG BEACH FREEWAY RAMPS; EXISTING SERVICE LEVELS ASSUMED.



TRUNK SERVICE TRIP REQUIREMENTS
ALTERNATIVES: 2-A & 2-S

APPENDIX J-3

EL MONTE BUSWAY LINE-HAUL STUDY
TRUNK SERVICE TRIP REQUIREMENTS*
ALTERNATIVE: 3-A

LEAVING UNIVERSITY STA BETWEEN AND		WESTBOUND					EASTBOUND					GRAND TOTAL
		EL MONTE LACBD	WILSH	PARK-RIDE	DELMAR LNGBCH	SUB TOTAL	EL MONTE LACBD	WILSH	PARK-RIDE	DELMAR LNGBCH	SUB TOTAL	
600A	659A	23	1	--	--	24	5	--	--	--	5	29
700A	759A	46	5	--	--	51	5	--	--	--	5	56
800A	859A	28	3	--	--	31	3	--	--	--	3	34
900A	959A	8	--	--	--	8	3	--	--	--	3	11
1000A	1059A	7	--	--	--	7	2	--	--	--	2	9
1100A	1159A	5	--	--	--	5	3	--	--	--	3	8
1200M	1259P	6	--	--	--	6	5	--	--	--	5	11
100P	159P	5	--	--	--	5	5	--	--	--	5	10
200P	259P	4	--	--	--	4	7	--	--	--	7	11
300P	359P	6	--	--	--	6	13	--	--	--	13	19
400P	459P	6	--	--	--	6	37	2	--	--	39	45
500P	559P	5	--	--	--	5	42	4	--	--	46	51
600P	659P	3	--	--	--	3	15	1	--	--	16	19
700P	759P	1	--	--	--	1	4	--	--	--	4	5
800P	859P	1	--	--	--	1	2	--	--	--	2	3
TOTAL		154	9	--	--	163	151	7	--	--	158	321

EL MONTE BUSWAY LINE-HAUL STUDY
TRUNK SERVICE TRIP REQUIREMENTS*
ALTERNATIVE: 3-S

LEAVING UNIVERSITY STA BETWEEN AND		WESTBOUND					EASTBOUND					GRAND TOTAL
		EL MONTE LACBD	WILSH	PARK-RIDE	DELMAR LNGBCH	SUB TOTAL	EL MONTE LACBD	WILSH	PARK-RIDE	DELMAR LNGBCH	SUB TOTAL	
600A	659A	34	2	--	--	36	7	--	--	--	7	43
700A	759A	67	7	--	--	74	7	--	--	--	7	81
800A	859A	39	4	--	--	43	5	--	--	--	5	48
900A	959A	13	--	--	--	13	3	--	--	--	3	16
1000A	1059A	10	--	--	--	10	4	--	--	--	4	14
1100A	1159A	7	--	--	--	7	6	--	--	--	6	13
1200M	1259P	8	--	--	--	8	6	--	--	--	6	14
100P	159P	7	--	--	--	7	7	--	--	--	7	14
200P	259P	6	--	--	--	6	10	--	--	--	10	16
300P	359P	8	--	--	--	8	19	--	--	--	19	27
400P	459P	10	--	--	--	10	53	4	--	--	57	67
500P	559P	7	--	--	--	7	60	5	--	--	65	72
600P	659P	4	--	--	--	4	21	2	--	--	23	27
700P	759P	2	--	--	--	2	5	--	--	--	5	7
800P	859P	2	--	--	--	2	3	--	--	--	3	5
TOTAL		224	13	--	--	237	216	11	--	--	227	464

NOTES:

- * - PROPOSED TRIPS BASED UPON DEMAND FROM JUNE 1983 POINT CHECK TAKEN AT EL MONTE AND UNIVERSITY STATIONS.
- EL MONTE - TRIPS OPERATED ON THE BUSWAY BETWEEN EL MONTE STATION AND DOWNTOWN LOS ANGELES OR THE WILSHIRE DISTRICT.
- PARK-RIDE - EXISTING PARK-RIDE LINES OPERATING BETWEEN SAN GABRIEL VALLEY POINTS AND DOWNTOWN LOS ANGELES VIA THE BUSWAY; EXISTING SERVICE LEVELS ASSUMED.
- DELMAR-LNGBCH - EXISTING EXPRESS LINES OPERATING BETWEEN SAN GABRIEL VALLEY POINTS AND DOWNTOWN LOS ANGELES VIA THE BUSWAY, ENTERING AT THE DEL MAR AVENUE OR LONG BEACH FREEWAY RAMPS; EXISTING SERVICE LEVELS ASSUMED.



TRUNK SERVICE TRIP REQUIREMENTS
ALTERNATIVES: 3-A & 3-S

APPENDIX J - 4

EL MONTE BUSWAY LINE-HAUL STUDY
SERVICE SPECIFICATIONS

LINE 171 -- EL MONTE - HACIENDA HEIGHTS - POMONA VIA CDLIMA ROAD
REPLACES LINE 482 EAST OF EL MONTE STATION

1. PEAK REQUIREMENTS: (BASED ON JUNE 1983 EL MONTE STATION POINT CHECK)

AM PEAK (WEST):

ITEM	PRESENT SERVICE TO EL MONTE STATION						SERVICE REQUIREMENTS		
	LINE 482	LINE	LINE	LINE	TOTAL	REQUIRED	RESULTING	TRIP	
HOUR	PASSENGERS	TRIPS	PASSENGERS	TRIPS	PASSENGERS	TRIPS	TRIPS	HEADWAY	SAVINGS
600 TO 659	114	3			114	3	3	20 MIN	0
700 TO 759	77	2			77	2	2	30	0
800 TO 859	78	2			78	2	2	30	0
TOTAL	269	7			269	7	7	26 (AVERAGE)	0

PM PEAK (EAST):

ITEM	PRESENT SERVICE FROM EL MONTE STATION						SERVICE REQUIREMENTS		
	LINE 482	LINE	LINE	LINE	TOTAL	REQUIRED	RESULTING	TRIP	
HOUR	PASSENGERS	TRIPS	PASSENGERS	TRIPS	PASSENGERS	TRIPS	TRIPS	HEADWAY	SAVINGS
400 TO 459	93	3			93	3	2	30 MIN	-1
500 TO 559	148	4			148	4	4	15	0
600 TO 659	49	3			49	3	2	30	-1
TOTAL	290	10			290	10	8	22.5 (AVERAGE)	-2

2. REQUIREMENTS BY SEGMENT (BASED ON RIDECHECK DATA OF: DAY THU DATE AUGUST 18, 1982)

ITEM	WESTBOUND (BOARDINGS)								EASTBOUND (ALIGHTINGS)																		
	POMONA - DIA BAR PR		DIA BAR PR - PU HIL MAL		PU HIL MAL		TOTAL		EL MONTE		REQ'D TRIPS		PU HIL MAL		DIA B P-R		POMONA		TOTAL		EL MONTE		REQ'D TRIPS*				
HOUR AT EL MONTE	DIA BAR	PR	PU HIL	MAL	EL MONTE	TOTAL	EL MONTE	POINT CK	POM	DIA B	PU HIL	MAL	DIA B	P-R	POMONA	TOTAL	EL MONTE	POINT CK	DIA B	POMONA	TOTAL	EL MONTE	POINT CK	DIA B	POMONA		
600AM	17		24		94	115	114	1		3	54		21		34	109	26		3		1	26		3		1	
700	22		47		155	224	77	1		4	18		13		35	66	53		2		1	53		2		1	
800	40		31		32	103	78	1		4	7		8		6	21	12		2		1	12		2		1	
900	29		25		15	69	58	1		2	7		11		8	26	14		1		1	14		1		1	
1000	23		9		6	38	14	1		1	8		6		22	36	25		1		1	25		1		1	
1100	13		11		7	31	22	1		1	6		13		15	34	11		1		1	11		1		1	
1200PM	14		16		14	44	4	1		1	12		14		40	66	11		2		1	11		2		1	
100	24		9		8	41	11	1		1	16		15		32	63	--		2		1	--		2		1	
200	15		16		12	43	26	1		1	22		30		24	76	19		2		1	19		2		1	
300	40		27		16	83	9	1		2	58		40		36	134	60		3		1	60		3		1	
400	37		33		56	126	40	1		3	131		53		16	200	93		4		1	93		4		1	
500	32		21		28	81	17	1		2	67		34		8	109	148		3		1	148		3		1	
600	20		12		8	40	20	1		1	10		11		9	30	49		1		1	49		1		1	
700	16		8		4	28	13	1		1	12		4		17	9	9		1		1	9		1		1	
800	3		8		1	12	--	1		1	2		8		3	13	10		1		1	10		1		1	
900	0		3		1	4	--	1		1	6		3		2	11	--		1		1	--		1		1	
1000	3		0		1	4	--	1		1	--		--		--	--	--		--		--	--		--		--	
TOTALS	346		300		458	1,106	503	17		30	425		292		294	1,011	540		30		17						
SCHEDULED TRIPS%	27		31		31						30		30		30												

NOTES: # - NUMBER OF TRIPS REQUIRED TO EL MONTE FROM POINTS LISTED * - NUMBER OF TRIPS REQUIRED FROM EL MONTE TO POINTS LISTED.
% - NUMBER OF TRIPS PROVIDED TO POINTS LISTED ON PRESENT SCHEDULE.
POM = POMONA = HOLY-INDIAN HILL TERMINAL DIA B = DIAMOND BAR PR = DIAMOND BAR PARK-RIDE (DIAMOND BAR BLVD.-POMONA FWY.)
PU HIL MAL = PUENTE HILLS MALL

A-157



SERVICE SPECIFICATIONS
LINE 171

APPENDIX K-1

EL MONTE BUSWAY LINE-HAUL STUDY
SERVICE SPECIFICATIONS

LINE 172 -- EL MONTE- LA PUENTE - POMONA - ONTARIO AIRPORT VIA VALLEY BLVD.
REPLACES LINE 484 EAST OF EL MONTE STATION

1. PEAK REQUIREMENTS: (BASED ON JUNE 1983 EL MONTE STATION POINT CHECK)

AM PEAK (WEST):

ITEM	PRESENT SERVICE TO EL MONTE STATION								SERVICE REQUIREMENTS		
	LINE 484	LINE	LINE	LINE	TOTAL	REQUIRED	RESULTING	TRIP			
HOUR	PASSENGERS	TRIPS	PASSENGERS	TRIPS	PASSENGERS	TRIPS	PASSENGERS	TRIPS	TRIPS	HEADWAY	SAVINGS
600 TO 659	139	4			139	4			3	20	-1
700 TO 759	122	4			122	4			3	20	-1
800 TO 859	100	5			100	5			3	20	-2
TOTAL	361	13			361	13			9	20	-4

PM PEAK (EAST):

ITEM	PRESENT SERVICE FROM EL MONTE STATION								SERVICE REQUIREMENTS		
	LINE 484	LINE	LINE	LINE	TOTAL	REQUIRED	RESULTING	TRIP			
HOUR	PASSENGERS	TRIPS	PASSENGERS	TRIPS	PASSENGERS	TRIPS	PASSENGERS	TRIPS	TRIPS	HEADWAY	SAVINGS
400 TO 459	127	3			127	3			3	20	0
500 TO 559	156	5			156	5			4	15	-1
600 TO 659	74	3			74	3			2	30	-1
TOTAL	357	11			357	11			9	20 (AVERAGE)	-2

2. REQUIREMENTS BY SEGMENT (BASED ON RIDECHECK DATA OF: DAY TUE DATE NOVEMBER 30, 1982)

ITEM	WESTBOUND (BOARDINGS)								EASTBOUND (ALIGHTINGS)									
	ONTARIO IA	POMONA-TEMP-VALLY	TEMP-VALLY	EL MONTE	TOTAL	EL MONTE	REQ'D	TRIPS	EL MONTE	TEMP-VALLY	POMONA	POMONA	ONT IA	TOTAL	EL MONTE	REQ'D	TRIPS*	
HOUR AT EL MONTE	POMONA	TEMP-VALLY	EL MONTE	TOTAL	EL MONTE	POINT CK	ONT	P/W	EL MONTE	TEMP-VALLY	POMONA	POMONA	ONT IA	TOTAL	EL MONTE	POINT CK	W/P	ONT
600AM	--	33	158	191	139	0	1/4		264	20	22	306	135	7/2	1			
700	13	49	165	227	122	1	2/5		168	10	5	183	207	5/2	1			
800	8	88	101	197	100	1	2/5		78	19	3	100	84	3/2	1			
900	9	34	40	83	40	1	2/2		58	43	12	113	48	3/2	1			
1000	7	30	59	96	53	1	2/2		64	22	8	94	47	2/2	1			
1100	16	30	61	107	47	1	2/2		67	32	14	113	33	2/2	1			
1200PM	11	40	63	114	59	1	2/2		38	38	19	95	33	2/2	1			
100	22	29	60	111	58	1	2/2		61	53	15	129	44	3/2	1			
200	13	30	100	143	68	1	2/4		116	80	28	224	73	5/2	1			
300	8	20	167	195	114	1	2/5		142	54	11	207	87	5/2	1			
400	8	56	135	199	111	1	2/5		123	30	15	168	127	4/2	1			
500	25	38	86	149	61	1	2/4		150	27	4	181	156	4/2	1			
600	19	37	67	123	33	1	2/3		89	19	--	108	74	3/3	--			
700	12	15	18	45	34	1	2/2		58	17	--	75	39	2/1	--			
800	4	2	8	14	11	1	1/1		20	21	--	41	31	1/1	--			
900	--	11	20	31	--	--	1/1		27	12	--	39	--	1/1	--			
1000	--	7	21	28	--	--	1/1		15	4	--	19	--	1/1	--			
TOTALS	172	542	1,329	2,053	1,050	14	30/50		1,538	501	156	2,195	1,218	53/31	12			
SHCEDULO TRIPS%	27	43	49						46	37	25							

NOTES: # - NUMBER OF TRIPS REQUIRED TO EL MONTE FROM POINTS LISTED * - NUMBER OF TRIPS REQUIRED FROM EL MONTE TO POINTS LISTED.
% - NUMBER OF TRIPS PROVIDED TO POINTS LISTED ON PRESENT SCHEDULE.
O = ONTARIO IA = ONTARIO INTERNATIONAL AIRPORT P = POMONA = HOLT-MILLS OR HOLT-INDIAN HILL TERMINAL
W = WALNUT = TEMP-VALLY = TEMPLE-VALLEY

A-158



SERVICE SPECIFICATIONS
LINE 172

APPENDIX K-2

EL MONTE BUSWAY LINE-HAUL STUDY
SERVICE SPECIFICATIONS

LINE 173 -- EL MONTE - PUENTE HILLS MALL VIA AMAR ROAD
REPLACES LINE 486 EAST OF EL MONTE STATION

1. PEAK REQUIREMENTS: (BASED ON JUNE 1983 EL MONTE STATION POINT CHECK)

AM PEAK (WEST):

I T E M	PRESENT SERVICE TO EL MONTE STATION						SERVICE REQUIREMENTS		
	LINE 486	LINE 486	LINE 486	TOTAL	REQUIRED	RESULTING	TRIP		
H O U R	PASSENGERS	TRIPS	PASSENGERS	PASSENGERS	TRIPS	TRIPS	HEADWAY	SAVINGS	
600 TO 659	165	4		165	4	4	15	0	
700 TO 759	191	6		191	6	5	12	-1	
800 TO 859	82	3		82	3	2	30	-1	
T O T A L	438	13		438	13	11	16 (AVERAGE)	-2	

PM PEAK (EAST):

I T E M	PRESENT SERVICE FROM EL MONTE STATION						SERVICE REQUIREMENTS		
	LINE 486	LINE 486	LINE 486	TOTAL	REQUIRED	RESULTING	TRIP		
H O U R	PASSENGERS	TRIPS	PASSENGERS	PASSENGERS	TRIPS	TRIPS	HEADWAY	SAVINGS	
400 TO 459	163	4		163	4	4	15	0	
500 TO 559	217	5		217	5	5	12	0	
600 TO 659	48	1		48	1	1	60	0	
T O T A L	428	10		428	10	10	18 (AVERAGE)	0	

2. REQUIREMENTS BY SEGMENT (BASED ON RIDECHECK DATA OF: DAY_WED DATE JUNE 22, 1983)

ITEM	WESTBOUND (BOARDINGS)						EASTBOUND (ALIGHTINGS)							
	EL MONTE	PUENTE HILLS MALL	AMAR-AZUSA	EL MONTE	TOTAL	EL MONTE	PUENTE HILLS MALL	AMAR-AZUSA	EL MONTE	TOTAL	EL MONTE	PUENTE HILLS MALL	AMAR-AZUSA	EL MONTE
600AM	49	203			252	165	2	4	38	19	57	25	2	2
700	34	121			155	191	2	4	40	22	62	40	2	2
800	32	108			140	82	2	3	34	19	53	12	2	2
900	14	58			72	41	2	2	30	37	67	11	2	2
1000	8	33			41	18	2	2	18	29	47	11	2	2
1100	13	26			39	21	2	2	26	51	77	10	2	2
1200PM	8	24			32	21	2	2	40	28	68	20	2	2
100	16	43			59	28	2	2	28	33	61	23	2	2
200	33	38			71	25	2	2	54	42	96	41	2	2
300	18	28			46	36	2	2	78	33	111	62	3	2
400	42	64			106	34	2	3	172	53	225	163	4	2
500	77	77			154	30	2	4	230	69	299	217	5	2
600	41	25			66	20	2	2	81	13	94	48	2	2
700	23	12			35	2	1	1	50	7	57	31	2	1
800	9	7			16	11	1	1	21	10	31	--	1	1
900	30	25			55	--	1	1	18	6	24	--	1	1
1000	12	10			22	--	1	1	12	6	18	--	1	1
TOTALS SCHEDULED TRIPS%	459	902			1,361	725	30	38	970	477	1,477	714	37	30

NOTES: # - NUMBER OF TRIPS REQUIRED TO EL MONTE FROM POINTS LISTED * - NUMBER OF TRIPS REQUIRED FROM EL MONTE TO POINTS LISTED.
% - NUMBER OF TRIPS PROVIDED TO POINTS LISTED ON PRESENT SCHEDULE.
PHM = PUENTE HILLS MALL AM-AZ = AMAR-AZUSA



SERVICE SPECIFICATIONS
LINE 173

APPENDIX K-3

A-159

EL MONTE BUSWAY LINE-HAUL STUDY
SERVICE SPECIFICATIONS

LINE 174 -- EL MONTE - WEST COVINA - GLENDORA VIA FRANCISQUITO AVE.
REPLACES LINE 488 WEST OF EL MONTE STATION

1. PEAK REQUIREMENTS: (BASED ON JUNE 1983 EL MONTE STATION POINT CHECK)

AM PEAK (WEST):

ITEM	PRESENT SERVICE TO EL MONTE STATION						SERVICE REQUIREMENTS				
	LINE	488	LINE	TRIPS	LINE	TRIPS	TOTAL	REQUIRED	RESULTING	TRIP	
HOUR	PASSENGERS	TRIPS	PASSENGERS	TRIPS	PASSENGERS	TRIPS	PASSENGERS	TRIPS	HEADWAY	SAVINGS	
600 TO 659	52	2					52	2	2	30	0
700 TO 759	143	5					143	5	3	20	-2
800 TO 859	25	1					25	1	1	60	0
TOTAL	220	8					220	8	6	30 (AVERAGE)	-2

PM PEAK (EAST):

ITEM	PRESENT SERVICE FROM EL MONTE STATION						SERVICE REQUIREMENTS				
	LINE	488	LINE	TRIPS	LINE	TRIPS	TOTAL	REQUIRED	RESULTING	TRIP	
HOUR	PASSENGERS	TRIPS	PASSENGERS	TRIPS	PASSENGERS	TRIPS	PASSENGERS	TRIPS	HEADWAY	SAVINGS	
400 TO 459	100	3					100	3	3	20	0
500 TO 559	131	5					131	5	3	20	-2
600 TO 659	34	1					34	1	1	60	-2
TOTAL	265	11					265	11	7	25.7 (AVERAGE)	-4

2. REQUIREMENTS BY SEGMENT (BASED ON RIDECHECK DATA OF: DAY _____ DATE _____)

ITEM	WESTBOUND (BOARDINGS)						EASTBOUND (ALIGHTINGS)							
	GLENDORA	EASTLAND	EL MONTE	TOTAL	EL MONTE	REQ'D TRIPS*	EL MONTE	EASTLAND-	GLENDORA	TOTAL	EL MONTE	REQ'D TRIPS*		
HOUR AT EL MONTE	EASTLAND	EL MONTE			POINT	CK	GLEND	EASTLD			POINT	CK	ESTLD	GLNDRA
600AM	--	102		102	52	--	2		34	25	59	9	2	1
700	17	141		158	141	1	3		49	37	86	--	2	2
800	22	29		51	25	1	1		36	5	41	36	2	1
900	11	20		31	12	1	1		--	--	--	2	1	1
1000	8	30		38	27	1	1		15	4	19	12	1	1
1100	16	20		36	17	1	1		17	2	19	5	1	1
1200PM	13	45		58	10	1	1		26	14	40	8	1	1
100	8	43		51	19	1	1		50	24	74	29	2	1
200	6	22		28	36	1	1		50	35	85	11	2	1
300	8	41		49	19	1	1		63	14	77	57	2	1
400	25	46		71	23	1	2		144	16	160	100	3	1
500	22	28		50	18	1	2		152	12	164	131	3	1
600	11	26		37	12	1	1		29	--	29	34	1	--
700	4	22		26	18	1	1		--	--	--	12	--	--
800	--	--		--	--	--	--		--	--	--	--	--	--
900	--	--		--	--	--	--		--	--	--	--	--	--
1000	--	--		--	--	--	--		--	--	--	--	--	--
TOTALS	171	615		786	431	13	19		665	188	853	446	23	13
SCHEDULED TRIPS%	13	22							23	14				

NOTES: # - NUMBER OF TRIPS REQUIRED TO EL MONTE FROM POINTS LISTED * - NUMBER OF TRIPS REQUIRED FROM EL MONTE TO POINTS LISTED.
% - NUMBER OF TRIPS PROVIDED TO POINTS LISTED ON PRESENT SCHEDULE.
GLEND = GLENDORA (LONEHILL-ALOSTA TERMINAL). EASTLD = EASTLAND = EASTLAND SHOPPING CENTER (WEST COVINA)

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SERVICE SPECIFICATIONS
LINE 174

APPENDIX K-4

EL MONTE BUSWAY LINE-HAUL STUDY
SERVICE SPECIFICATIONS

LINE 179 -- EL MONTE - COVINA - WALNUT - BREA VIA RAMONA BLVD.
REPLACES LINE 490 EAST OF EL MONTE STATION

1. PEAK REQUIREMENTS: (BASED ON JUNE 1983 EL MONTE STATION POINT CHECK)

AM PEAK (WEST):

ITEM	PRESENT SERVICE TO EL MONTE STATION						SERVICE REQUIREMENTS		
	LINE 490	LINE 490	LINE 490	LINE 490	TOTAL	REQUIRED	RESULTING	TRIP	
HOUR	PASSENGERS	TRIPS	PASSENGERS	TRIPS	PASSENGERS	TRIPS	HEADWAY	SAVINGS	
600 TO 659	112	4			112	4	20	-1	
700 TO 759	133	4			133	4	20	-1	
800 TO 859	78	3			78	3	30	-1	
TOTAL	323	11			323	11	22.5 (AVERAGE)	-3	

PM PEAK (EAST):

ITEM	PRESENT SERVICE FROM EL MONTE STATION						SERVICE REQUIREMENTS		
	LINE 490	LINE 490	LINE 490	LINE 490	TOTAL	REQUIRED	RESULTING	TRIP	
HOUR	PASSENGERS	TRIPS	PASSENGERS	TRIPS	PASSENGERS	TRIPS	HEADWAY	SAVINGS	
400 TO 459	168	5			168	5	15	-1	
500 TO 559	166	4			166	4	15	0	
600 TO 659	88	3			88	3	30	-1	
TOTAL	422	12			422	12	18 (AVERAGE)	-2	

2. REQUIREMENTS BY SEGMENT (BASED ON RIDECHECK DATA OF: DAY TUE, DATE MAY 3, 1983)

ITEM	WESTBOUND (BOARDINGS)							EASTBOUND (ALIGHTINGS)						
	EL MONTE	BREA	DIAMND BAR	EASTLAND	TOTAL	EL MONTE	REQ'D TRIPS	EL MONTE	EASTLAND	DIAMND BAR	TOTAL	EL MONTE	REQ'D TRIPS	
EL MONTE	DIAMND BAR	EASTLAND	EL MONTE	TOTAL	POINT CK	BREA	DB/EL	EASTLAND	DIAMND BAR	BREA	TOTAL	POINT CK	EL/DB	BREA
600AM	--	--	164	164	122	--	--/3	51	34	16	101	15	2/1	1
700	5	12	174	191	131	1	1/3	83	40	14	137	52	2/1	1
800	29	9	142	180	78	1	1/2	39	35	11	85	23	2/1	1
900	12	19	99	130	54	1	1/2	55	17	2	74	22	2/1	1
1000	12	8	61	81	34	1	1/2	41	21	25	87	22	2/1	1
1100	6	18	52	76	47	1	1/2	69	11	3	83	30	2/1	1
1200PM	8	28	67	103	54	1	1/2	78	10	6	94	42	2/1	1
100	8	26	67	101	26	1	1/2	58	10	28	96	41	2/1	1
200	16	24	60	100	43	1	1/2	133	13	24	170	73	3/1	1
300	10	26	139	175	43	1	1/3	174	15	9	198	97	3/1	1
400	19	36	111	166	46	1	1/3	257	38	4	299	168	4/1	1
500	15	25	96	136	36	1	1/2	198	7	16	221	166	4/1	1
600	23	21	45	89	10	1	1/2	56	--	--	56	88	2/--	--
700	9	3	38	50	12	1	1/1	61	--	--	61	45	2/--	--
800	3	3	27	33	15	1	1/1	34	--	--	34	13	1/--	--
900	--	--	21	21	--	--	--/1	26	--	--	26	--	1/--	--
1000	--	--	16	16	--	--	--/1	18	--	--	18	--	1/--	--
TOTALS	175	258	1,379	1,812	753	14	14/34	1,431	251	158	1,840	897	37/12	12
SCHEDULE TRIPS%	21 @	17	42					43	18	23 @				

NOTES: # - NUMBER OF TRIPS REQUIRED TO EL MONTE FROM POINTS LISTED * - NUMBER OF TRIPS REQUIRED FROM EL MONTE TO POINTS LISTED.
% - NUMBER OF TRIPS PROVIDED TO POINTS LISTED ON PRESENT SCHEDULE.
@ - INCLUDES PULL-OUT OR PULL-IN TRIPS TO OR FROM LINE 47D BETWEEN DIAMOND BAR AND BREA
BREA = CAL STATE FULLERTON (NUTWOOD-COMMONWEALTH TERMINAL) DB = DIAMND BAR = DIAMOND BAR = DIAMOND BAR BLVD.-POMONA FWY.
EL = EASTLAND = EASTLAND SHOPPING CENTER (WEST COVINA)



SERVICE SPECIFICATIONS

LINE 179

APPENDIX K-5

A-161

EL MONTE BUSWAY LINE-HAUL STUDY
SERVICE SPECIFICATIONS

LINE 184 -- EL MONTE - SOUTH ARCADIA - SAN DIMAS VIA ARROW HIGHWAY
REPLACES LINE 492 EAST OF EL MONTE STATION

1. PEAK REQUIREMENTS: (BASED ON JUNE 1983 EL MONTE STATION POINT CHECK)

AM PEAK (WEST):

ITEM	PRESENT SERVICE TO EL MONTE STATION						SERVICE REQUIREMENTS		
	LINE 492	LINE	LINE	TOTAL	REQUIRED	RESULTING	TRIP		
HOUR	PASSENGERS	TRIPS	PASSENGERS	TRIPS	PASSENGERS	TRIPS	HEADWAY	SAVINGS	
600 TO 659	25	1			25	1	60	0	
700 TO 759	63	2			63	2	30	0	
800 TO 859	--	--			--	--	--	--	
TOTAL	88	3			88	3	60 (AVERAGE)	0	

PM PEAK (EAST):

ITEM	PRESENT SERVICE FROM EL MONTE STATION						SERVICE REQUIREMENTS		
	LINE 492	LINE	LINE	TOTAL	REQUIRED	RESULTING	TRIP		
HOUR	PASSENGERS	TRIPS	PASSENGERS	TRIPS	PASSENGERS	TRIPS	HEADWAY	SAVINGS	
400 TO 459	--	--			--	--	--	--	
500 TO 559	53	2			53	2	30	0	
600 TO 659	13	1			13	1	60	0	
TOTAL	66	3			66	3	60 (AVERAGE)	0	

2. REQUIREMENTS BY SEGMENT (BASED ON RIDECHECK DATA OF: DAY THU DATE APRIL 13, 1983)

ITEM	WESTBOUND (BOARDINGS)							EASTBOUND (ALIGHTINGS)						
	SAN DIMAS- EL MONTE	GLENDORA- IRWINDALE	AZUSA- IRWINDALE	ARCADIA- EL MONTE	TOTAL	EL MONTE POINT CK	REQ'D TRIPS S DIM/AZ/ARC	EL MONTE -ARCADIA	IRWINDALE -AZUSA	GLENDORA- SAN DIMAS	TOTAL	EL MONTE POINT CK	REQ'D TRIPS AR/AZ/S DIM*	
600AM	8		11	9	28	25	1/1							
700	24		26	28	78	63	2/2							
800														
900														
1000														
1100														
1200PM														
100														
200														
300														
400														
500						15		27		21	63	53	2/2 2	
600						2		5		3	10	13	1/1 1	
700														
800														
900														
1000														
TOTALS	32		37	37	106	88	3/3	17	32	24	73	66	3/3 3	
SCHEDULED TRIPS%	3		3	3				3	3	3				

NOTES: # - NUMBER OF TRIPS REQUIRED TO EL MONTE FROM POINTS LISTED * - NUMBER OF TRIPS REQUIRED FROM EL MONTE TO POINTS LISTED.
% - NUMBER OF TRIPS PROVIDED TO POINTS LISTED ON PRESENT SCHEDULE.
S DIM = SAN DIMAS AZ = AZUSA ARC = ARCADIA

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SERVICE SPECIFICATIONS
LINE 184

APPENDIX K-6

EL MONTE BUSWAY LINE-HAUL STUDY
SERVICE SPECIFICATIONS

LINE 186 -- EL MONTE - MONROVIA - GLENDORA VIA FOOTHILL BLVD.
REPLACES LINE 494 EAST OF EL MONTE STATION

1. PEAK REQUIREMENTS: (BASED ON JUNE 1983 EL MONTE STATION POINT CHECK)

AM PEAK (WEST):

ITEM	PRESENT SERVICE TO EL MONTE STATION						SERVICE REQUIREMENTS		
	LINE 494	LINE	LINE	LINE	TOTAL	REQUIRED	RESULTING	TRIP	
HOURLY	PASSENGERS	TRIPS	PASSENGERS	TRIPS	PASSENGERS	TRIPS	HEADWAY	SAVINGS	
600 TO 659	21	1			21	1	60	0	
700 TO 759	58	2			58	2	30	0	
800 TO 859	--	--			--	--	--	--	
TOTAL	81	3			81	3	60 (AVERAGE)	0	

PM PEAK (EAST):

ITEM	PRESENT SERVICE FROM EL MONTE STATION						SERVICE REQUIREMENTS		
	LINE	LINE	LINE	LINE	TOTAL	REQUIRED	RESULTING	TRIP	
HOURLY	PASSENGERS	TRIPS	PASSENGERS	TRIPS	PASSENGERS	TRIPS	HEADWAY	SAVINGS	
400 TO 459	68	2			68	2	30	0	
500 TO 559	14	1			14	1	60	0	
600 TO 659	--	--			--	--	--	--	
TOTAL	82	3			82	3	60 (AVERAGE)	0	

2. REQUIREMENTS BY SEGMENT (BASED ON RIDECHECK DATA OF: DAY THU DATE MAY 5, 1983)

ITEM HOUR AT EL MONTE	WEST BOUND (BOARDINGS)						EAST BOUND (ALIGHTINGS)					
	GLENDORA- AZUSA	DUARTE- EL MONTE	TOTAL	EL MONTE POINT CK	REQ'D TRIPS % GLEND DUARTE	EL MONTE DUARTE	AZUSA- GLENDORA	TOTAL	EL MONTE POINT CK	REQ'D TRIPS % GLEND		
600AM	3	28	31	21	1	1						
700	21	55	76	58	2	2						
800												
900												
1000												
1100												
1200PM												
100												
200												
300												
400												
500							62	17	79	68		
600							12	4	16	14		
700												
800												
900												
1000												
TOTALS	24	83	107	81	3	3	74	21	95	82		
SCHEDULED TRIPS%	3	3					3	3				

NOTES: # - NUMBER OF TRIPS REQUIRED TO EL MONTE FROM POINTS LISTED * - NUMBER OF TRIPS REQUIRED FROM EL MONTE TO POINTS LISTED.
% - NUMBER OF TRIPS PROVIDED TO POINTS LISTED ON PRESENT SCHEDULE.

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SERVICE SPECIFICATIONS
LINE 186

APPENDIX K-7

EL MONTE BUSWAY LINE-HAUL STUDY
SERVICE SPECIFICATIONS

LINE 257 -- UNIVERSITY STATION - PASADENA - ALTADENA VIA FAIR OAKS AVENUE
REPLACES LINE 483 NORTH OF UNIVERSITY STATION

1. PEAK REQUIREMENTS: (BASED ON JUNE 1983 UNIVERSITY STATION POINT CHECK)

AM PEAK (SOUTH):

ITEM	PRESENT SERVICE TO UNIVERSITY STATION						SERVICE REQUIREMENTS		
	LINE 483	LINE	LINE	TOTAL	REQUIRED	RESULTING	TRIP		
HOUR	PASSENGERS	TRIPS	PASSENGERS	TRIPS	PASSENGERS	TRIPS	TRIPS	HEADWAY	SAVINGS
600 TO 659	89	2			89	2	2	30	0
700 TO 759	167	4			167	4	4	15	0
800 TO 859	118	3			118	3	3	20	0
TOTAL	374	9			374	9	9	20	0

PM PEAK (NORTH):

ITEM	PRESENT SERVICE FROM UNIVERSITY STATION						SERVICE REQUIREMENTS		
	LINE 483	LINE	LINE	TOTAL	REQUIRED	RESULTING	TRIP		
HOUR	PASSENGERS	TRIPS	PASSENGERS	TRIPS	PASSENGERS	TRIPS	TRIPS	HEADWAY	SAVINGS
400 TO 459	162	4			162	4	4	15	0
500 TO 559	139	3			139	3	3	20	0
600 TO 659	88	2			88	2	2	30	0
TOTAL	389	9			389	9	9	20	0

2. REQUIREMENTS BY SEGMENT (BASED ON RIDECHECK DATA OF: DAY THU DATE JUNE 9, 1983)

ITEM	SOUTHBOUND (BOARDINGS)						NORTHBOUND (ALIGHTINGS)					
	ALTADENA PASADENA	PASADENA UNIV STA	TOTAL	UNIV STA POINT CK	REQ'D TRIPS ALTAD PASAD	PASADENA ALTADENA	TOTAL	UNIV STA POINT CK	REQ'D TRIPS PASAD ALTAD			
600AM	63	34	97	89	2	2	81	50	131	52	2	2
700	213	151	364	167	4	4	58	37	95	40	2	2
800	220	121	341	118	4	4	39	46	85	21	2	2
900	87	63	150	81	3	3	42	20	62	14	2	2
1000	67	46	113	63	2	2	64	47	111	25	2	2
1100	65	58	123	73	2	2	33	56	89	48	2	2
1200PM	64	33	97	74	2	2	64	72	136	46	2	2
100	89	42	131	34	2	2	56	66	122	61	2	2
200	52	65	117	58	2	2	85	96	181	61	3	3
300	48	95	143	70	2	2	87	149	236	92	4	4
400	78	96	174	112	3	3	85	192	277	162	4	4
500	50	62	112	45	2	2	116	141	257	139	4	4
600	45	19	63	20	2	2	82	94	176	88	3	3
700	30	7	37	--	2	2	27	29	56	--	2	2
800	33	9	42	--	2	2	14	31	45	--	2	2
900	17	16	33	--	2	2	16	52	68	--	2	2
1000	16	10	26	--	1	1	8	17	25	--	1	1
TOTALS	1,236	927	2,163	1,004	39	39	957	1,195	2,152	849	41	41
TOTALS SCHEDULED TRIPS%	37	37					37	37				

NOTES: # - NUMBER OF TRIPS REQUIRED TO UNIVERSITY STATION FROM POINTS LISTED
* - NUMBER OF TRIPS REQUIRED FROM UNIVERSITY STATION TO POINTS LISTED
% - NUMBER OF TRIPS PROVIDED TO POINTS LISTED ON PRESENT SCHEDULE.
ALTAD = ALTADENA = FAIR OAKS-MARIPOSA TERMINAL PASAD = PASADENA = FAIR OAKS-COLORADO UNIV STA = UNIVERSITY STATION

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SERVICE SPECIFICATIONS

LINE 257

APPENDIX K-8

EL MONTE BUSWAY LINE-HAUL STUDY
SERVICE SPECIFICATIONS

LINE 261 -- UNIVERSITY STATION - PASADENA - ALTADENA VIA LAKE AVENUE
REPLACES LINE 485 NORTH OF UNIVERSITY STATION

1. PEAK REQUIREMENTS: (BASED ON JUNE 1983 UNIVERSITY STATION POINT CHECK)

AM PEAK (SOUTH):

ITEM	PRESENT SERVICE TO UNIVERSITY STATION								SERVICE REQUIREMENTS		
	LINE 485		LINE		LINE		TOTAL		REQUIRED	RESULTING	TRIP
HOUR	PASSENGERS	TRIPS	PASSENGERS	TRIPS	PASSENGERS	TRIPS	PASSENGERS	TRIPS	TRIPS	HEADWAY	SAVINGS
600 TO 659	62	2					62	2	2	30	0
700 TO 759	171	4					171	4	4	15	0
800 TO 859	127	4					127	4	3	20	-1
TOTAL	360	10					360	10	9	20 (AVERAGE)	-1

PM PEAK (NORTH):

ITEM	PRESENT SERVICE FROM UNIVERSITY STATION								SERVICE REQUIREMENTS		
	LINE 485		LINE		LINE		TOTAL		REQUIRED	RESULTING	TRIP
HOUR	PASSENGERS	TRIPS	PASSENGERS	TRIPS	PASSENGERS	TRIPS	PASSENGERS	TRIPS	TRIPS	HEADWAY	SAVINGS
400 TO 459	70	3					70	3	2	30	-1
500 TO 559	151	4					151	4	4	15	0
600 TO 659	61	2					61	2	2	20	0
TOTAL	282	9					282	9	8	22.5 (AVERAGE)	-1

2. REQUIREMENTS BY SEGMENT (BASED ON RIDECHECK DATA OF: DAY THU DATE JUNE 9, 1983)

ITEM	SOUTHBOUND (BOARDINGS)							NORTHBOUND (ALIGHTINGS)						
	ALTADENA PASADENA	PASADENA UNIV STA	TOTAL	UNIV STA POINT CK	REQ'D ALTAD PASAD	TRIPS#	UNIV STA PASADENA	PASADENA ALTADENA	TOTAL	UNIV STA POINT CK	REQ'D PASAD ALTAD	TRIPS*		
600AM	64	69	133	62	2	3	71	22	93	44	2	2		
700	110	108	218	171	3	4	78	34	112	60	2	2		
800	108	93	201	127	3	4	54	36	90	27	2	2		
900	72	32	104	50	2	2	37	33	70	17	2	2		
1000	45	39	84	64	2	2	31	44	75	20	2	2		
1100	44	36	80	49	2	2	49	47	96	23	2	2		
1200PM	27	40	67	49	2	2	47	55	102	18	2	2		
100	44	41	85	43	2	2	33	62	115	38	2	2		
200	34	25	59	29	2	2	64	88	152	32	2	2		
300	47	59	106	46	2	2	64	92	156	43	3	2		
400	55	53	108	84	2	2	98	127	225	60	4	3		
500	17	103	120	40	2	2	106	107	213	70	4	3		
600	18	33	51	12	2	2	30	56	86	15	3	2		
700	24	9	33	--	2	2	24	40	64	61	2	2		
800	14	3	17	--	2	2	13	37	50	--	2	2		
900	7	8	15	--	2	2	7	10	17	--	2	2		
1000	6	9	15	--	1	1	12	6	18	--	1	1		
TOTALS	736	760	1,496	826	35	38	818	916	1,734	664	39	35		
SCHEDULED TRIPS%	38	38					36	37						

NOTES: # - NUMBER OF TRIPS REQUIRED TO UNIVERSITY FROM POINTS LISTED * - NUMBER OF TRIPS REQUIRED FROM UNIVERSITY TO POINTS LISTED
% - NUMBER OF TRIPS PROVIDED TO POINTS LISTED ON PRESENT SCHEDULE.
ALTAD = ALTADENA = LAKE-ALTADENA TERMINAL PASAD = PASADENA = COLORADO-LAKE UNIV STA = UNIVERSITY STATION

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SERVICE SPECIFICATIONS
LINE 261

APPENDIX K-9

EL MONTE BUSWAY LINE-HAUL STUDY
SERVICE SPECIFICATIONS

LINE 263 -- UNIVERSITY STATION - SAN GABRIEL - SIERRA MADRE
REPLACES LINE 487 NORTH OF UNIVERSITY STATION

1. PEAK REQUIREMENTS: (BASED ON JUNE 1983 UNIVERSITY STATION POINT CHECK)

AM PEAK (SOUTH):

ITEM	PRESENT SERVICE TO UNIVERSITY STATION						SERVICE REQUIREMENTS		
	LINE 487		LINE		TOTAL		REQUIRED	RESULTING	TRIP
HOUR	PASSENGERS	TRIPS	PASSENGERS	TRIPS	PASSENGERS	TRIPS	TRIPS	HEADWAY	SAVINGS
600 TO 659	119	3			119	3	3	20	0
700 TO 759	203	5			203	5	5	12	0
800 TO 859	129	3			129	3	3	20	0
TOTAL	451	11			451	11	11	16.3 (AVERAGE)	0

PM PEAK (NORTH):

ITEM	PRESENT SERVICE FROM UNIVERSITY STATION						SERVICE REQUIREMENTS		
	LINE 487		LINE		TOTAL		REQUIRED	RESULTING	TRIP
HOUR	PASSENGERS	TRIPS	PASSENGERS	TRIPS	PASSENGERS	TRIPS	TRIPS	HEADWAY	SAVINGS
400 TO 459	98	3			98	3	2	30	-1
500 TO 559	168	3			168	3	4	15	+1
600 TO 659	65	2			65	2	2	30	0
TOTAL	331	8			331	8	8	22.5 (AVERAGE)	0

2. REQUIREMENTS BY SEGMENT (BASED ON RIDECHECK DATA DF: DAY THU DATE FEBRUARY 10, 1983)

ITEM	SOUTHBOUND (BOARDINGS)				NORTHBOUND (ALIGHTINGS)										
	SIERRA MADRE	SAN GABRIEL	UNIV STA	TOTAL	UNIV STA	REQ'D TRIPS	SAN GABRIEL	SAN GABRIEL	SAN GABRIEL	SAN GABRIEL	TOTAL	UNIV STA	REQ'D TRIPS	SAN GABRIEL	SAN GABRIEL
HOUR AT EL MONTE	SN GABRIEL	UNIV STA			POINT	CK'S	S MAD'S	S GAB	S GABRIL	SRA MADRE		POINT	CK'S	GAB'S	MAD
600AM	31	94		125	119	2	3	16	67		81	8	2	2	2
700	107	202		309	203	2	5	68	25		93	33	2	2	2
800	45	57		102	129	2	3	42	35		77	32	2	2	2
900	19	24		43	46	1	1	21	21		42	12	1	1	1
1000	19	19		38	44	1	1	9	6		15	3	1	1	1
1100	14	12		26	12	1	1	12	17		29	--	1	1	1
1200PM	12	7		19	13	1	1	11	24		35	26	1	1	1
100	20	15		35	16	1	1	12	17		29	24	1	1	1
200	69	95		164	37	2	3	47	66		113	15	2	2	2
300	93	96		189	19	2	2	62	59		121	56	3	2	2
400	30	29		59	43	2	2	105	56		161	98	3	2	2
500	28	10		38	5	2	2	93	33		126	168	4	2	2
600	15	15		30	4	1	1	63	33		96	65	2	2	2
700	5	8		13	--	1	1	25	8		33	--	1	1	1
800	1	1		2	--	1	1	3	1		4	--	1	1	1
900	3	1		6	--	1	1	3	7		10	--	1	1	1
1000	6	1		7	--	1	1	8	3		11	--	1	1	1
TOTALS	217	688		1,202	690	24	30	600	478		1,068	540	29	25	25
SCHEDULED TRIPS%	33	33						31	31						

NOTES: # - NUMBER OF TRIPS REQUIRED TO UNIVERSITY STATION FROM POINTS LISTED.
* - NUMBER OF TRIPS REQUIRED FROM UNIVERSITY STATION TO POINTS LISTED.
% - NUMBER OF TRIPS PROVIDED TO POINTS LISTED ON PRESENT SCHEDULE.
S MAD = SIERRA MADRE = SIERRA MADRE-BALDWIN TERMINAL S GAB = SAN GABRIEL = LAS TUNAS-SAN GABRIEL
UNIV STA = UNIVERSITY STATION

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SERVICE SPECIFICATIONS

LINE 263

APPENDIX K-10

EL MONTE BUSWAY LINE-HAUL STUDY
SERVICE SPECIFICATIONS

LINE 269 -- EL MONTE - HASTINGS RANCH VIA ROSEMEAD BLVD.
REPLACES LINE 489 NORTH OF VALLEY BLVD.

1. PEAK REQUIREMENTS: (BASED ON JUNE 1983 UNIVERSITY STATION POINT CHECK)

AM PEAK (SOUTH):

ITEM	PRESENT SERVICE TO UNIVERSITY STATION						SERVICE REQUIREMENTS			
	LINE 489		LINE		LINE		TOTAL	REQUIRED	RESULTING	TRIP
HOUR	PASSENGERS	TRIPS	PASSENGERS	TRIPS	PASSENGERS	TRIPS	PASSENGERS	TRIPS	HEADWAY	SAVINGS
600 TO 659	35	1			35	1	35	1	60	0
700 TO 759	245	5			245	5	245	5	12	0
800 TO 859	69	2			69	2	69	2	30	0
TOTAL	349	8			349	8	349	8	22.5 (AVERAGE)	0

PM PEAK (NORTH):

ITEM	PRESENT SERVICE FROM UNIVERSITY STATION						SERVICE REQUIREMENTS			
	LINE 489		LINE		LINE		TOTAL	REQUIRED	RESULTING	TRIP
HOUR	PASSENGERS	TRIPS	PASSENGERS	TRIPS	PASSENGERS	TRIPS	PASSENGERS	TRIPS	HEADWAY	SAVINGS
400 TO 459	81	2			81	2	81	2	30	0
500 TO 559	140	3			140	3	140	3	20	0
600 TO 659	38	1			38	1	38	1	60	0
TOTAL	259	6			259	6	259	6	30 (AVERAGE)	0

2. REQUIREMENTS BY SEGMENT (BASED ON RIDECHECK DATA OF: DAY THU DATE FEBRUARY 10, 1983)

ITEM	SOUTHBOUND (BOARDINGS)								NORTHBOUND (ALIGHTINGS)									
	HOUR AT EL MONTE	HAST RANCH	ARCADIA	TEMP CITY	EL MONTE	TOTAL	UNIV STA POINT	REQ'D TRIPS	EL MONTE	TEMP CITY	ARCADIA	HASTG RCH	EL MONTE	TEMP CITY	ARCADIA	HASTG RCH	UNIV STA POINT	REQ'D TRIPS
600AM	4	16	28	48	35	1	1/1	7	17	10	34	4	1/1	1				
700	17	51	159	227	245	2	2/5	26	32	39	97	--	2/2	2				
800	9	27	51	87	69	2	2/2											
900	3	11	16	30	15	1	1/1											
1000																		
1100																		
1200PM																		
100								2	3	9	14	--	--/--	--				
200								4	8	7	19	--	1/1	1				
300	9	13	24	46	--	1	1/1	26	33	6	65	--	2/2	2				
400	6	9	8	23	10	1	1/1	45	21	7	73	81	2/2	2				
500								85	26	11	122	140	3/2	2				
600								9	7	3	19	38	1/1	1				
700																		
800																		
900																		
1000																		
TOTALS	48	127	286	461	374	8	8/11	204	147	92	443	263	12/11	11				
SCHEDULED TRIPS%	12	12	12					15	15	15								

NOTES: # - NUMBER OF TRIPS REQUIRED TO EL MONTE FROM POINTS LISTED * - NUMBER OF TRIPS REQUIRED FROM EL MONTE TO POINTS LISTED.
% - NUMBER OF TRIPS PROVIDED TO POINTS LISTED ON PRESENT SCHEDULE.
HASTG = HASTG RCH = HASTINGS RANCH (HASTINGS RANCH-ALEGRIA TERMINAL) AR = ARCADIA = ROSEMEAD-FOOTHILL
TC = TEMP CTY = TEMPLE CITY = ROSEMEAD-LAS TUNAS

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SERVICE SPECIFICATIONS
LINE 269

APPENDIX K-11

EL MONTE BUSWAY LINE-HAUL STUDY
SERVICE SPECIFICATIONS

LINE LINE 272 -- EL MONTE - ARCADIA - SIERRA MADRE VIA SANTA ANITA AVENUE
REPLACES LINE 491 NORTH OF EL MONTE STATION

1. PEAK REQUIREMENTS: (BASED ON JUNE 1983 EL MONTE STATION POINT CHECK)

AM PEAK (SOUTH):

ITEM	PRESENT SERVICE TO EL MONTE STATION						SERVICE REQUIREMENTS		
	LINE 491	LINE	LINE	TOTAL	REQUIRED	RESULTING	TRIP		
HOUR	PASSENGERS	TRIPS	PASSENGERS	TRIPS	PASSENGERS	TRIPS	TRIPS	HEADWAY	SAVINGS
600 TO 659	66	3			66	3	2	30	-1
700 TO 759	95	3			95	3	2	30	-1
800 TO 859	77	3			77	3	2	30	-1
TOTAL	238	9			238	9	6	30	-3

PM PEAK (NORTH):

ITEM	PRESENT SERVICE FROM EL MONTE STATION						SERVICE REQUIREMENTS		
	LINE 491	LINE	LINE	TOTAL	REQUIRED	RESULTING	TRIP		
HOUR	PASSENGERS	TRIPS	PASSENGERS	TRIPS	PASSENGERS	TRIPS	TRIPS	HEADWAY	SAVINGS
400 TO 459	72	3			72	3	2	30	-1
500 TO 559	136	4			136	4	3	20	-1
600 TO 659	46	3			46	3	2	30	-1
TOTAL	254	10			254	10	7	25.7 (AVERAGE)	-3

2. REQUIREMENTS BY SEGMENT (BASED ON RIDECHECK DATA OF: DAY THU DATE FEBRUARY 10, 1983)

ITEM	SOUTHBOUND (BOARDINGS)						NORTHBOUND (ALIGHTINGS)					
	SIERRA MAD	ARCADIA	TOTAL	EL MONTE	REQ'D	TRIPS#	EL MONTE	ARCADIA	TOTAL	EL MONTE	REQ'D	TRIPS#
HOUR AT EL MONTE	ARCADIA	EL MONTE		POINT CK	S MAD	ARCAD	ARCADIA	SIERRA MA		POINT CK	ARCADIA	S MAD
600AM	9	81	90	66	1	2	25	17	42	31	1	1
700	28	82	110	95	1	3	51	45	96	41	2	2
800	20	50	70	77	1	2	7	5	12	30	1	1
900	6	19	25	15	1	1	13	6	19	6	1	1
1000	2	11	13	7	1	1	10	2	12	1	1	1
1100	4	5	9	6	1	1	39	4	43	15	1	1
1200PM	7	23	30	5	1	1	19	5	24	9	1	1
100	5	20	25	12	1	1	22	11	33	15	1	1
200	12	6	18	13	1	1	48	58	106	20	2	2
300	47	64	111	16	2	2	44	12	56	28	2	1
400	13	32	45	37	1	1	73	10	83	72	2	1
500	7	20	27	35	1	1	92	20	112	136	2	1
600	5	4	9	54	1	1	34	10	44	46	2	1
700	13	35	48	4	1	1	15	5	20	11	1	1
800	1	3	4	2	1	1	3	--	3	3	1	1
900	--	2	2	--	1	1	3	3	6	--	1	1
1000	2	3	5	--	1	1	7	1	8	--	1	1
TOTALS	181	460	641	444	17	22	505	214	719	464	24	19
SCHEDULED TRIPS%	31	44 @					35	35				

NOTES: # - NUMBER OF TRIPS REQUIRED TO EL MONTE FROM POINTS LISTED * - NUMBER OF TRIPS REQUIRED FROM EL MONTE TO POINTS LISTED.
% - NUMBER OF TRIPS PROVIDED TO POINTS LISTED ON PRESENT SCHEDULE.
@ - INCLUDES PULL-IN TRIPS FROM LINE 78 FROM SANTA ANITA-HUNTINGTON TO EL MONTE STATION
S MAD = SIERRA MAD = SIERRA MADRE = SIERRA MADRE-BALDWIN TERMINAL ARCAD = ARCADIA = SANTA ANITA-FOOTHILL



SERVICE SPECIFICATIONS
LINE 272

APPENDIX K-12

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EL MONTE BUSWAY LINE-HAUL STUDY
SERVICE SPECIFICATIONS

LINE 273 -- EL MONTE - MONROVIA VIA MYRTLE AVENUE
REPLACES LINE 493 NORTH OF EL MONTE STATION

1. PEAK REQUIREMENTS: (BASED ON JUNE 1983 EL MONTE STATION POINT CHECK)

AM PEAK (SOUTH):								SERVICE REQUIREMENTS			
ITEM	PRESENT SERVICE TO EL MONTE STATION				TOTAL				REQUIRED TRIPS	RESULTING HEADWAY	TRIP SAVINGS
	LINE 493	LINE	LINE	LINE	PASSENGERS	TRIPS	PASSENGERS	TRIPS			
HOUR	PASSENGERS	TRIPS	PASSENGERS	TRIPS	PASSENGERS	TRIPS	PASSENGERS	TRIPS			
600 TO 659	9	1			9	1			1	60	0
700 TO 759	48	2			48	2			2	30	0
800 TO 859	7	1			7	1			1	60	0
TOTAL	64	4			64	4			4	45 (AVERAGE)	0

PM PEAK (NORTH):								SERVICE REQUIREMENTS			
ITEM	PRESENT SERVICE FROM EL MONTE STATION				TOTAL				REQUIRED TRIPS	RESULTING HEADWAY	TRIP SAVINGS
	LINE 493	LINE	LINE	LINE	PASSENGERS	TRIPS	PASSENGERS	TRIPS			
HOUR	PASSENGERS	TRIPS	PASSENGERS	TRIPS	PASSENGERS	TRIPS	PASSENGERS	TRIPS			
400 TO 459	52	2			52	2			2	30	0
500 TO 559	14	1			14	1			1	60	0
600 TO 659	16	2			16	2			1	60	-1
TOTAL	82	5			82	5			4	45 (AVERAGE)	-1

2. REQUIREMENTS BY SEGMENT (BASED ON RIDECHECK DATA OF: DAY FRI DATE FEBRUARY 12, 1982)

ITEM	SOUTHBOUND (BOARDINGS)				NORTHBOUND (ALIGHTINGS)			
	MONROVIA EL MONTE	TOTAL	EL MONTE POINT CK	REQ'D TRIPS MONRV	MONROVIA	TOTAL	EL MONTE POINT CK	REQ'D TRIPS*
600AM	27	27	9	1	39	39	29	2
700	43	43	48	2	16	16	21	1
800	18	18	7	1	17	17	9	1
900	24	24	13	1	7	7	9	1
1000	22	22	28	1	17	17	2	1
1100	16	16	4	1	12	12	9	1
1200PM	--	--	9	1	16	16	13	1
100	16	16	--	1	--	--	--	1
200	16	16	9	1	21	21	21	1
300	10	10	8	1	14	14	21	1
400	24	24	16	1	42	42	52	2
500	25	28	19	1	15	15	14	1
600	18	18	13	1	25	25	16	1
700	3	3	2	1				
800								
900								
1000								
TOTALS	265	265	155	16	241	241	216	15
SCHEDULED TRIPS%	15				16			

NOTES: # - NUMBER OF TRIPS REQUIRED TO EL MONTE FROM POINTS LISTED * - NUMBER OF TRIPS REQUIRED FROM EL MONTE TO POINTS LISTED.
% - NUMBER OF TRIPS PROVIDED TO POINTS LISTED ON PRESENT SCHEDULE.
MONRV = MDNROVIA = MAGNOLIA-FOOTHILL TERMINAL

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SERVICE SPECIFICATIONS
LINE 273

APPENDIX K-13

EL MONTE BUSWAY LINE-HAUL STUDY
SERVICE SPECIFICATIONS

LINE 530 -- EL MONTE - WEST COVINA - POMONA VIA SAN BERNARDINO FREEWAY
REPLACES LINES 480 AND 481 WEST OF EL MONTE STATION

1. PEAK REQUIREMENTS: (BASED ON JUNE 1983 EL MONTE STATION POINT CHECK)

AM PEAK (WEST):

ITEM	PRESENT SERVICE TO EL MONTE STATION						SERVICE REQUIREMENTS				
	LINE 480 PASSENGERS	TRIPS	LINE 481 PASSENGERS	TRIPS	LINE PASSENGERS	TRIPS	TOTAL PASSENGERS	TRIPS	REQUIRED TRIPS	RESULTING HEADWAY	TRIP SAVINGS
600 TO 659	163	5	98	3			261	8	6	10	-2
700 TO 759	184	4	213	8			397	12	9	7	-3
800 TO 859	99	3	62	3			181	6	4	15	-2
TOTAL	446	12	393	14			839	26	19	9.4 (AVERAGE)	-7

PM PEAK (EAST):

ITEM	PRESENT SERVICE FROM EL MONTE STATION						SERVICE REQUIREMENTS				
	LINE 480 PASSENGERS	TRIPS	LINE 481 PASSENGERS	TRIPS	LINE PASSENGERS	TRIPS	TOTAL PASSENGERS	TRIPS	REQUIRED TRIPS	RESULTING HEADWAY	TRIP SAVINGS
400 TO 459	137	3	82	3			219	6	5	12	-1
500 TO 559	207	5	161	6			368	11	8	7.5	-3
600 TO 659	146	5	45	3			191	8	5	12	-3
TOTAL	490	13	288	12			778	25	18	10	-7

2. REQUIREMENTS BY SEGMENT (BASED ON RIDECHECK DATA OF: DAY WED DATE MARCH 10 1982)

ITEM	WESTBOUND (BOARDINGS)					EASTBOUND (ALIGHTINGS)								
	EL MONTE POMONA CITY	KELLOGG HILL	EASTLAND EL MONTE	TOTAL	EL MONTE POINT CK	REQ'D TRIPS#	EL MONTE EASTLAND	KELLOGG HILL	POMONA CITY	TOTAL	EL MONTE POINT CK	REQ'D TRIPS#	EL MONTE EASTLAND	POMONA
600AM	67	13	122	202	261	2	6	15	5	28	48	47	2	2
700	75	29	220	324	397	3	9	21	5	33	59	63	2	2
800	67	19	121	207	189	2	4	15	2	30	47	37	2	2
900	48	3	36	87	111	2	3	22	2	37	61	41	2	2
1000	23	4	19	46	64	2	2	17	5	39	61	10	2	2
1100	40	4	38	82	72	2	2	14	2	40	56	49	2	2
1200PM	34	5	26	65	72	2	2	18	5	33	56	78	2	2
100	40	2	11	53	58	2	2	12	1	43	58	77	2	2
200	37	4	19	60	69	2	2	38	23	47	108	88	2	2
300	36	12	18	66	58	2	2	53	15	56	124	130	3	2
400	29	1	8	38	95	2	2	133	17	54	204	219	5	2
500	41	3	35	79	67	2	2	208	7	35	250	368	8	2
600	34	4	13	51	44	2	2	82	12	46	140	191	5	2
700	16	1	15	32	25	2	2	29	3	20	52	93	3	2
800	7	--	8	15	9	1	1	30	4	21	55	58	2	2
900	14	--	13	27	--	1	1	8	1	14	23	--	1	1
1000	8	2	5	15	--	1	1	9	1	11	21	--	1	1
TOTALS	616	106	727	1,449	1,521	32	45	724	112	587	1,423	1,549	46	32
SCHEDULED TRIPS%	48	48	50					53	51	51				

NOTES: # - NUMBER OF TRIPS REQUIRED TO EL MONTE FROM POINTS LISTED * - NUMBER OF TRIPS REQUIRED FROM EL MONTE TO POINTS LISTED.
% - NUMBER OF TRIPS PROVIDED TO POINTS LISTED ON PRESENT SCHEDULE.
POMONA = POMONA CITY = HOLT-INDIAN HILL TERMINAL TO MISSION-CORONA EXPRESSWAY
KELLOGG HILL = MISSION-CORONA EXPRESSWAY TO EASTLAND SHOPPING CENTER
ESTLO = EASTLAND = EASTLAND SHOPPING CENTER.

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SERVICE SPECIFICATIONS
LINE 530

APPENDIX K-14

EL MONTE BUSWAY LINE-HAUL STUDY
SERVICE SPECIFICATIONS

LINE 531 -- EL MONTE - ROWLAND HEIGHTS - DIAMOND BAR (DOUBLE DECK BUSES)
REPLACES LINE 495 EAST OF EL MONTE STATION

1. PEAK REQUIREMENTS: (BASED ON JUNE 1983 UNIVERSITY STATION POINT CHECK)

AM PEAK (WEST):

ITEM	PRESENT SERVICE TO UNIVERSITY STATION						SERVICE REQUIREMENTS		
	LINE 495	LINE	LINE	TOTAL	REQUIRED	RESULTING	TRIP	SAVINGS	
HOUR	PASSENGERS	TRIPS	PASSENGERS	TRIPS	PASSENGERS	TRIPS	TRIPS		HEADWAY
600 TO 659	253	5			253	5	4	15	-1
700 TO 759	212	4			212	4	4	15	0
800 TO 859	104	2			104	2	2	30	0
TOTAL	569	11			569	11	10	20 (AVERAGE)	-1

PM PEAK (EAST):

ITEM	PRESENT SERVICE FROM UNIVERSITY STATION						SERVICE REQUIREMENTS		
	LINE 495	LINE	LINE	TOTAL	REQUIRED	RESULTING	TRIP	SAVINGS	
HOUR	PASSENGERS	TRIPS	PASSENGERS	TRIPS	PASSENGERS	TRIPS	TRIPS		HEADWAY
400 TO 459	229	4			229	4	3	20	-1
500 TO 559	247	5			247	5	4	15	-1
600 TO 659	62	2			62	2	2	30	0
TOTAL	538	11			538	11	9	20 (AVERAGE)	-2

2. REQUIREMENTS BY SEGMENT (BASED ON RIDECHECK DATA OF: DAY WED, DATE MARCH 16, 1983)

ITEM	WESTBOUND (BOARDINGS)								EASTBOUND (ALIGHTINGS)							
	EL MONTE	COL-NOGALS	COL-WAL H	PU HIL MAL	TOTAL	UNIV STA	REQ'D	TRIPS*	PU HIL M	COL-WAL H	COL-NOGALS	TOTAL	UNIV STA	REQ'D	TRIPS*	
EL MONTE	COL-NOGALS	COL-WAL H	P-R ONLY			POINT CK	DIA B	COL-NG	P-R ONLY	COL-NOGALS	DIAMD BAR		POINT CK	CO-NG	DIAM	
600AM	136	49	61	246	253	4	4									
700	170	62	72	304	212	4	4									
800	--	46	50	96	104	--	2									
900																
1000																
1100																
1200PM																
100																
200																
300									59	32	82	173	229	3	3	
400									96	48	138	282	247	4	4	
500									46	40	85	171	62	2	2	
600																
700																
800																
900																
1000																
TOTALS	306	157	183	646	569	8	10		201	120	305	626	538	9	9	
SCHEDULED TRIPS%	9	11	11						12	12	12					

NOTES: # - NUMBER OF TRIPS REQUIRED TO EL MONTE FROM POINTS LISTED * - NUMBER OF TRIPS REQUIRED FROM EL MONTE TO POINTS LISTED.
% - NUMBER OF TRIPS PROVIDED TO POINTS LISTED ON PRESENT SCHEDULE.
DIA B = DIAMOND BAR = DIAMOND BAR PARK-RIDE LOT (DIAMOND BAR-POMONA FREEWAY TERMINAL).
COL-NG = COL-NOGALS = COLIMA-NOGALES COL-WAL H = COLIMA-WALNUT HALL
PU HIL M = PU HIL MAL = PUENTE HILLS MALL PARK-RIDE LOT

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SERVICE SPECIFICATIONS
LINE 531

APPENDIX K-15

EL MONTE BUSWAY LINE-HAUL STUDY
SERVICE SPECIFICATIONS

LINE 532 -- EL MONTE - EASTLAND - POMONA FAIRGROUNDS (DOUBLE DECK BUSES)
REPLACES LINE 497 TO POMONA FAIRGROUNDS AND 498 TO EASTLAND CENTER

1. PEAK REQUIREMENTS: (BASED ON JUNE 1983 UNIVERSITY STATION POINT CHECK)

AM PEAK (WEST):

ITEM	PRESENT SERVICE TO UNIVERSITY STATION							SERVICE REQUIREMENTS			
	LINE 497	LINE 498	LESS LINE 497/CM @	TOTAL	REQUIRED	RESULTING	TRIP				
HOUR	PASSENGERS	TRIPS	PASSENGERS	TRIPS	PASSENGERS	TRIPS	PASSENGERS	TRIPS	TRIPS	HEADWAY	SAVINGS
600 TO 659	174	5	254	5	-128	-3	300	7	4	15	-3
700 TO 759	203	5	242	5	-132	-3	313	7	4	15	-3
800 TO 859	113	5	199	4	-33	-1	279	8	4	15	-4
TOTAL	490	15	695	14	-293	-7	892	22	12	15	-10

PM PEAK (EAST):

ITEM	PRESENT SERVICE FROM UNIVERSITY STATION							SERVICE REQUIREMENTS			
	LINE 497	LINE 498	LESS LINE 497/CM @	TOTAL	REQUIRED	RESULTING	TRIP				
HOUR	PASSENGERS	TRIPS	PASSENGERS	TRIPS	PASSENGERS	TRIPS	PASSENGERS	TRIPS	TRIPS	HEADWAY	SAVINGS
400 TO 459	150	4	233	4	-127	-3	256	8	4	15	-4
500 TO 559	219	5	250	4	-117	-3	352	9	5	12	-4
600 TO 659	91	2	184	4	-28	-1	247	6	4	15	-2
TOTAL	460	11	667	12	-272	-7	855	23	13	14 (AVERAGE)	-10

2. REQUIREMENTS BY SEGMENT (BASED ON RIDE CHECK DATA OF: DAY WED, DATE MARCH 1, 1983 AND TUE, NOVEMBER 11, 1982)

ITEM	WESTBOUND (BOARDINGS)						EASTBOUND (ALIGHTINGS)					
	EL MONTE	POMONA FAIRGROUND	EASTLAND CENTER	TOTAL	UNIV STA POINT CK	REQ'D TRIPS	EASTLAND CENTER	POMONA FAIRGRNDS	TOTAL	UNIV STA POINT CK	REQ'D TRIPS*	
600AM		72	189	261	300	2						
700		100	257	357	313	2						
800		37	88	125	279	2						
900												
1000												
1100												
1200PM												
100												
200												
300							64	20	84	135	2	
400							164	19	203	256	4	
500							211	79	310	352	5	
600							52	27	79	247	4	
700												
800												
900												
1000												
TOTALS		209	534	743	892	6	511	165	676	990	15	
SCHEDULED TRIPS%		12	15				15	11			8	

NOTES: # - NUMBER OF TRIPS REQUIRED TO EL MONTE FROM POINTS LISTED * - NUMBER OF TRIPS REQUIRED FROM EL MONTE TO POINTS LISTED.
% - NUMBER OF TRIPS PROVIDED TO POINTS LISTED ON PRESENT SCHEDULE.
@ - LESS PASSENGERS TO OR FROM THE GARY AVENUE PARK-RIDE LOT AND MONTCLAIR PLAZA (WHICH IS TO BE SERVED BY LINE 533) AND ATTRIBUTABLE TRIPS.
POMON = POMONA = POMONA FAIRGROUNDS PARK-RIDE LOT EASTLND = EASTLAND = EASTLAND SHOPPING CENTER PARK-RIDE LOT

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SERVICE SPECIFICATIONS
LINE 532

APPENDIX K-16

EL MONTE BUSWAY LINE-HAUL STUDY
SERVICE SPECIFICATIONS

LINE 533 -- EL MONTE - MONTCLAIR - RIVERSIDE - SAN BERNARDINO (ALTERNATIVES 2 AND 3 ONLY)
REPLACES LINE 496 EAST OF EL MONTE STATION AND 497 TO GARY AVENUE AND MONTCLAIR PLAZA PARK-RIDE LOTS

1. PEAK REQUIREMENTS: (BASED ON JUNE 1983 EL MONTE AND UNIVERSITY STATION POINT CHECKS)

AM PEAK (WEST):

ITEM	PRESENT SERVICE TO EL MONTE OR UNIVERSITY STATION								SERVICE REQUIREMENTS		
	LINE	496	LINE	497 @	LINE	TOTAL	REQUIRED	RESULTING	TRIP		
HOURLY	PASSENGERS	TRIPS	PASSENGERS	TRIPS	PASSENGERS	TRIPS	TRIPS	HEADWAY	SAVINGS		
600 TO 659	--	--	128	3	128	3	3	20	0		
700 TO 759	33	1	132	3	165	4	4	15	0		
800 TO 859	33	1	33	1	66	2	2	30	0		
TOTAL	66	2	293	7	359	9	9	20 (AVERAGE)	0		

PM PEAK (EAST):

ITEM	PRESENT SERVICE FROM EL MONTE OR UNIVERSITY STATION								SERVICE REQUIREMENTS		
	LINE	496	LINE	497 @	LINE	TOTAL	REQUIRED	RESULTING	TRIP		
HOURLY	PASSENGERS	TRIPS	PASSENGERS	TRIPS	PASSENGERS	TRIPS	TRIPS	HEADWAY	SAVINGS		
400 TO 459	29	1	127	3	156	4	4	15	0		
500 TO 559	49	2	117	3	166	5	4	15	-1		
600 TO 659	28	1	28	1	56	2	2	20	0		
TOTAL	106	4	272	7	378	11	10	16 (AVERAGE)	-1		

2. REQUIREMENTS BY SEGMENT (BASED ON RIDECHECK DATA OF: DAY TUE DATE OCTOBER 19, 1982 (496) AND WED. MARCH 16, 1983)

ITEM	WESTBOUND (BOARDINGS)					EASTBOUND (ALIGHTINGS)									
	HOUR AT EL MONTE	SAN BERND ONTARIO	MONTCLAIR PLAZA P-R	GARY AVE. PARK-RIDE	TOTAL	ELM/UNIV POINT CK	REQ'D TRIPS SB-RV	MONTC	GARY AVE PARK-RID	MONTCLAIR PLAZA P-R	ONTARIO SAN BERNO	TOTAL	ELM/UNIV POINT CK	REQ'D TRIPS MONTC	SB-RV
600AM	--	--	66	62	128	128	--	3	--	4	14	18	23	1	1
700	14	--	81	74	149	170	1	4	--	--	--	--	--	--	--
800	15	--	29	8	52	66	1	2	--	6	55	61	24	1	1
900	24	--	1	--	25	26	1	1	--	2	59	68	16	1	1
1000	18	--	8	--	26	15	1	1	--	4	62	66	30	1	1
1100	42	--	10	--	52	18	1	1	--	6	38	44	28	1	1
1200PM	36	--	2	--	38	16	1	1	--	11	60	71	27	1	1
100	55	--	9	--	64	19	1	1	--	3	28	31	17	1	1
200	45	--	4	--	49	17	1	1	--	10	37	47	20	1	1
300	36	--	2	--	38	11	1	1	9	24	26	59	37	2	1
400	59	--	13	--	72	11	1	1	50	59	30	139	156	3	1
500	33	--	5	--	38	24	1	1	60	15	52	127	166	3	2
600	20	--	2	--	22	27	1	1	12	18	10	40	56	1	1
700	23	--	2	--	28	9	1	1	--	--	--	--	--	--	--
800	27	--	2	--	29	9	1	1	--	--	--	--	--	--	--
900	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
1000	--	--	--	--	--	--	--	--	--	2	12	14	--	1	1
TOTALS		447	219	144	810	566	14	21	131	171	483	785	600	18	14
SCHEDULED TRIPS%		14	20	26					25	24	14				

NOTES: # - NUMBER OF TRIPS REQUIRED TO EL MONTE FROM POINTS LISTED * - NUMBER OF TRIPS REQUIRED FROM EL MONTE TO POINTS LISTED.
% - NUMBER OF TRIPS PROVIDED TO POINTS LISTED ON PRESENT SCHEDULE.
@ INCLUDES PRESENT LINE 497 PATRONAGE TO GARY AVENUE AND MONTCLAIR PLAZA PARK-RIDE LOTS ONLY AND RELATED TRIPS
ELM/UNIV = EL MONTE STATION OR UNIVERSITY STATION
SB = SAN BERDO = SAN BERNARDINO TERMINAL RV = RIVERSIDE MONTC = MONTCLAIR PLAZA PARK-RIDE LOT

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SERVICE SPECIFICATIONS
LINE 533

APPENDIX K-17

EL MONTE BUSWAY LINE-HAUL STUDY--TRUNK ELEMENT
 COMPARISON OF TRIPS, HEADWAYS AND EQUIPMENT REQUIREMENTS
 BY TIME PERIOD FOR PRESENT OPERATION AND PROPOSED ALTERNATIVES

ALTERNATIVE	TRIPS OPERATED						AVERAGE HEADWAYS (MINUTES)						EQUIPMENT REQUIREMENTS		
	WESTBOUND			EASTBOUND			WESTBOUND			EASTBOUND			AM PEAK	BASE	PM PEAK
	AM PEAK	BASE	PM PEAK	AM PEAK	BASE	PM PEAK	AM PEAK	BASE	PM PEAK	AM PEAK	BASE	PM PEAK			
PRESENT	179	93	85	78	90	157	1.0	3.9	1.9	2.3	4.0	1.1	174	60	177
1-B-S	161	74	129	82	83	145	1.1	4.9	1.4	2.2	4.3	2.5	163	57	176
1-B-A	140	73	71	67	75	124	1.3	4.9	2.5	2.7	4.8	2.9	160	57	160
1-L-S	161	74	129	82	83	145	1.1	4.9	1.4	2.2	4.3	2.5	158	55	165
1-L-A	140	73	71	67	75	124	1.3	4.9	2.5	2.7	4.8	2.9	157	55	153
2-B-S	158	100	119	87	119	145	1.1	3.6	1.5	2.1	3.0	2.5	163	57	171
2-B-A	126	84	87	67	94	113	1.4	4.3	2.1	2.7	3.8	3.2	159	57	161
2-L-S	158	100	119	87	119	145	1.1	3.6	1.5	2.1	3.0	2.5	161	55	175
2-L-A	126	84	87	67	94	113	1.4	4.3	2.1	2.7	3.8	3.2	156	55	151
3-B-S	152	77	122	86	104	141	1.2	4.7	1.5	2.1	3.5	2.6	180	55	186
3-B-A	96	54	87	62	68	168	1.9	6.7	2.1	2.9	5.3	2.1	165	51	168
3-L-S	152	77	122	86	104	141	1.2	4.7	1.5	2.1	3.5	2.6	171	51	173
3-L-A	96	54	87	62	68	168	1.9	6.7	2.1	2.9	5.3	2.1	158	49	163

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COMPARISON OF TRUNK ELEMENT SERVICE STATISTICS

APPENDIX L

EL MONTE BUSWAY LINE-HAUL STUDY--FEEDER ELEMENT
COMPARISON OF NLW AND OLD SCHEDULES

NEW LINE NO. NAME	ALT. NO.	DIR/CTN	PROPOSED SCHEDULED SERVICE				EXISTING SCHEDULED SERVICE				PROPOSED SHORTLINE SERVICE--EL MONTE TO:		
			AM PEAK	BASE	PM PEAK	NITE	LINE	AM PEAK	BASE	PM PEAK		NITE	
LOCAL FEEDER SERVICES													
171	EL MONTE-HACIENDA HEIGHTS-POMONA VIA COLIMA RD.	1-2-3	W E	30/60 30/60	60	20/60 30/60	60	482 482	15/30 30	65	30 15	60 60	DIAMOND BAR (DIAMOND BAR-GOLDEN SPRINGS)
172	EL MONTE-LA PUENTE-POMONA-ONTARIO AIRPORT VIA VALLEY BLVD.	1-2-3	W E	12/60/30 12/36	30	15/30 15/30	60	484 484	12/60/30 10/20	30	20-30 12/30	30 30	POMONA (VALLEY-TEMPLE); INDOUSTY (BREA CANYON-POMONA FWY); POMONA (HOLT-INDIAN HILL)
173	EL MONTE-PUENTE HILLS MALL VIA AMAR RD.	1-2-3	W E	15/30 30	60	30 15/30	60	486 486	12 30	65 60	30 12	60 60	WEST COVINA (AMAR-TEMPLE)
174	EL MONTE-WEST COVINA-GLENDORA VIA FRANCISQUITO AVE.	1-2-3	W E	30/60 30/60	60	30/60 20/60	--	488 488	15/30 30	65	30/60 15/45	--	WEST COVINA (EASTLAND CENTER)
179	EL MONTE-COVINA-WALNUT-BREA VIA RAMONA BLVD.	1-2-3	W E	20/40/60 30/60	30/60	30/60 15/45/60	60	490 490	15/30/60 30/60	30/60	20/40/60 12/20/60	60 60	WEST COVINA (EASTLAND CENTER); DIAMOND BAR (DIAMOND BAR-BREA CANYON)
184	EL MONTE SOUTH ARCADIA-SAN DIMAS VIA ARROW HWY.	1-2-3	W E	30 30	--	-- 30	--	492 492	30 TRIP	--	-- 30-50	--	NONE
186	EL MONTE-MONROVIA-GLENDORA VIA FOOTHILL BL.	1-2-3	W E	30 --	--	-- 30	--	494 494	30 --	--	-- 30	--	NONE
257	UNIVERSITY STA.-PASADENA-ALTADENA VIA FAIR OAKS	3	S N	15 15	30	15 15	60	483 483	15 25	30	30 15	30 30	NONE
261	UNIVERSITY STA.-PASADENA-ALTADENA VIA LAKE AVE.	3	S N	15 15	30	15 15	60	485 485	15 25	30	30 15	30 30	UNIVERSITY STA. TO PASADENA (COLORADO-LAKE)
263	UNIVERSITY STATION-SAN GABRIEL-SIERRA MADRE	3	S N	15/30 15/30	60	15/30 15/30	60	487 487	12 30	45	30 20	60 60	UNIVERSITY STA. TO SAN MARINO (SAN GABRIEL-HUNTINGTON)
269	EL MONTE-HASTINGS RANCH VIA ROSEMEAD BLVD.	3	S N	15/30 15/30	--	30 30	--	489 489	15 20	--	40 20	--	EL MONTE TO ARCADIA (ROSEMEAD-HUNTINGTON)
272	EL MONTE-ARCADIA-SIERRA MADRE VIA SANTA ANITA AV.	1-2-3	S N	15/45 30/60	60	20/60 20/60	60	491 491	15 30	45	20 15	60 60	ARCADIA (SANTA ANITA-HUNTINGTON)
273	EL MONTE-MONROVIA VIA MYRTLE AVE.	1-2-3	S N	30 30	60	30 30	--	493 493	30 60	65	50 30-50	--	NONE
EXPRESS FEEDER SERVICES													
530	EL MONTE-WEST COVINA-POMONA VIA SAN BERNARDINO FWY.	1-2-3	W E	7/30 30	30	30 10/30	60	480-1 480-1	5/10 20	20	20 6-12	30 30	WEST COVINA (EASTLAND CENTER)
531	EL MONTE-ROWLAND HEIGHTS-DIAMOND BAR (DOUBLE DECK BUS)	2-3	W E	15 --	--	-- 15	--	495 495	12 --	--	-- 12	--	NONE
532	EL MONTE-EASTLAND-POMONA FAIRGROUNDS (DOUBLE DECK BUS)	2-3	W E	15/30 --	--	-- 15/30	--	497-8 497-8	10/10 --	--	-- 12/10	--	WEST COVINA (EASTLAND CENTER)
533	EL MONTE-RIVERSIDE-SAN BERNARDINO	1	W E	60 30	60	60 30	--	496 496	60 30	60	60 30	--	RIVERSIDE STATION
533	EL MONTE-MONTCLAIR-RIVERSIDE-SAN BERNARDINO	2-3	W E	20/60 30	60	60 15/30	--	496-7 496-7	30/60 60-100	60	60 20/60	--	MONTCLAIR PLAZA; RIVERSIDE STATION

HEADWAY DESCRIPTION: XX/XX - INDICATES SHORTLINE OR BRANCH OPERATION, WITH SMALLER NUMBER REPRESENTING "TRUNK" OF LINE.
XX-XX - INDICATES A RANGE OF HEADWAYS

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COMPARISON OF OLD AND NEW FEEDER SCHEDULES

APPENDIX M

ALTERNATIVE 1-B-S: OPERATING STATISTICS

Line Number	Vehicle Type	AM Peak	Base	PM Peak	Nite	Pull Outs	Vehicle Miles	Vehicle Hours
171 (482)	Standard	7	3	7	3	11	1,704	83.5
172 (484)	Standard	13	7	11	5	17	3,043	164.3
173 (486)	Standard	5	4	6	2	7	1,247	74.0
174 (488)	Standard	5	3	6	--	8	958	55.2
179 (490)	Standard	7	5	8	2	10	1,772	95.7
184 (492)	Standard	3	--	3	--	6	206	8.9
186 (494)	Standard	3	--	3	--	6	197	8.5
273 (493)	Standard	2	1	3	--	4	276	22.0
480-482	Standard	45	9	51	6	87	5,911	319.4
481	Standard	9	--	8	--	17	885	38.3
483-485	Standard	18	11	18	9	25	3,354	230.1
487-489-272	Standard	19	5	15	3	29	2,907	161.2
495 DD	Double Deck	10	--	10	--	20	1,441	49.8
497	Standard	12	--	11	--	23	1,633	54.3
498 DD	Double Deck	9	--	10	--	19	1,643	54.5
530 (480-1)	Standard	10	4	9	4	15	2,432	103.9
533 (496)	Standard	5	5	6	1	6	2,001	73.3
TOTALS:								
	Standard	163	57	165	35	271	28,526	1,492.6
	Articulated	0	0	0	0	0	0	0.0
	Double Deck	19	0	20	0	39	3,084	104.3
GRNAD TOTAL		182	57	185	35	310	31,610	1,596.9

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ALTERNATIVE 1-B-S
OPERATING STATISTICS

APPENDIX N-1

ALTERNATIVE 1-B-A: OPERATING STATISTICS

Line Number	Vehicle Type	AM Peak	AM Base	PM Peak	PM Nite	Pull Outs	Vehicle Miles	Vehicle Hours
171 (482)	Standard	7	3	7	3	11	1,704	83.5
172 (484)	Standard	13	7	11	5	17	3,043	164.3
173 (486)	Standard	5	4	6	2	7	1,247	74.0
174 (488)	Standard	5	3	6	--	8	958	55.2
179 (490)	Standard	7	5	8	2	10	1,772	95.7
184 (492)	Standard	3	--	3	--	6	206	8.9
186 (494)	Standard	3	--	3	--	6	197	8.5
273 (493)	Standard	2	1	3	--	4	276	22.0
480-482	Articulated	31	9	33	6	55	4,598	250.3
481	Standard	9	--	8	--	17	885	38.3
483-485	Standard	18	11	18	9	25	3,354	230.1
487-489-272	Standard	19	5	15	3	29	2,907	161.2
495 DD	Double Deck	10	--	10	--	20	1,441	49.8
497	Standard	12	--	11	--	23	1,633	54.3
498 DD	Double Deck	9	--	10	--	19	1,643	54.5
530 (480-1)	Standard	10	4	9	4	15	2,432	103.9
533 (496)	Standard	5	5	6	1	6	2,001	73.3
TOTALS:								
	Standard	118	48	114	29	184	22,615	1,173.2
	Articulated	31	9	33	6	55	4,598	250.3
	Double Deck	19	0	20	0	39	3,084	104.3
GRAND TOTALS		168	57	167	35	278	30,297	1,527.8

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ALTERNATIVE 1-B-A
OPERATING STATISTICS

APPENDIX N-2

ALTERNATIVE 1-L-S: OPERATING STATISTICS

Line Number	Vehicle Type	AM Peak	Base	PM Peak	Nite	Pull Outs	Vehicle Miles	Vehicle Hours
171 (482)	Standard	7	3	7	3	11	1,704	83.5
172 (484)	Standard	13	7	11	5	17	3,043	164.3
173 (486)	Standard	5	4	6	2	7	1,247	74.0
174 (488)	Standard	5	3	6	--	8	958	55.2
179 (490)	Standard	7	5	8	2	10	1,772	95.7
184 (492)	Standard	3	--	3	--	6	206	8.9
186 (494)	Standard	3	--	3	--	6	197	8.5
273 (493)	Standard	2	1	3	--	4	276	22.0
480	Standard	41	7	42	4	76	5,524	259.4
481	Standard	9	--	8	--	17	885	38.3
483-485	Standard	18	11	18	9	25	3,354	230.1
487-489-272	Standard	19	5	15	3	29	2,907	161.2
495 DD	Double Deck	10	--	10	--	20	1,441	49.8
497	Standard	12	--	11	--	23	1,633	54.3
498 DD	Double Deck	9	--	10	--	19	1,643	54.5
530 (480-1)	Standard	10	4	9	4	15	2,432	103.9
533 (496)	Standard	5	5	6	1	6	2,001	73.3
TOTALS:								
	Standard	159	55	156	33	260	28,139	1,432.6
	Articulated	0	0	0	0	0	0	0.0
	Double Deck	19	0	20	0	39	3,084	104.3
GRAND TOTALS		178	55	176	33	299	31,223	1,536.9

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ALTERNATIVE 1-L-S
OPERATING STATISTICS

APPENDIX N-3

ALTERNATIVE 1-L-A: OPERATING STATISTICS

Line Number	Vehicle Type	AM Peak	Base	PM Peak	Nite	Pull Outs	Vehicle Miles	Vehicle Hours
171 (482)	Standard	7	3	7	3	11	1,704	83.5
172 (484)	Standard	13	7	11	5	17	3,043	164.3
173 (486)	Standard	5	4	6	2	7	1,247	74.0
174 (488)	Standard	5	3	6	--	8	958	55.2
179 (490)	Standard	7	5	8	2	10	1,772	95.7
184 (492)	Standard	3	--	3	--	6	206	8.9
186 (494)	Standard	3	--	3	--	6	197	8.5
273 (493)	Standard	2	1	3	--	4	276	22.0
480	Articulated	28	7	28	4	49	4,323	201.7
481	Standard	9	--	8	--	17	885	38.3
483-485	Standard	18	11	18	9	25	3,354	230.1
487-489-272	Standard	19	5	15	3	29	2,907	161.2
495 DD	Double Deck	10	--	10	--	20	1,441	49.8
497	Standard	12	--	11	--	23	1,633	54.3
498 DD	Double Deck	9	--	10	--	19	1,643	54.5
530 (480-1)	Standard	10	4	9	4	15	2,432	103.9
533 (496)	Standard	5	5	6	1	6	2,001	73.3
TOTALS:								
	Standard	118	48	114	29	184	22,615	1,173.2
	Articulated	28	7	28	4	49	4,323	201.7
	Double Deck	19	0	20	0	39	3,084	104.3
GRAND TOTALS:								
		165	55	162	33	272	30,022	1,479.2

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ALTERNATIVE 1-L-A
OPERATING STATISTICS

APPENDIX N-4

ALTERNATIVE 2-B-S OPERATING STATISTICS

Line Number	Vehicle Type	AM Peak	Base	PM Peak	Nite	Pull Outs	Vehicle Miles	Vehicle Hours
171 (482)	Standard	7	3	7	3	11	1,704	83.5
172 (484)	Standard	13	7	11	5	17	3,043	164.3
173 (486)	Standard	5	4	6	2	7	1,247	74.0
174 (488)	Standard	5	3	6	--	8	958	55.2
179 (490)	Standard	7	5	8	2	10	1,772	95.7
184 (492)	Standard	3	--	3	--	6	206	8.9
186 (494)	Standard	3	--	3	--	6	197	8.5
273 (493)	Standard	2	1	3	--	4	276	22.0
480-482	Standard	66	9	71	6	128	8,171	437.6
481	Standard	9	--	8	--	17	885	38.3
483-485	Standard	18	11	18		25	3,354	230.1
487-489-272	Standard	19	5	15	3	29	2,907	161.2
530 (480-1)	Standard	10	4	9	4	15	2,432	103.9
531DD (495)	Double Deck	6	--	6	--	12	672	26.8
532DD(497-498)	Double Deck	5	--	5	--	10	755	23.6
533 (496-497)	Standard	9	5	9	1	13	2,362	88.6
TOTALS:								
	Standard	176	57	177	26	296	29,514	1,571.8
	Articulated	0	0	0	0	0	0	0.0
	Double Deck	11	0	11	0	22	1,427	50.4
TOTAL		187	57	188	26	318	30,941	1,622.2

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ALTERNATIVE 2-B-S
OPERATING STATISTICS

APPENDIX N-5

ALTERNATIVE 2-B-A: OPERATING STATISTICS

Line Number	Vehicle Type	AM Peak	AM Base	PM Peak	PM Nite	Pull Outs	Vehicle Miles	Vehicle Hours
171 (482)	Standard	7	3	7	3	11	1,704	83.5
172 (484)	Standard	13	7	11	5	17	3,043	164.3
173 (486)	Standard	5	4	6	2	7	1,247	74.0
174 (488)	Standard	5	3	6	--	8	958	55.2
179 (490)	Standard	7	5	8	2	10	1,772	95.7
184 (492)	Standard	3	--	3	--	6	206	8.9
186 (494)	Standard	3	--	3	--	6	197	8.5
273 (493)	Standard	2	1	3	--	4	276	22.0
480-482	Articulated	47	9	51	6	89	6,050	331.9
481	Standard	9	--	8	--	17	885	38.3
483-485	Standard	18	11	18		25	3,354	230.1
487-489-272	Standard	19	5	15	3	29	2,907	161.2
530 (480-1)	Standard	10	4	9	4	15	2,432	103.9
531DD (495)	Double Deck	6	--	6	--	12	672	26.8
532DD(497-498)	Double Deck	5	--	5	--	10	755	23.6
533 (496-497)	Standard	9	5	9	1	13	2,362	88.6
TOTALS:								
	Standard	110	48	106	20	168	21,343	1,134.2
	Articulated	47	9	51	6	89	6,050	331.9
	Double Deck	11	0	11	0	22	1,427	50.4
GRAND TOTALS:								
		168	57	168	26	279	28,820	1,516.5

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ALTERNATIVE 2-B-A
OPERATING STATISTICS

APPENDIX N-6

ALTERNATIVE 2-L-S OPERATING STATISTICS

Line Number	Vehicle Type	AM Peak	Base	PM Peak	Nite	Pull Outs	Vehicle Miles	Vehicle Hours
171 (482)	Standard	7	3	7	3	11	1,704	83.5
172 (484)	Standard	13	7	11	5	17	3,043	164.3
173 (486)	Standard	5	4	6	2	7	1,247	74.0
174 (488)	Standard	5	3	6	--	8	958	55.2
179 (490)	Standard	7	5	8	2	10	1,772	95.7
184 (492)	Standard	3	--	3	--	6	206	8.9
186 (494)	Standard	3	--	3	--	6	197	8.5
273 (493)	Standard	2	1	3	--	4	276	22.0
480	Standard	59	7	70	4	122	7,613	355.8
481	Standard	9	--	8	--	17	885	38.3
483-485	Standard	18	11	18		25	3,354	230.1
487-489-272	Standard	19	5	15	3	29	2,907	161.2
530 (480-1)	Standard	10	4	9	4	15	2,432	103.9
531DD (495)	Double Deck	6	--	6	--	12	672	26.8
532DD(497-498)	Double Deck	5	--	5	--	10	755	23.6
533 (496-497)	Standard	9	5	9	1	13	2,362	88.6
TOTALS:								
	Standard	169	55	176	24	290	28,956	1,490.0
	Articulated	0	0	0	0	0	0	0.0
	Double Deck	11	0	11	0	22	1,427	50.4
TOTAL		180	55	187	24	312	30,383	1,540.4

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ALTERNATIVE 2-L-S
OPERATING STATISTICS

APPENDIX N-7

ALTERNATIVE 2-L-A: OPERATING STATISTICS

Line Number	Vehicle Type	AM Peak	Base	PM Peak	Nite	Pull Outs	Vehicle Miles	Vehicle Hours
171 (482)	Standard	7	3	7	3	11	1,704	83.5
172 (484)	Standard	13	7	11	5	17	3,043	164.3
173 (486)	Standard	5	4	6	2	7	1,247	74.0
174 (488)	Standard	5	3	6	--	8	958	55.2
179 (490)	Standard	7	5	8	2	10	1,772	95.7
184 (492)	Standard	3	--	3	--	6	206	8.9
186 (494)	Standard	3	--	3	--	6	197	8.5
273 (493)	Standard	2	1	3	--	4	276	22.0
480	Articulated	44	7	43	4	80	5,707	265.8
481	Standard	9	--	8	--	17	885	38.3
483-485	Standard	18	11	18		25	3,354	230.1
487-489-272	Standard	19	5	15	3	29	2,907	161.2
530 (480-1)	Standard	10	4	9	4	15	2,432	103.9
531DD (495)	Double Deck	6	--	6	--	12	672	26.8
532DD(497-498)	Double Deck	5	--	5	--	10	755	23.6
533 (496-497)	Standard	9	5	9	1	13	2,362	88.6
TOTALS:								
	Standard	110	48	106	20	168	21,343	1,134.2
	Articulated	44	7	43	4	80	5,707	265.8
	Double Deck	11	0	11	0	22	1,427	50.4
GRAND TOTALS:								
		165	55	160	24	270	28,477	1,450.4

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ALTERNATIVE 2-L-A
OPERATING STATISTICS

APPENDIX N-8

ALTERNATIVE 3-B-S OPERATING STATISTICS

Line Number	Vehicle Type	AM Peak	AM Base	PM Peak	PM Nite	Pull Outs	Vehicle Miles	Vehicle Hours
171 (482)	Standard	7	3	7	3	11	1,704	83.5
172 (484)	Standard	13	7	11	5	17	3,043	164.3
173 (486)	Standard	5	4	6	2	7	1,247	74.0
174 (488)	Standard	5	3	6	--	8	958	55.2
179 (490)	Standard	7	5	8	2	10	1,772	95.7
184 (492)	Standard	3	--	3	--	6	206	8.9
186 (494)	Standard	3	--	3	--	6	197	8.5
257 (483)	Standard	6	3	7	3	10	1,123	56.0
261 (485)	Standard	7	4	7	3	10	1,157	86.7
263 (487)	Standard	6	2	5	2	9	1,029	57.0
269 (489)	Standard	6	--	4	--	10	296	23.7
272 (491)	Standard	4	1	4	1	7	417	31.4
273 (493)	Standard	2	1	3	--	4	276	22.0
480-482	Standard	95	13	93	6	175	10,210	554.4
481	Standard	9	--	8	--	17	885	38.3
530 (480/1)	Standard	10	4	9	4	15	2,432	103.9
531 (495DD)	Double Deck	6	--	6	--	12	672	26.8
532 (497-8DD)	Double Deck	5	--	5	--	10	755	23.6
533 (496-7)	Standard	9	5	9	1	13	2,362	88.6
TOTALS:								
	Standard	197	55	193	32	335	29,314	1,552.1
	Articulated	0	0	0	0	0	0	0.0
	Double Deck	11	0	11	0	22	1,427	50.4
GRAND TOTAL		208	55	204	32	357	30,741	1,602.5



ALTERNATIVE 3-B-S
OPERATING STATISTICS

APPENDIX N-9

ALTERNATIVE 3-B-A OPERATING STATISTICS

Line Number	Vehicle Type	AM Peak	Base	PM Peak	Nite	Pull Outs	Vehicle Miles	Vehicle Hours
171 (482)	Standard	7	3	7	3	11	1,704	83.5
172 (484)	Standard	13	7	11	5	17	3,043	164.3
173 (486)	Standard	5	4	6	2	7	1,247	74.0
174 (488)	Standard	5	3	6	--	8	958	55.2
179 (490)	Standard	7	5	8	2	10	1,772	95.7
184 (492)	Standard	3	--	3	--	6	206	8.9
186 (494)	Standard	3	--	3	--	6	197	8.5
257 (483)	Standard	6	3	7	3	10	1,123	56.0
261 (485)	Standard	7	4	7	3	10	1,157	86.7
263 (487)	Standard	6	2	5	2	9	1,029	57.0
269 (489)	Standard	6	--	4	--	10	296	23.7
272 (491)	Standard	4	1	4	1	7	417	31.4
273 (493)	Standard	2	1	3	--	4	276	22.0
480-482	Articulated	61	9	63	6	115	7,194	395.8
481	Standard	9	--	8	--	17	885	38.3
530 (480-1)	Standard	10	4	9	4	15	2,432	103.9
531 (495)	Double Deck	6	--	6	--	12	672	26.8
532 (497-498)	Double Deck	5	--	5	--	10	755	23.6
533 (496-497)	Standard	9	5	9	1	13	2,362	88.6
TOTALS:								
	Standard	102	42	100	26	160	19,104	997.7
	Articulated	61	9	63	6	115	7,194	395.8
	Double Deck	11	0	11	0	22	1,427	50.4
GRAND TOTAL		174	51	174	32	297	27,725	1,443.9

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ALTERNATIVE 3-B-A
OPERATING STATISTICS

APPENDIX N-10

ALTERNATIVE 3-L-S: OPERATING STATISTICS

Line Number	Vehicle Type	AM Peak	Base	PM Peak	Nite	Pull Outs	Vehicle Miles	Vehicle Hours
171 (482)	Standard	7	3	7	3	11	1,704	83.5
172 (484)	Standard	13	7	11	5	17	3,043	164.3
173 (486)	Standard	5	4	6	2	7	1,247	74.0
174 (488)	Standard	5	3	6	--	8	958	55.2
179 (490)	Standard	7	5	8	2	10	1,772	95.7
184 (492)	Standard	3	--	3	--	6	206	8.9
186 (494)	Standard	3	--	3	--	6	197	8.5
257 (483)	Standard	6	3	7	3	10	1,123	56.0
261 (485)	Standard	7	4	7	3	10	1,157	86.7
263 (487)	Standard	6	2	5	2	9	1,029	57.0
269 (489)	Standard	6	--	4	--	10	296	23.7
272 (491)	Standard	4	1	4	1	7	417	31.4
273 (493)	Standard	2	1	3	--	4	276	22.0
480	Standard	84	9	78	4	153	9,909	467.6
481	Standard	9	--	8	--	17	885	38.3
530 (480-481)	Standard	10	4	9	4	15	2,432	103.9
531 (495)	Double Deck	6	--	6	--	12	672	26.8
532 (497-498)	Double Deck	5	--	5	--	10	755	23.6
533 (496-497)	Standard	9	5	9	1	13	2,362	88.6
TOTALS:								
	Standard	186	51	178	30	313	29,013	1,465.3
	Articulated	0	0	0	0	0	0	0.0
	Double Deck	11	0	11	0	22	1,427	50.4
GRAND TOTALS:								
		197	51	189	30	335	30,440	1,515.7

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ALTERNATIVE 3-L-S
OPERATING STATISTICS

APPENDIX N-11

ALTERNATIVE 3-L-A: OPERATING STATISTICS

Line Number	Vehicle Type	AM Peak	Base	PM Peak	Nite	Pull Outs	Vehicle Miles	Vehicle Hours
171 (482)	Standard	7	3	7	3	11	1,704	83.5
172 (484)	Standard	13	7	11	5	17	3,043	164.3
173 (486)	Standard	5	4	6	2	7	1,247	74.0
174 (488)	Standard	5	3	6	--	8	958	55.2
179 (490)	Standard	7	5	8	2	10	1,772	95.7
184 (492)	Standard	3	--	3	--	6	206	8.9
186 (494)	Standard	3	--	3	--	6	197	8.5
257 (483)	Standard	6	3	7	3	10	1,123	56.0
261 (485)	Standard	7	4	7	3	10	1,157	86.7
263 (487)	Standard	6	2	5	2	9	1,029	57.0
269 (489)	Standard	6	--	4	--	10	296	23.7
272 (491)	Standard	4	1	4	1	7	417	31.4
273 (493)	Standard	2	1	3	--	4	276	22.0
480	Articulated	54	7	58	4	105	6,961	323.6
481	Standard	9	--	8	--	17	885	38.3
530 (480-481)	Standard	10	4	9	4	15	2,432	103.9
531 (495)	Double Deck	6	--	6	--	12	672	26.8
532 (497-498)	Double Deck	5	--	5	--	10	755	23.6
533 (496-497)	Standard	9	5	9	1	13	2,362	88.6
TOTALS:								
	Standard	102	42	100	26	160	19,104	997.7
	Articulated	54	7	58	4	105	6,961	323.6
	Double Deck	11	0	11	0	22	1,427	50.4
GRAND TOTALS:								
		167	49	169	30	287	27,492	1,371.7

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ALTERNATIVE 3-L-A
OPERATING STATISTICS

APPENDIX N-12

PRESENT SERVICE--OPERATING COST

Line Number	Vehicle Type	Svc Fcn	AM Peak	PM Peak	PM Mins	Pull Outs	Vehicle Miles	Vehicle Hours	Cost of Pull Outs	Cost of Veh. Miles	Cost of Veh. Hours	Total Cost	Line Number
480-481	Standard	Exp	23	11	25	7	37	6,266	271.8	\$5,133	\$5,451	\$8,407	480-481
482	Standard	Exp	10	3	12	3	19	2,450	115.0	\$2,636	\$2,132	\$3,557	482
483-485	Standard	Exp	18	11	18	9	25	3,354	230.1	\$3,468	\$2,918	\$7,117	483-485
484	Standard	Exp	19	10	19	9	28	5,519	265.0	\$3,884	\$4,802	\$8,196	484
486	Standard	Exp	11	2	10	3	19	1,705	82.3	\$2,636	\$1,483	\$2,546	486
487-489-491	Standard	Exp	24	5	22	3	41	3,788	196.6	\$5,688	\$3,296	\$6,081	487-489-491
488	Standard	Exp	9	3	9	--	15	1,530	82.0	\$2,081	\$1,331	\$2,536	488
490	Standard	Exp	12	8	15	2	19	3,453	177.5	\$2,636	\$3,004	\$5,490	490
492	Standard	Exp	3	--	3	--	6	361	13.5	\$832	\$314	\$418	492
493	Standard	Exp	5	1	3	--	7	444	26.5	\$971	\$386	\$820	493
494	Standard	Exp	3	--	3	--	6	367	13.0	\$832	\$319	\$402	494
495	Double Deck	Exp	10	--	10	--	20	1,441	49.8	\$4,207	\$1,412	\$1,540	495
496	Standard	Exp	6	6	7	1	7	2,306	86.1	\$971	\$2,006	\$2,663	496
497	Standard	Exp	12	--	11	--	23	1,633	54.3	\$3,191	\$1,421	\$1,679	497
498	Double Deck	Exp	9	--	10	--	19	1,643	54.5	\$3,997	\$1,610	\$1,686	498
TOTALS												TOTALS	
	Standard	Loc	0	0	0	0	0	0	0	\$0	\$0	\$0	Standard-Loc
	Standard	Exp	155	60	157	37	252	33,176	1,613.7	\$34,960	\$28,863	\$49,912	Standard-Exp
	Articulated	Exp	0	0	0	0	0	0	0.0	\$0	\$0	\$0	Articulated
	Double Deck	Exp	19	0	20	0	39	3,084	104.3	\$8,204	\$3,022	\$3,226	Double Deck
GRAND TOTALS			174	60	177	37	291	36,260	1,718.0	\$43,164	\$31,885	\$53,138	GRAND TOTALS

OPERATING UNIT COSTS:

Vehicle Type	Standard	Artic/DD
Service Function	Local	Express
Per Pull Out	\$107.30	\$138.73
Per Vehicle Mile	\$1.00	\$0.87
Per Vehicle Hour	\$28.29	\$30.93



**PRESENT SERVICE
OPERATING COST**

ALTERNATIVE 1-B-S OPERATING COST

Line Number	Vehicle Type	Svc Fcn	AM Peak	PM Bass Peak	PM Nite	Pull Outs	Vehicle Miles	Vehicle Hours	Cost of Pull Outs	Cost of Veh. Miles	Cost of Veh. Hours	Total Cost	Line Number	
171 (482)	Standard	Loc	7	3	7	3	11	1,704	83.5	\$1,181	\$1,704	\$2,362	\$5,248	171 (482)
172 (484)	Standard	Loc	13	7	11	5	17	3,043	164.3	\$1,826	\$3,043	\$4,648	\$9,517	172 (484)
173 (486)	Standard	Loc	5	4	6	2	7	1,247	74.0	\$752	\$1,247	\$2,093	\$4,092	173 (486)
174 (488)	Standard	Loc	5	3	6	--	8	958	55.2	\$859	\$958	\$1,562	\$3,379	174 (488)
179 (490)	Standard	Loc	7	5	8	2	10	1,772	95.7	\$1,074	\$1,772	\$2,707	\$5,553	179 (490)
184 (492)	Standard	Loc	3	--	3	--	6	206	8.9	\$644	\$206	\$252	\$1,102	184 (492)
186 (494)	Standard	Loc	3	--	3	--	6	197	8.5	\$644	\$197	\$240	\$1,082	186 (494)
273 (493)	Standard	Loc	2	1	3	--	4	276	22.0	\$430	\$276	\$622	\$1,328	273 (493)
480-482	Standard	Exp	45	9	51	6	87	5,911	319.4	\$12,070	\$5,143	\$9,879	\$27,091	480-482
481	Standard	Exp	9	--	8	--	17	885	38.3	\$2,358	\$770	\$1,185	\$4,313	481
483-485	Standard	Exp	18	11	18	9	25	3,354	230.1	\$3,468	\$2,918	\$7,117	\$13,503	483-485
487-489-272	Standard	Exp	19	5	15	3	29	2,907	161.2	\$4,023	\$2,529	\$4,986	\$11,538	487-489-272
495	Double Deck	Exp	10	--	10	--	20	1,441	49.8	\$4,207	\$1,412	\$1,540	\$7,160	495
497	Standard	Exp	12	--	11	--	23	1,633	54.3	\$3,191	\$1,421	\$1,679	\$6,291	497
498	Double Deck	Exp	9	--	10	--	19	1,643	54.5	\$3,997	\$1,610	\$1,686	\$7,293	498
530(480-481)	Standard	Exp	10	4	9	4	15	2,432	103.9	\$2,081	\$2,116	\$3,214	\$7,410	530 (480-481)
533 (496)	Standard	Exp	5	5	6	1	6	2,001	73.3	\$832	\$1,741	\$2,267	\$4,840	533 (496)
Interline Savings	Standard	Loc	-19	--	-9	--	-28	--	--	(\$3,007)	--	--	(\$3,007)	Interline Savings
TOTALS:														
Standard	Loc		26	23	38	12	41	9,403	512.1	\$4,403	\$9,403	\$14,487	\$28,294	TOTALS:
Standard	Exp		118	34	118	23	202	19,123	980.5	\$28,023	\$16,637	\$30,327	\$74,987	Standard-Loc
Articulated	Exp		0	0	0	0	0	0	0.0	\$0	\$0	\$0	\$0	Standard-Exp
Double Deck	Exp		19	0	20	0	39	3,084	104.3	\$8,204	\$3,022	\$3,226	\$14,453	Articulated
														Double Deck
GRAND TOTAL			163	57	176	35	282	31,610	1,596.9	\$40,631	\$29,062	\$48,040	\$117,734	GRAND TOTAL

OPERATING UNIT COSTS:

Vehicle Type	Standard	Artic/DD
Service Function	Local Express	Express
Per Pull Out	\$107.40	\$138.73
Per Vehicle Mile	\$1.00	\$0.87
Per Vehicle Hour	\$28.29	\$30.93

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ALTERNATIVE 1-B-S
OPERATING COST

APPENDIX O-2

ALTERNATIVE 1-B-A OPERATING COST

Line Number	Vehicle Type	Svc Fcn	AM Peak	PM Base	PM Peak	Mite	Pull Outs	Vehicle Miles	Vehicle Hours	Cost of Pull	Cost of Outa Veh.	Cost of Miles Veh.	Cost of Hours Veh.	Total Cost	Line Number
171 (482)	Standard	Loc	7	3	7	3	11	1,704	83.5	\$1,180	\$1,704	\$2,362	\$5,247	171 (482)	
172 (484)	Standard	Loc	13	7	11	5	17	3,043	164.3	\$1,824	\$3,043	\$4,648	\$9,515	172 (484)	
173 (486)	Standard	Loc	5	4	6	2	7	1,247	74.0	\$751	\$1,247	\$2,093	\$4,092	173 (486)	
174 (488)	Standard	Loc	5	3	6	--	8	958	55.2	\$858	\$958	\$1,562	\$3,378	174 (488)	
179 (490)	Standard	Loc	7	5	8	2	10	1,772	95.7	\$1,073	\$1,772	\$2,707	\$5,552	179 (490)	
184 (492)	Standard	Loc	3	--	3	--	6	206	8.9	\$644	\$206	\$252	\$1,102	184 (492)	
186 (494)	Standard	Loc	3	--	3	--	6	197	8.5	\$644	\$197	\$240	\$1,081	186 (494)	
273 (493)	Standard	Loc	2	1	3	--	4	276	22.0	\$429	\$276	\$622	\$1,328	273 (493)	
480-482	Articulated	Exp	31	9	33	6	55	4,598	250.3	\$11,570	\$4,506	\$7,742	\$23,818	480-482	
481	Standard	Exp	9	--	8	--	17	885	38.3	\$2,358	\$770	\$1,185	\$4,313	481	
483-485	Standard	Exp	18	11	18	9	25	3,354	230.1	\$4,023	\$2,918	\$7,117	\$14,058	483-485	
487-489-272	Standard	Exp	19	5	15	3	29	2,907	161.2	\$4,023	\$2,529	\$4,986	\$11,538	487-489-272	
495	Double Deck	Exp	10	--	10	--	20	1,441	49.8	\$4,207	\$1,412	\$1,540	\$7,160	495	
497	Standard	Exp	12	--	11	--	23	1,633	54.3	\$3,191	\$1,421	\$1,679	\$6,291	497	
498	Double Deck	Exp	9	--	10	--	19	1,643	54.5	\$3,997	\$1,610	\$1,686	\$7,293	498	
530 (480-481)	Standard	Exp	10	4	9	4	15	2,432	103.9	\$2,081	\$2,116	\$3,214	\$7,410	530 (480-481)	
533 (496)	Standard	Exp	5	5	6	1	6	2,001	73.3	\$832	\$1,741	\$2,267	\$4,840	533 (496)	
Interline Savings	Standard	Loc	-8	--	-7	--	-15	--	--	(\$1,610)	--	--	(\$1,610)	Interline Savings	
TOTALS:															
	Standard	Loc	37	23	40	12	54	9,403	512.1	\$5,794	\$9,403	\$14,487	\$29,685	Standard-Loc	
	Standard	Exp	73	25	67	17	115	13,212	661.1	\$16,509	\$11,494	\$20,448	\$48,451	Standard-Exp	
	Articulated	Exp	31	9	33	6	55	4,598	250.3	\$11,570	\$4,506	\$7,742	\$23,818	Articulated	
	Double Deck	Exp	19	0	20	0	39	3,084	104.3	\$8,204	\$3,022	\$3,226	\$14,453	Double Deck	
GRAND TOTAL			160	57	160	35	263	30,297	1,527.8	\$42,078	\$28,426	\$45,903	\$116,407	GRAND TOTAL	

OPERATING UNIT COSTS:

Vehicle Type	Standard		Artic/DD
Service Function	Local	Express	Express
Per Pull Out	\$107.30	\$138.73	\$210.37
Per Vehicle Mile	\$1.00	\$0.87	\$0.98
Per Vehicle Hour	\$28.29	\$30.93	\$30.93

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ALTERNATIVE 1-B-A
OPERATING COST

APPENDIX O-3

ALTERNATIVE 1-L-S OPERATING COST

Line Number	Vehicle Type	Svc Fcn	AM Peak	PM Base	PM Peak	Nite	Pull Out	Vehicle Miles	Vehicle Hours	Cost of Pull	Cost of Veh. Miles	Cost of Veh. Hours	Total Cost	Line Number
171 (482)	Standard	Loc	7	3	7	3	11	1,704	83.5	\$1,180	\$1,704	\$2,362	\$5,247	171 (482)
172 (484)	Standard	Loc	13	7	11	5	17	3,043	164.3	\$1,824	\$3,043	\$4,648	\$9,515	172 (484)
173 (486)	Standard	Loc	5	4	6	2	7	1,247	74.0	\$751	\$1,247	\$2,093	\$4,092	173 (486)
174 (488)	Standard	Loc	5	3	6	--	8	958	55.2	\$858	\$958	\$1,562	\$3,378	174 (488)
179 (490)	Standard	Loc	7	5	8	2	10	1,772	95.7	\$1,073	\$1,772	\$2,707	\$5,552	179 (490)
184 (492)	Standard	Loc	3	--	3	--	6	206	8.9	\$644	\$206	\$252	\$1,102	184 (492)
186 (494)	Standard	Loc	3	--	3	--	6	197	8.5	\$644	\$197	\$240	\$1,081	186 (494)
273 (493)	Standard	Loc	2	1	3	--	4	276	22.0	\$429	\$276	\$622	\$1,328	273 (493)
480	Standard	Exp	41	7	42	4	76	5,524	259.4	\$10,543	\$4,806	\$8,023	\$23,373	480
481	Standard	Exp	9	--	8	--	17	885	38.3	\$2,358	\$770	\$1,185	\$4,313	481
483-485	Standard	Exp	18	11	18	9	25	3,354	230.1	\$3,468	\$2,918	\$7,117	\$13,503	483-485
487-489-272	Standard	Exp	19	5	15	3	29	2,907	161.2	\$4,023	\$2,529	\$4,986	\$11,538	487-489-272
495	Double Deck	Exp	10	--	10	--	20	1,441	49.8	\$4,207	\$1,412	\$1,540	\$7,160	495
497	Standard	Exp	12	--	11	--	23	1,633	54.3	\$3,191	\$1,421	\$1,679	\$6,291	497
498	Double Deck	Exp	9	--	10	--	19	1,643	54.5	\$3,997	\$1,610	\$1,686	\$7,293	498
530 (480-481)	Standard	Exp	10	4	9	4	15	2,432	103.9	\$2,081	\$2,116	\$3,214	\$7,410	530 (480-481)
533 (496)	Standard	Exp	5	5	6	1	6	2,001	73.3	\$832	\$1,741	\$2,267	\$4,840	533 (496)
Interline Savings	Standard	Loc	-20	--	-11	--	-31	--	--	(\$3,326)	--	--	(\$3,326)	Interline Savings
TOTALS:														
	Standard	Loc	25	23	36	12	38	9,403	512.1	\$4,077	\$9,403	\$14,487	\$27,968	TOTALS: Standard-Loc
	Standard	Exp	114	32	109	21	191	18,736	920.5	\$26,497	\$16,300	\$28,471	\$71,269	Standard-Exp
	Articulated	Exp	0	0	0	0	0	0	0.0	\$0	\$0	\$0	\$0	Articulated
	Double Deck	Exp	19	0	20	0	39	3,084	104.3	\$8,204	\$3,022	\$3,226	\$14,453	Double Deck
GRAND TOTAL			158	55	165	33	268	31,223	1,536.9	\$38,779	\$28,726	\$46,184	\$113,689	GRAND TOTAL

OPERATING UNIT COSTS:

Vehicle Type	Standard Local	Standard Express	Artic/DD Express
Service Function			
Per Pull Out	\$107.30	\$138.73	\$210.37
Per Vehicle Mile	\$1.00	\$0.87	\$0.98
Per Vehicle Hour	\$28.29	\$30.93	\$30.93



ALTERNATIVE 1-L-S
OPERATING COST

APPENDIX O-4

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ALTERNATIVE 1-L-A OPERATING COST

Line Number	Vehicle Type	Svc Fcn	AM Peak	PM Base	PM Peak	Hits	Pull Outs	Vehicle Miles	Vehicle Hours	Cost of Pull Outs	Cost of Veh. Miles	Cost of Veh. Hours	Total Cost	Line Number
171 (482)	Standard	Loc	7	3	7	3	11	1,704	83.5	\$1,180	\$1,704	\$2,362	\$5,247	171 (482)
172 (484)	Standard	Loc	13	7	11	5	17	3,043	164.3	\$1,824	\$3,043	\$4,648	\$9,515	172 (484)
173 (486)	Standard	Loc	5	4	6	2	7	1,247	74.0	\$751	\$1,247	\$2,093	\$4,092	173 (486)
174 (488)	Standard	Loc	5	3	6	--	8	958	55.2	\$858	\$958	\$1,562	\$3,378	174 (488)
179 (490)	Standard	Loc	7	5	8	2	10	1,772	95.7	\$1,073	\$1,772	\$2,707	\$5,552	179 (490)
184 (492)	Standard	Loc	3	--	3	--	6	206	8.9	\$644	\$206	\$252	\$1,102	184 (492)
186 (494)	Standard	Loc	3	--	3	--	6	197	8.5	\$644	\$197	\$240	\$1,081	186 (494)
273 (493)	Standard	Loc	2	1	3	--	4	276	22.0	\$429	\$276	\$622	\$1,328	273 (493)
480	Articulated	Exp	28	7	28	4	49	4,323	201.7	\$10,308	\$4,237	\$6,239	\$20,783	480
481	Standard	Exp	9	--	8	--	17	885	38.3	\$2,358	\$770	\$1,185	\$4,313	481
483-485	Standard	Exp	18	11	18	9	25	3,354	230.1	\$3,468	\$2,918	\$7,117	\$13,503	483-485
487-489-272	Standard	Exp	19	5	15	3	29	2,907	161.2	\$4,023	\$2,529	\$4,986	\$11,538	487-489-272
495	Double Deck	Exp	10	--	10	--	20	1,441	49.8	\$4,207	\$1,412	\$1,540	\$7,160	495
497	Standard	Exp	12	--	11	--	23	1,633	54.3	\$3,191	\$1,421	\$1,679	\$6,291	497
498	Double Deck	Exp	9	--	10	--	19	1,643	54.5	\$3,997	\$1,610	\$1,686	\$7,293	498
530 (480-481)	Standard	Exp	10	4	9	4	15	2,432	103.9	\$2,081	\$2,116	\$3,214	\$7,410	530 (480-481)
533 (496)	Standard	Exp	5	5	6	1	6	2,001	73.3	\$832	\$1,741	\$2,267	\$4,840	533 (496)
Interline Savings	Standard	Loc	-8	--	-9	--	-17	--	--	(\$1,824)	--	--	(\$1,824)	Interline Savings
TOTALS:														
	Standard	Loc	37	23	38	12	52	9,403	512.1	\$5,580	\$9,403	\$14,487	\$29,470	Standard-Loc
	Standard	Exp	73	25	67	17	115	13,212	661.1	\$15,954	\$11,494	\$20,448	\$47,896	Standard-Exp
	Articulated	Exp	28	7	28	4	49	4,323	201.7	\$10,308	\$4,237	\$6,239	\$20,783	Articulated
	Double Deck	Exp	19	0	20	0	39	3,084	104.3	\$8,204	\$3,022	\$3,226	\$14,453	Double Deck

GRAND TOTAL 157 55 153 33 255 30.022 1,479.2 \$40,046 \$28,156 \$44,400 \$112,602 GRAND TOTAL

OPERATING UNIT COSTS:

Vehicle Type Service Function	Standard		Artic/DD Express
	Local	Express	
Per Pull Out	\$107.30	\$138.73	\$210.37
Per Vehicle Mile	\$1.00	\$0.87	\$0.98
Per Vehicle Hour	\$28.29	\$30.93	\$30.93



ALTERNATIVE 1-L-A
OPERATING COST

APPENDIX O-5

ALTERNATIVE 2-B-S OPERATING COST

Line Number	Vehicle Type	Svc Fcn	AM Peak	PM Base	PM Peak	Nite	Pull Outs	Vehicle Miles	Vehicle Hours	Cost of Pull	Cost of Veh. Miles	Cost of Veh. Hours	Total Cost	Line Number
171 (482)	Standard	Loc	7	3	7	3	11	1,704	83.5	\$1,180	\$1,704	\$2,362	\$5,247	171 (482)
172 (484)	Standard	Loc	13	7	11	5	17	3,043	164.3	\$1,824	\$3,043	\$4,648	\$9,515	172 (484)
173 (486)	Standard	Loc	5	4	6	2	7	1,247	74.0	\$751	\$1,247	\$2,093	\$4,092	173 (486)
174 (488)	Standard	Loc	5	3	6	--	8	958	55.2	\$858	\$958	\$1,562	\$3,378	174 (488)
179 (490)	Standard	Loc	7	5	8	2	10	1,772	95.7	\$1,073	\$1,772	\$2,707	\$5,552	179 (490)
184 (492)	Standard	Loc	3	--	3	--	6	206	8.9	\$644	\$206	\$252	\$1,102	184 (492)
186 (494)	Standard	Loc	3	--	3	--	6	197	8.5	\$644	\$197	\$240	\$1,081	186 (494)
273 (493)	Standard	Loc	2	1	3	--	4	276	22.0	\$429	\$276	\$622	\$1,328	273 (493)
480-482	Standard	Exp	66	9	71	6	128	8,171	437.6	\$17,757	\$7,109	\$13,535	\$38,401	480-482
481	Standard	Exp	9	--	8	--	17	885	38.3	\$2,358	\$770	\$1,185	\$4,313	481
483-485	Standard	Exp	18	11	18		25	3,354	230.1	\$3,468	\$2,918	\$7,117	\$13,503	483-485
487-489-272	Standard	Exp	19	5	15	3	29	2,907	161.2	\$4,023	\$2,529	\$4,986	\$11,538	487-489-272
530 (480-481)	Standard	Exp	10	4	9	4	15	2,432	103.9	\$2,081	\$2,116	\$3,214	\$7,410	530 (480-481)
531 (495)	Double Deck	Exp	6	--	6	--	12	672	26.8	\$2,524	\$659	\$829	\$4,012	531 (495)
532 (497-498)	Double Deck	Exp	5	--	5	--	10	755	23.6	\$2,104	\$740	\$730	\$3,574	532 (497-498)
533 (496-497)	Standard	Exp	9	5	9	1	13	2,362	88.6	\$1,803	\$2,055	\$2,740	\$6,599	533 (496-497)
Interline Savings	Standard	Loc	-24	--	-17	--	-41	--	--	(\$4,399)	--	--	(\$4,399)	Interline Savings
TOTALS:														
	Standard	Loc	21	23	30	12	28	9,403	512.1	\$3,004	\$9,403	\$14,487	\$26,895	Standard-Loc
	Standard	Exp	131	34	130	14	227	20,111	1,059.7	\$31,492	\$17,497	\$32,777	\$81,765	Standard-Exp
	Articulated	Exp	0	0	0	0	0	0	0.0	\$0	\$0	\$0	\$0	Articulated
	Double Deck	Exp	11	0	11	0	22	1,427	50.4	\$4,628	\$1,398	\$1,559	\$7,585	Double Deck
GRAND TOTAL			163	57	171	26	277	30,941	1,622.2	\$39,124	\$28,298	\$48,823	\$116,245	GRAND TOTAL

OPERATING UNIT COSTS:

Vehicle Type Service Function	Standard		Artic/DD Express
	Local	Express	
Per Pull Out	\$107.30	\$138.73	\$210.37
Per Vehicle Mile	\$1.00	\$0.87	\$0.98
Per Vehicle Hour	\$28.29	\$30.93	\$30.93



ALTERNATIVE 2-B-S
OPERATING COST

APPENDIX O-6

ALTERNATIVE 2-B-A OPERATING COST

Line Number	Vehicle Type	Svc Fcn	AM Peak	PM Base	PM Peak	Nite	Pull Outs	Vehicle Miles	Vehicle Hours	Cost of Pull Outs	Cost of Veh. Miles	Cost of Veh. Hours	Total Cost	Line Number
171 (482)	Standard	Loc	7	3	7	3	11	1,704	83.5	\$1,180	\$1,704	\$2,362	\$5,247	171 (482)
172 (484)	Standard	Loc	13	7	11	5	17	3,043	164.3	\$1,824	\$3,043	\$4,648	\$9,515	172 (484)
173 (486)	Standard	Loc	5	4	6	2	7	1,247	74.0	\$751	\$1,247	\$2,093	\$4,092	173 (486)
174 (488)	Standard	Loc	5	3	6	--	8	958	55.2	\$858	\$958	\$1,562	\$3,378	174 (488)
179 (490)	Standard	Loc	7	5	8	2	10	1,772	95.7	\$1,073	\$1,772	\$2,707	\$5,552	179 (490)
184 (492)	Standard	Loc	3	--	3	--	6	206	8.9	\$644	\$206	\$252	\$1,102	184 (492)
186 (494)	Standard	Loc	3	--	3	--	6	197	8.5	\$644	\$197	\$240	\$1,081	186 (494)
273 (493)	Standard	Loc	2	1	3	--	4	276	22.0	\$429	\$276	\$622	\$1,328	273 (493)
480-482	Articulated	Exp	47	9	51	6	89	6,050	331.9	\$18,723	\$5,929	\$10,266	\$34,918	480-482
481	Standard	Exp	9	--	8	--	17	885	38.3	\$2,358	\$770	\$1,185	\$4,313	481
483-485	Standard	Exp	18	11	18	--	25	3,354	230.1	\$3,468	\$2,918	\$7,117	\$13,503	483-485
487-489-272	Standard	Exp	19	5	15	3	29	2,907	161.2	\$4,023	\$2,529	\$4,986	\$11,538	487-489-272
530 (480-481)	Standard	Exp	10	4	9	4	15	2,432	103.9	\$2,081	\$2,116	\$3,214	\$7,410	530 (480-481)
531 (495)	Double Deck	Exp	6	--	6	--	12	672	26.8	\$2,524	\$659	\$829	\$4,012	531 (495)
532 (497-498)	Double Deck	Exp	5	--	5	--	10	755	23.6	\$2,104	\$740	\$730	\$3,574	532 (497-498)
533 (496-497)	Standard	Exp	9	5	9	1	13	2,362	88.6	\$1,803	\$2,055	\$2,740	\$6,599	533 (496-497)
Interline Savings	Standard	Loc	-9	--	-7	--	-16	--	--	(\$1,717)	--	--	(\$1,717)	Interline Savings
TOTALS:														
	Standard	Loc	36	23	40	12	53	9,403	512.1	\$5,687	\$9,403	\$14,487	\$29,577	Standard-Loc
	Standard	Exp	65	25	59	8	99	11,940	622.1	\$13,734	\$10,388	\$19,242	\$43,364	Standard-Exp
	Articulated	Exp	47	9	51	6	89	6,050	331.9	\$18,723	\$5,929	\$10,266	\$34,918	Articulated
	Double Deck	Exp	11	0	11	0	22	1,427	50.4	\$4,628	\$1,398	\$1,559	\$7,585	Double Deck
GRAND TOTAL			159	57	161	26	263	28,820	1,516.5	\$42,772	\$27,118	\$45,553	\$115,444	GRAND TOTAL

OPERATING UNIT COSTS:

Vehicle Type	Standard		Artic/DD
Service Function	Local	Express	Express
Per Pull Out	\$107.30	\$138.73	\$210.37
Per Vehicle Mile	\$1.00	\$0.87	\$0.98
Per Vehicle Hour	\$28.29	\$30.93	\$30.93

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ALTERNATIVE 2-B-A
OPERATING COST

APPENDIX O-7

ALTERNATIVE 2-L-8 OPERATING COST

Line Number	Vehicle Type	Svc Fcn	AM Peak	PM Base	PM Peak	Mite	Pull Outs	Vehicle Miles	Vehicle Hours	Cost of Pull Outs	Cost of Veh. Miles	Cost of Veh. Hours	Total Cost	Line Number
171 (482)	Standard	Loc	7	3	7	3	11	1,704	83.5	\$1,180	\$1,704	\$2,362	\$5,247	171 (482)
172 (484)	Standard	Loc	13	7	11	5	17	3,043	164.3	\$1,824	\$3,043	\$4,648	\$9,515	172 (484)
173 (486)	Standard	Loc	5	4	6	2	7	1,247	74.0	\$751	\$1,247	\$2,093	\$4,092	173 (486)
174 (488)	Standard	Loc	5	3	6	--	8	958	55.2	\$858	\$958	\$1,562	\$3,378	174 (488)
179 (490)	Standard	Loc	7	5	8	2	10	1,772	95.7	\$1,073	\$1,772	\$2,707	\$5,552	179 (490)
184 (492)	Standard	Loc	3	--	3	--	6	206	8.9	\$644	\$206	\$252	\$1,102	184 (492)
186 (494)	Standard	Loc	3	--	3	--	6	197	8.5	\$644	\$197	\$240	\$1,081	186 (494)
273 (493)	Standard	Loc	2	1	3	--	4	276	22.0	\$429	\$276	\$622	\$1,328	273 (493)
480	Standard	Exp	59	7	70	4	122	7,613	355.8	\$16,925	\$6,623	\$11,005	\$34,553	480
481	Standard	Exp	9	--	8	--	17	885	38.3	\$2,358	\$770	\$1,185	\$4,313	481
483-485	Standard	Exp	18	11	18		25	3,354	230.1	\$3,468	\$2,918	\$7,117	\$13,503	483-485
487-489-272	Standard	Exp	19	5	15	3	29	2,907	161.2	\$4,023	\$2,529	\$4,986	\$11,538	487-489-272
530 (480-481)	Standard	Exp	10	4	9	4	15	2,432	103.9	\$2,081	\$2,116	\$3,214	\$7,410	530 (480-481)
531 (495)	Double Deck	Exp	6	--	6	--	12	672	26.8	\$2,524	\$659	\$829	\$4,012	531 (495)
532 (497-498)	Double Deck	Exp	5	--	5	--	10	755	23.6	\$2,104	\$740	\$730	\$3,574	532 (497-498)
533 (496-497)	Standard	Exp	9	5	9	1	13	2,362	88.6	\$1,803	\$2,055	\$2,740	\$6,599	533 (496-497)
Interline Savings	Standard	Loc	-19	--	-12	--	-31	--	--	(\$3,326)	--	--	(\$3,326)	Interline Savings
TOTALS:														TOTALS:
	Standard	Loc	26	23	35	12	38	9,403	512.1	\$4,077	\$9,403	\$14,487	\$27,968	Standard-Loc
	Standard	Exp	124	32	129	12	221	19,553	977.9	\$30,659	\$17,011	\$30,246	\$77,917	Standard-Exp
	Articulated	Exp	0	0	0	0	0	0	0.0	\$0	\$0	\$0	\$0	Articulated
	Double Deck	Exp	11	0	11	0	22	1,427	50.4	\$4,628	\$1,398	\$1,559	\$7,585	Double Deck
GRAND TOTAL			161	55	175	24	281	30,383	1,540.4	\$39,365	\$27,813	\$46,293	\$113,470	GRAND TOTAL

OPERATING UNIT COSTS:

Vehicle Type	Standard Local	Standard Express	Artic/DD Express
Service Function			
Per Pull Out	\$107.30	\$138.73	\$210.37
Per Vehicle Mile	\$1.00	\$0.87	\$0.98
Per Vehicle Hour	\$28.29	\$30.93	\$30.93



ALTERNATIVE 2-L-S
OPERATING COST

APPENDIX O-8

ALTERNATIVE 2-L-A OPERATING COST

Line Number	Vehicle Type	Svc Fcn	AM Peak	PM Base	PM Peak	Nite	Pull Outs	Vehicle Miles	Vehicle Hours	Cost of Pull Outs	Cost of Veh. Miles	Cost of Veh. Hours	Total Cost	Line Number
171 (482)	Standard	Loc	7	3	7	3	11	1,704	83.5	\$1,180	\$1,704	\$2,362	\$5,247	171 (482)
172 (484)	Standard	Loc	13	7	11	5	17	3,043	164.3	\$1,824	\$3,043	\$4,648	\$9,515	172 (484)
173 (486)	Standard	Loc	5	4	6	2	7	1,247	74.0	\$751	\$1,247	\$2,093	\$4,092	173 (486)
174 (488)	Standard	Loc	5	3	6	--	8	958	55.2	\$858	\$958	\$1,562	\$3,378	174 (488)
179 (490)	Standard	Loc	7	5	8	2	10	1,772	95.7	\$1,073	\$1,772	\$2,707	\$5,552	179 (490)
184 (492)	Standard	Loc	3	--	3	--	6	206	8.9	\$644	\$206	\$252	\$1,102	184 (492)
186 (494)	Standard	Loc	3	--	3	--	6	197	8.5	\$644	\$197	\$240	\$1,081	186 (494)
273 (493)	Standard	Loc	2	1	3	--	4	276	22.0	\$429	\$276	\$622	\$1,328	273 (493)
480	Articulated	Exp	44	7	43	4	80	5,707	265.8	\$16,830	\$5,593	\$8,221	\$30,644	480
481	Standard	Exp	9	--	8	--	17	885	38.3	\$2,358	\$770	\$1,185	\$4,313	481
483-485	Standard	Exp	18	11	18	--	25	3,354	230.1	\$3,468	\$2,918	\$7,117	\$13,503	483-485
487-489-272	Standard	Exp	19	5	15	3	29	2,907	161.2	\$4,023	\$2,529	\$4,986	\$11,538	487-489-272
530 (480-481)	Standard	Exp	10	4	9	4	15	2,432	103.9	\$2,081	\$2,116	\$3,214	\$7,410	530 (480-481)
531 (495)	Double Deck	Exp	6	--	6	--	12	672	26.8	\$2,524	\$659	\$829	\$4,012	531 (495)
532 (497-498)	Double Deck	Exp	5	--	5	--	10	755	23.6	\$2,104	\$740	\$730	\$3,574	532 (497-498)
533 (496-497)	Standard	Exp	9	5	9	1	13	2,362	88.6	\$1,803	\$2,055	\$2,740	\$6,599	533 (496-497)
Interline Savings	Standard	Loc	-9	--	-9	--	-18	--	--	(\$1,931)	--	--	(\$1,931)	Interline Savings
TOTALS:														TOTALS:
	Standard	Loc	36	23	38	12	51	9,403	512.10	\$5,472	\$9,403	\$14,487	\$29,363	Standard-Loc
	Standard	Exp	65	25	59	8	99	11,940	622.10	\$13,734	\$10,388	\$19,242	\$43,364	Standard-Exp
	Articulated	Exp	44	7	43	4	80	5,707	265.80	\$16,830	\$5,593	\$8,221	\$30,644	Articulated
	Double Deck	Exp	11	0	11	0	22	1,427	50.40	\$4,628	\$1,398	\$1,559	\$7,585	Double Deck
GRAND TOTALS:			156	55	151	24	252	28,477	1,450.4	\$40,664	\$26,782	\$43,509	\$110,955	GRAND TOTAL

OPERATING UNIT COSTS:

Vehicle Type	Standard Local	Standard Express	Artic/DD Express
Service Function			
Per Pull Out	\$107.30	\$138.73	\$210.37
Per Vehicle Mile	\$1.00	\$0.87	\$0.98
Per Vehicle Hour	\$28.29	\$30.93	\$30.93



ALTERNATIVE 2-L-A
OPERATING COST

APPENDIX O-9

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ALTERNATIVE 3-B-S COST

Line Number	Vehicle Type	Svc Fcn	AM Peak	PM Base Peak	Nite	Pull Outs	Vehicle Miles	Vehicles Hours	Cost of Pull Outs	Cost of Veh. Miles	Cost of Veh. Hours	Total Cost	Line Number	
171 (482)	Standard	Loc	7	3	7	3	11	1,704	83.5	\$1,180	\$1,704	\$2,362	\$5,247	171 (482)
172 (484)	Standard	Loc	13	7	11	5	17	3,043	164.3	\$1,824	\$3,043	\$4,648	\$9,515	172 (484)
173 (486)	Standard	Loc	5	4	6	2	7	1,247	74.0	\$751	\$1,247	\$2,093	\$4,092	173 (486)
174 (488)	Standard	Loc	5	3	6	--	8	958	55.2	\$858	\$958	\$1,562	\$3,378	174 (488)
179 (490)	Standard	Loc	7	5	8	2	10	1,772	95.7	\$1,073	\$1,772	\$2,707	\$5,552	179 (490)
184 (492)	Standard	Loc	3	--	3	--	6	206	8.9	\$644	\$206	\$252	\$1,102	184 (492)
186 (494)	Standard	Loc	3	--	3	--	6	197	8.5	\$644	\$197	\$240	\$1,081	186 (494)
257 (483)	Standard	Loc	6	3	7	3	10	1,123	56.0	\$1,073	\$1,123	\$1,584	\$3,780	257 (483)
261 (485)	Standard	Loc	7	4	7	3	10	1,157	86.7	\$1,073	\$1,157	\$2,453	\$4,683	261 (485)
263 (487)	Standard	Loc	6	2	5	2	9	1,029	57.0	\$966	\$1,029	\$1,613	\$3,607	263 (487)
269 (489)	Standard	Loc	6	--	4	--	10	296	23.7	\$1,073	\$296	\$670	\$2,039	269 (489)
272 (491)	Standard	Loc	4	1	4	1	7	417	31.4	\$751	\$417	\$888	\$2,056	272 (491)
273 (493)	Standard	Loc	2	1	3	--	4	276	22.0	\$429	\$276	\$622	\$1,328	273 (493)
480-482	Standard	Exp	95	13	93	6	175	10,210	554.4	\$24,278	\$8,883	\$17,148	\$50,308	480-482
481	Standard	Exp	9	--	8	--	17	885	38.3	\$770	\$770	\$1,185	\$4,313	481
530 480-481)	Standard	Exp	10	4	9	4	15	2,432	103.9	\$2,081	\$2,116	\$3,214	\$7,410	530 (480-481)
531 (495)	Double Deck	Exp	6	--	6	--	12	672	26.8	\$2,524	\$659	\$829	\$4,012	531 (495)
532 (497-498)	Double Deck	Exp	5	--	5	--	10	753	23.6	\$2,104	\$740	\$730	\$3,574	532 (497-498)
533 (496-497)	Standard	Exp	9	5	9	1	13	2,362	88.6	\$1,803	\$2,055	\$2,740	\$6,599	533 (496-497)
Interline Savings	Standard	Loc	-28	--	-18	--	-46	--	--	(\$4,936)	\$0	\$0	(\$4,936)	Interline Savings
TOTALS														
Standard	Loc	46	33	56	21	69	13,425	766.9	\$7,404	\$13,425	\$21,696	\$42,524	Standard-Loc	
Standard	Exp	123	22	119	11	220	15,889	785.2	\$30,521	\$13,823	\$24,286	\$68,630	Standard-Exp	
Articulated	Exp	0	0	0	0	0	0	0.0	\$0	\$0	\$0	\$0	Articulated	
Double Deck	Exp	11	0	11	0	22	1,427	50.4	\$4,628	\$1,398	\$1,559	\$7,585	Double Deck	
GRAND TOTAL		180	55	186	32	311	30,741	1,602.5	\$42,552	\$28,647	\$47,541	\$118,740	GRAND TOTAL	
OPERATING UNIT COSTS:														
Vehicle Type														
Service Function														
Local Express Artic/DD Express														
Per Pull Out \$107.30 \$138.73 \$210.37														
Per Vehicle Mile \$1.00 \$0.87 \$0.98														
Per Vehicle Hour \$28.29 \$30.93 \$30.93														

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ALTERNATIVE 3-B-S
OPERATING COST

APPENDIX O-10

ALTERNATIVE 3-B-A COST

Line Number	Vehicle Type	Svc Fcn	AM Peak	PM Bass Peak	Nite	Pull Outs	Vehicle Miles	Vehicle Hours	Cost of Pull Outs	Cost of Veh. Miles	Cost of Veh. Hours	Total Cost	Line Number
171 (482)	Standard	Loc	7	3	7	3	11	1,704	83.5	\$1,180	\$1,704	\$2,362	171 (482)
172 (484)	Standard	Loc	13	7	11	5	17	3,043	164.3	\$1,824	\$3,043	\$4,648	172 (484)
173 (486)	Standard	Loc	5	4	6	2	7	1,247	74.0	\$751	\$1,247	\$2,093	173 (486)
174 (488)	Standard	Loc	5	3	6	--	8	958	55.2	\$858	\$958	\$1,562	174 (488)
179 (490)	Standard	Loc	7	5	8	2	10	1,772	95.7	\$1,073	\$1,772	\$2,707	179 (490)
184 (492)	Standard	Loc	3	--	3	--	6	206	8.9	\$644	\$206	\$252	184 (492)
186 (494)	Standard	Loc	3	--	3	--	6	197	8.5	\$644	\$197	\$240	186 (494)
257 (483)	Standard	Loc	6	3	7	3	10	1,123	56.0	\$1,073	\$1,123	\$1,584	257 (483)
261 (485)	Standard	Loc	7	4	7	3	10	1,157	86.7	\$1,073	\$1,157	\$2,453	261 (485)
263 (487)	Standard	Loc	6	2	5	2	9	1,029	57.0	\$966	\$1,029	\$1,613	263 (487)
269 (489)	Standard	Loc	6	--	4	--	10	296	23.7	\$1,073	\$296	\$670	269 (489)
272 (491)	Standard	Loc	4	1	4	1	7	417	31.4	\$751	\$417	\$888	272 (491)
273 (493)	Standard	Loc	2	1	3	--	4	276	22.0	\$429	\$276	\$622	273 (493)
480-482	Articulated	Exp	61	9	63	6	115	7,194	395.8	\$24,193	\$7,050	\$12,242	480-482
481	Standard	Exp	9	--	8	--	17	885	38.3	\$2,358	\$770	\$1,185	481
530 (480-481)	Standard	Exp	10	4	9	4	15	2,432	103.9	\$2,081	\$2,116	\$3,214	530 (480-481)
531 (495)	Double Deck	Exp	6	--	6	--	12	672	26.8	\$2,524	\$659	\$829	531 (495)
532 (497-498)	Double Deck	Exp	5	--	5	--	10	755	23.6	\$2,104	\$740	\$730	532 (497-498)
533 (496-497)	Standard	Exp	9	5	9	1	13	2,362	88.6	\$1,803	\$2,055	\$2,740	533 (496-497)
Interline Savings	Standard	Loc	-9	--	-6	--	-15	--	--	(\$1,610)	\$0	\$0	Interline Savings
TOTALS												TOTALS:	
	Standard	Loc	65	33	68	21	100	13,425	766.9	\$10,730	\$13,425	\$21,696	Standard-Loc
	Standard	Exp	28	9	26	5	45	5,679	230.8	\$6,243	\$4,941	\$7,139	Standard-Exp
	Articulated	Exp	61	9	63	6	115	7,194	395.8	\$24,193	\$7,050	\$12,242	Articulated
	Double Deck	Exp	11	0	11	0	22	1,427	50.4	\$4,628	\$1,398	\$1,559	Double Deck
GRAND TOTAL			165	51	168	32	282	27,725	1,443.9	\$45,794	\$26,814	\$42,635	\$115,243 GRAND TOTAL
OPERATING UNIT COSTS:													
	Vehicle Type		Standard		Artic/DD								
	Service Function		Local		Express								
	Per Pull Out		\$107.30		\$138.73								
	Per Vehicle Mile		\$1.00		\$0.87								
	Per Vehicle Hour		\$28.29		\$30.93								

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ALTERNATIVE 3-B-A
OPERATING COST

APPENDIX O-11

ALTERNATIVE 3-L-8 COST

Line Number	Vehicle Type	Svc Fcn	AM Peak	PM Base Peak	MTA	Full Outs	Vehicle Miles	Vehicle Hours	Cost of Full Outs	Cost of Veh. Miles	Cost of Veh. Hours	Total Cost	Line Number	
171 (482)	Standard	Loc	7	3	7	3	11	1,704	83.5	\$1,180	\$1,704	\$2,362	\$5,247	171 (482)
172 (484)	Standard	Loc	13	7	11	5	17	3,043	164.3	\$1,824	\$3,043	\$4,648	\$9,515	172 (484)
173 (486)	Standard	Loc	5	4	6	2	7	1,247	74.0	\$751	\$1,247	\$2,093	\$4,092	173 (486)
174 (488)	Standard	Loc	5	3	6	--	8	958	55.2	\$858	\$958	\$1,562	\$3,378	174 (488)
179 (490)	Standard	Loc	7	5	8	2	10	1,772	95.7	\$1,073	\$1,772	\$2,707	\$5,552	179 (490)
184 (492)	Standard	Loc	3	--	3	--	6	206	8.9	\$644	\$206	\$252	\$1,102	184 (492)
186 (494)	Standard	Loc	3	--	3	--	6	197	8.5	\$644	\$197	\$240	\$1,081	186 (494)
257 (483)	Standard	Loc	6	3	7	3	10	1,123	56.0	\$1,073	\$1,123	\$1,584	\$3,780	257 (483)
261 (485)	Standard	Loc	7	4	7	3	10	1,157	86.7	\$1,073	\$1,157	\$2,453	\$4,683	261 (485)
263 (487)	Standard	Loc	6	2	5	2	9	1,029	57.0	\$966	\$1,029	\$1,613	\$3,607	263 (487)
269 (489)	Standard	Loc	6	--	4	--	10	296	23.7	\$1,073	\$296	\$670	\$2,039	269 (489)
272 (491)	Standard	Loc	4	1	4	1	7	417	31.4	\$751	\$417	\$888	\$2,056	272 (491)
273 (493)	Standard	Loc	2	1	3	--	4	276	22.0	\$429	\$276	\$622	\$1,328	273 (493)
480	Standard	Exp	84	9	78	4	153	9,910	467.6	\$21,226	\$8,622	\$14,463	\$44,310	480
481	Standard	Exp	9	--	8	--	17	885	38.3	\$2,358	\$770	\$1,185	\$4,313	481
530 (480-481)	Standard	Exp	10	4	9	4	15	2,432	103.9	\$2,081	\$2,116	\$3,214	\$7,410	530 (480-481)
531 (495)	Double Deck	Exp	6	--	6	--	12	672	26.8	\$2,524	\$659	\$829	\$4,012	531 (495)
532 (497-498)	Double Deck	Exp	5	--	5	--	10	755	23.6	\$2,104	\$740	\$730	\$3,574	532 (497-498)
533 (496-497)	Standard	Exp	9	5	9	1	13	2,362	88.6	\$1,803	\$2,055	\$2,740	\$6,599	533 (496-497)
Interline Savings	Standard	Loc	-26	--	-16	--	-42	--	--	(\$4,507)	\$0	\$0	(\$4,507)	Interline Savings
TOTALS													TOTALS:	
Standard	Loc	48	33	58	21	73	13,425	766.9	\$7,833	\$13,425	\$21,696	\$42,954	Standard-Loc	
Standard	Exp	112	18	104	9	198	15,589	698.4	\$27,469	\$13,562	\$21,602	\$62,632	Standard-Exp	
Articulated	Exp	0	0	0	0	0	0	0.0	\$0	\$0	\$0	\$0	Articulated	
Double Deck	Exp	11	0	11	0	22	1,427	50.4	\$4,628	\$1,398	\$1,559	\$7,585	Double Deck	
GRAND TOTAL			171	51	173	30	293	30,441	1,515.7	\$39,930	\$28,386	\$44,856	\$113,171	GRAND TOTAL
OPERATING UNIT COSTS:														
Vehicle Type														
Service Function														
Per Full Out														
Per Vehicle Mile														
Per Vehicle Hour														
										Standard	Artic/DD			
										Local	Express	Express		
										\$107.30	\$138.73	\$210.37		
										\$1.00	\$0.87	\$0.98		
										\$28.29	\$30.93	\$30.93		

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ALTERNATIVE 3-L-S
OPERATING COST

APPENDIX O-12

ALTERNATIVE 3-L-A COST

Line Number	Vehicle Type	Svc Fcn	AM Peak	PM Peak	Nite	Full Outs	Vehicle Miles	Vehicle Hours	Cost of Full Outs	Cost of Veh. Miles	Cost of Veh. Hours	Total Cost	Line Number	
171 (482)	Standard	Loc	7	3	7	3	11	1,704	83.5	\$1,180	\$1,704	\$2,362	\$5,247	171 (482)
172 (484)	Standard	Loc	13	7	11	5	17	3,043	164.3	\$1,824	\$3,043	\$4,648	\$9,515	172 (484)
173 (486)	Standard	Loc	5	4	6	2	7	1,247	74.0	\$751	\$1,247	\$2,093	\$4,092	173 (486)
174 (488)	Standard	Loc	5	3	6	--	8	958	55.2	\$858	\$958	\$1,562	\$3,378	174 (488)
179 (490)	Standard	Loc	7	5	8	2	10	1,772	95.7	\$1,073	\$1,772	\$2,707	\$5,552	179 (490)
184 (492)	Standard	Loc	3	--	3	--	6	206	8.9	\$644	\$206	\$252	\$1,102	184 (492)
186 (494)	Standard	Loc	3	--	3	--	6	197	8.5	\$644	\$197	\$240	\$1,081	186 (494)
257 (483)	Standard	Loc	6	3	7	3	10	1,123	56.0	\$1,073	\$1,123	\$1,584	\$3,780	257 (483)
261 (485)	Standard	Loc	7	4	7	3	10	1,157	86.7	\$1,073	\$1,157	\$2,453	\$4,683	261 (485)
263 (487)	Standard	Loc	6	2	5	2	9	1,029	57.0	\$966	\$1,029	\$1,613	\$3,607	263 (487)
269 (489)	Standard	Loc	6	--	4	--	10	296	23.7	\$1,073	\$296	\$670	\$2,039	269 (489)
272 (491)	Standard	Loc	4	1	4	1	7	417	31.4	\$751	\$417	\$888	\$2,056	272 (491)
273 (493)	Standard	Loc	2	1	3	--	4	276	22.0	\$429	\$276	\$622	\$1,328	273 (493)
480	Articulated	Exp	54	7	58	4	105	6,961	323.6	\$22,089	\$6,822	\$10,009	\$38,920	480
481	Standard	Exp	9	--	8	--	17	885	38.3	\$2,358	\$770	\$1,185	\$4,313	481
530 (480-481)	Standard	Exp	10	4	9	4	15	2,432	103.9	\$2,081	\$2,116	\$3,214	\$7,410	530 (480-481)
531 (495)	Double Deck	Exp	6	--	6	--	12	672	26.8	\$2,524	\$659	\$829	\$4,012	531 (495)
532 (497-498)	Double Deck	Exp	5	--	5	--	10	755	23.6	\$2,104	\$740	\$730	\$3,574	532 (497-498)
533 (496-497)	Standard	Exp	9	5	9	1	13	2,362	88.6	\$1,803	\$2,055	\$2,740	\$6,599	533 (496-497)
Interline Savings	Standard	Loc	-9	--	-6	--	-15	--	--	(\$1,610)	\$0	\$0	(\$1,610)	Interline Savings
TOTALS			65	33	68	21	100	13,425	766.9	\$10,730	\$13,425	\$21,696	\$45,851	TOTALS:
			28	9	26	5	45	5,679	230.8	\$6,243	\$4,941	\$7,139	\$18,322	Standard-Loc
			54	7	58	4	105	6,961	323.6	\$22,089	\$6,822	\$10,009	\$38,920	Standard-Exp
			11	0	11	0	22	1,427	50.4	\$4,628	\$1,398	\$1,559	\$7,585	Articulated
														Double Deck

GRAND TOTAL 158 49 163 30 272 27,492 1,371.7 \$43,690 \$26,586 \$40,402 \$110,678 GRAND TOTAL

OPERATING UNIT COSTS:

Vehicle Type	Standard	Artic/DD
Service Function	Local	Express
Per Full Out	\$107.30	\$138.73
Per Vehicle Mile	\$1.00	\$0.87
Per Vehicle Hour	\$28.29	\$30.93

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ALTERNATIVE 3-L-A
OPERATING COST

APPENDIX O-13

COMPARISON OF ALTERNATIVES--OPERATING COST

Alternative	Vehicle Type	Svc Fcn	AM Peak	PM Base	PM Peak	Mile	Pull Out	Vehicle Miles	Vehicle Hours	Cost of Full Out	Cost of Veh. Miles	Cost of Veh. Hours	Total Cost	Alternative
PRESENT	Standard	Loc	0	0	0	0	0	0	0	\$0	\$0	\$0	\$0	PRESENT
	Standard	Exp	155	60	157	37	252	33,176	1,613.7	\$34,960	\$28,863	\$49,912	\$113,735	Standard-Loc
	Articulated	Exp	0	0	0	0	0	0	0.0	\$0	\$0	\$0	\$0	Standard-Exp
	Double Deck	Exp	19	0	20	0	39	3,084	104.3	\$8,204	\$3,022	\$3,226	\$14,453	Articulated
TOTALS			174	60	177	37	291	36,260	1,718.0	\$43,164	\$31,985	\$53,138	\$128,188	Double Deck
TOTALS														TOTALS
1-B-B	Standard	Loc	26	23	38	12	41	9,403	512.1	\$4,403	\$9,403	\$14,487	\$28,294	1-B-B
	Standard	Exp	118	34	118	23	202	19,123	980.5	\$28,023	\$16,637	\$30,327	\$78,987	Standard-Loc
	Articulated	Exp	0	0	0	0	0	0	0.0	\$0	\$0	\$0	\$0	Standard-Exp
	Double Deck	Exp	19	0	20	0	39	3,084	104.3	\$8,204	\$3,022	\$3,226	\$14,453	Articulated
TOTALS			163	57	176	35	282	31,610	1,596.9	\$40,631	\$29,062	\$48,040	\$117,734	Double Deck
TOTALS														TOTALS
1-B-A	Standard	Loc	37	23	40	12	54	9,403	512.1	\$5,794	\$9,403	\$14,487	\$29,685	1-B-A
	Standard	Exp	73	25	67	17	115	13,212	661.1	\$16,509	\$11,494	\$20,448	\$48,451	Standard-Loc
	Articulated	Exp	31	9	33	6	55	4,598	250.3	\$11,570	\$4,506	\$7,742	\$20,818	Standard-Exp
	Double Deck	Exp	19	0	20	0	39	3,084	104.3	\$8,204	\$3,022	\$3,226	\$14,453	Articulated
TOTALS			160	57	160	35	263	30,297	1,527.8	\$42,078	\$28,626	\$45,903	\$116,407	Double Deck
TOTALS														TOTALS
1-L-B	Standard	Loc	25	23	36	12	38	9,403	512.1	\$4,077	\$9,403	\$14,487	\$27,968	1-L-B
	Standard	Exp	114	32	109	21	191	18,736	920.5	\$26,497	\$16,300	\$28,471	\$71,269	Standard-Loc
	Articulated	Exp	0	0	0	0	0	0	0.0	\$0	\$0	\$0	\$0	Standard-Exp
	Double Deck	Exp	19	0	20	0	39	3,084	104.3	\$8,204	\$3,022	\$3,226	\$14,453	Articulated
TOTALS			158	55	165	33	268	31,223	1,536.9	\$38,779	\$28,726	\$46,184	\$113,689	Double Deck
TOTALS														TOTALS
1-L-A	Standard	Loc	37	23	38	12	52	9,403	512.1	\$5,580	\$9,403	\$14,487	\$29,470	1-L-A
	Standard	Exp	73	25	67	17	115	13,212	661.1	\$15,954	\$11,494	\$20,448	\$47,896	Standard-Loc
	Articulated	Exp	28	7	28	4	49	4,323	201.7	\$10,308	\$4,237	\$6,239	\$20,783	Standard-Exp
	Double Deck	Exp	19	0	20	0	39	3,084	104.3	\$8,204	\$3,022	\$3,226	\$14,453	Articulated
TOTALS			137	53	153	33	255	30,022	1,479.2	\$40,046	\$28,156	\$44,400	\$112,602	Double Deck
TOTALS														TOTALS
2-B-B	Standard	Loc	21	23	30	12	28	9,403	512.1	\$3,004	\$9,403	\$14,487	\$26,895	2-B-B
	Standard	Exp	131	34	130	14	227	20,111	1,059.7	\$31,492	\$17,497	\$32,777	\$81,765	Standard-Loc
	Articulated	Exp	0	0	0	0	0	0	0.0	\$0	\$0	\$0	\$0	Standard-Exp
	Double Deck	Exp	11	0	11	0	22	1,427	50.4	\$4,628	\$1,398	\$1,559	\$7,583	Articulated
TOTALS			163	57	171	26	277	30,941	1,622.2	\$39,126	\$28,298	\$48,823	\$116,245	Double Deck
TOTALS														TOTALS
2-B-A	Standard	Loc	36	23	40	12	53	9,403	512.1	\$5,687	\$9,403	\$14,487	\$29,577	2-B-A
	Standard	Exp	65	25	59	8	99	11,940	622.1	\$13,734	\$10,388	\$19,242	\$43,364	Standard-Loc
	Articulated	Exp	47	9	51	6	89	6,050	331.9	\$18,723	\$5,929	\$10,266	\$34,918	Standard-Exp
	Double Deck	Exp	11	0	11	0	22	1,427	50.4	\$4,628	\$1,398	\$1,559	\$7,585	Articulated
TOTALS			159	57	161	26	263	28,820	1,516.5	\$42,772	\$27,118	\$45,553	\$115,444	Double Deck
TOTALS														TOTALS
2-L-B	Standard	Loc	26	23	35	12	38	9,403	512.1	\$4,077	\$9,403	\$14,487	\$27,968	2-L-B
	Standard	Exp	124	32	129	12	221	19,553	977.9	\$30,659	\$17,011	\$30,246	\$77,917	Standard-Loc
	Articulated	Exp	0	0	0	0	0	0	0.0	\$0	\$0	\$0	\$0	Standard-Exp
	Double Deck	Exp	11	0	11	0	22	1,427	50.4	\$4,628	\$1,398	\$1,559	\$7,585	Articulated
TOTALS			161	55	175	24	281	30,383	1,540.4	\$39,365	\$27,813	\$46,293	\$113,470	Double Deck
TOTALS														TOTALS
2-L-A	Standard	Loc	36	23	38	12	51	9,403	512.1	\$5,472	\$9,403	\$14,487	\$29,363	2-L-A
	Standard	Exp	65	25	59	8	99	11,940	622.1	\$13,734	\$10,388	\$19,242	\$43,364	Standard-Loc
	Articulated	Exp	44	7	43	4	80	5,707	265.8	\$16,830	\$5,593	\$9,221	\$30,644	Standard-Exp
	Double Deck	Exp	11	0	11	0	22	1,427	50.4	\$4,628	\$1,398	\$1,559	\$7,585	Articulated
TOTALS			156	55	151	24	252	28,477	1,450.4	\$40,664	\$26,782	\$43,509	\$110,935	Double Deck
TOTALS														TOTALS
3-B-B	Standard	Loc	46	33	56	21	69	13,425	766.9	\$7,404	\$13,425	\$21,696	\$42,524	3-B-B
	Standard	Exp	123	22	119	11	220	15,889	785.2	\$30,521	\$13,823	\$24,286	\$68,630	Standard-Loc
	Articulated	Exp	0	0	0	0	0	0	0.0	\$0	\$0	\$0	\$0	Standard-Exp
	Double Deck	Exp	11	0	11	0	22	1,427	50.4	\$4,628	\$1,398	\$1,559	\$7,585	Articulated
TOTALS			180	55	186	32	311	30,741	1,602.5	\$42,552	\$28,647	\$47,541	\$118,740	Double Deck
TOTALS														TOTALS
3-B-A	Standard	Loc	65	33	68	21	100	13,425	766.9	\$10,730	\$13,425	\$21,696	\$45,851	3-B-A
	Standard	Exp	28	9	26	5	45	5,679	230.8	\$6,243	\$4,941	\$7,139	\$18,322	Standard-Loc
	Articulated	Exp	61	9	63	6	115	7,194	395.8	\$24,193	\$7,050	\$12,742	\$43,485	Standard-Exp
	Double Deck	Exp	11	0	11	0	22	1,427	50.4	\$4,628	\$1,398	\$1,559	\$7,585	Articulated
TOTALS			165	51	168	32	282	27,725	1,443.9	\$45,794	\$26,814	\$42,635	\$115,243	Double Deck
TOTALS														TOTALS
3-L-B	Standard	Loc	48	33	58	21	73	13,425	766.9	\$7,833	\$13,425	\$21,696	\$42,954	3-L-B
	Standard	Exp	117	18	104	9	198	15,589	698.4	\$27,469	\$13,562	\$21,602	\$62,632	Standard-Loc
	Articulated	Exp	0	0	0	0	0	0	0.0	\$0	\$0	\$0	\$0	Standard-Exp
	Double Deck	Exp	11	0	11	0	22	1,427	50.4	\$4,628	\$1,398	\$1,559	\$7,585	Articulated
TOTALS			171	51	173	30	293	30,441	1,515.7	\$39,930	\$28,386	\$44,856	\$113,171	Double Deck
TOTALS														TOTALS
3-L-A	Standard	Loc	65	33	68	21	100	13,425	766.9	\$10,730	\$13,425	\$21,696	\$45,851	3-L-A
	Standard	Exp	28	9	26	5	45	5,679	230.8	\$6,243	\$4,941	\$7,139	\$18,322	Standard-Loc
	Articulated	Exp	54	7	58	4	105	6,961	323.6	\$22,089	\$6,822	\$10,009	\$38,920	Standard-Exp
	Double Deck	Exp	11	0	11	0	22	1,427	50.4	\$4,628	\$1,398	\$1,559	\$7,585	Articulated
TOTALS			158	49	163	30	272	27,492	1,371.7	\$43,690	\$26,586	\$40,402	\$110,678	Double Deck
TOTALS														TOTALS

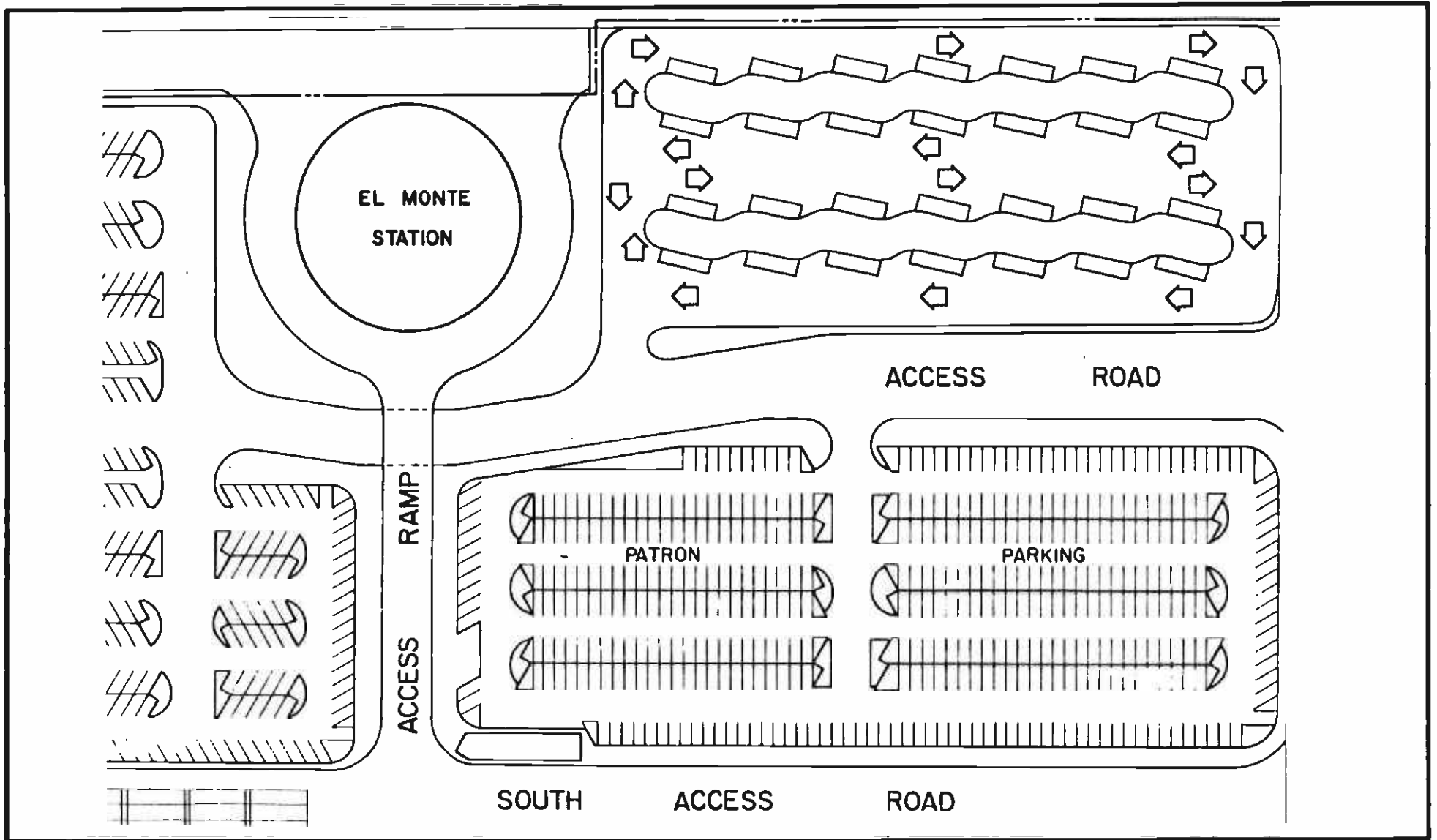
Vehicle Type	Standard	Artic/DD
Service Function	Local Express	Express
Per Full Out	\$107.30	\$138.73
Per Vehicle Mile	\$1.00	\$0.87
Per Vehicle Hour	\$28.29	\$30.93



COMPARISON OF OPERATING COST ALTERNATIVE ORDER

APPENDIX P-1

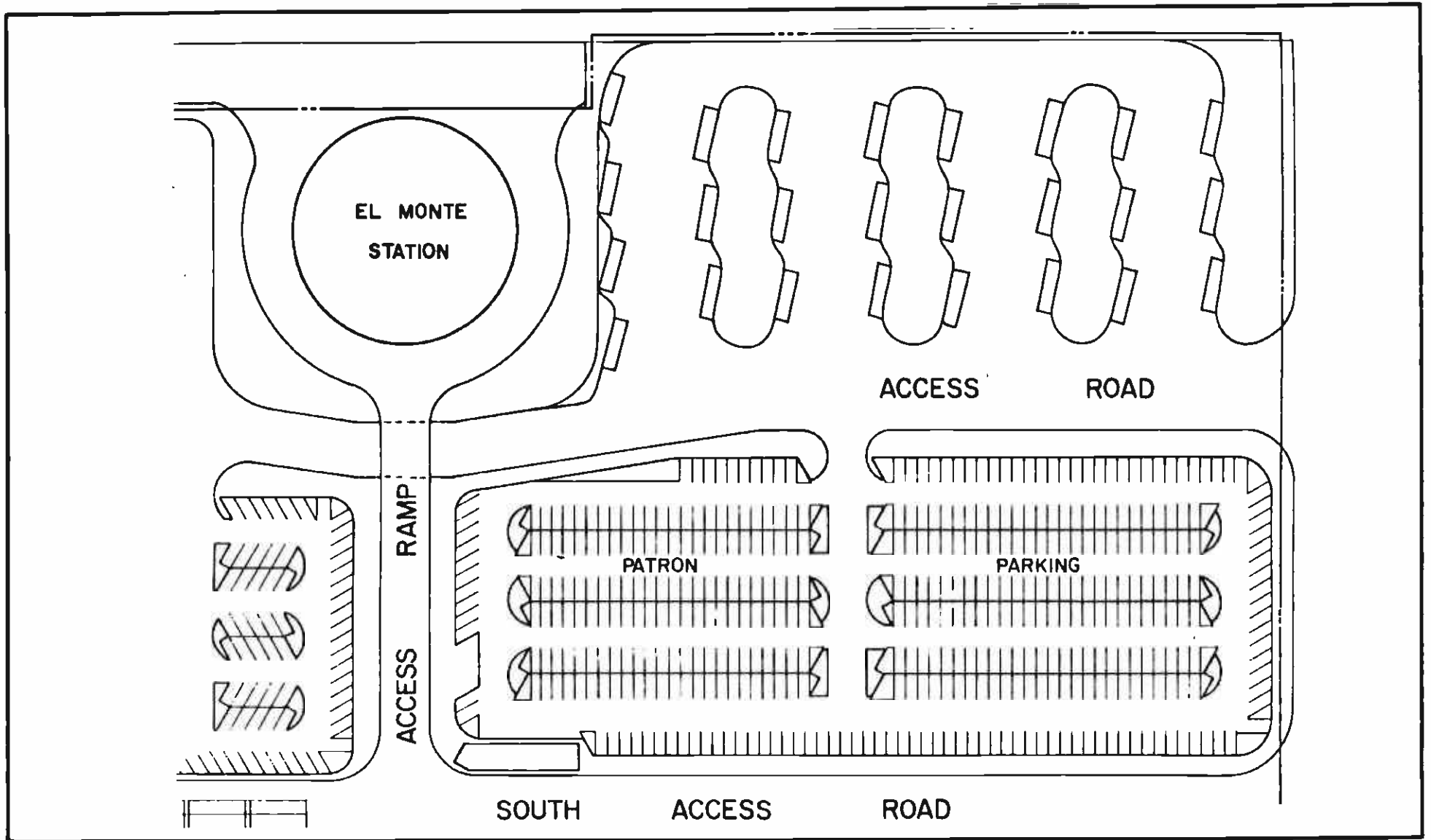
A-203



**PROPOSED FEEDER BUS TERMINAL PLAN FOR EL MONTE STATION
OPTION 1 - 28 BUSES**

APPENDIX Q-1

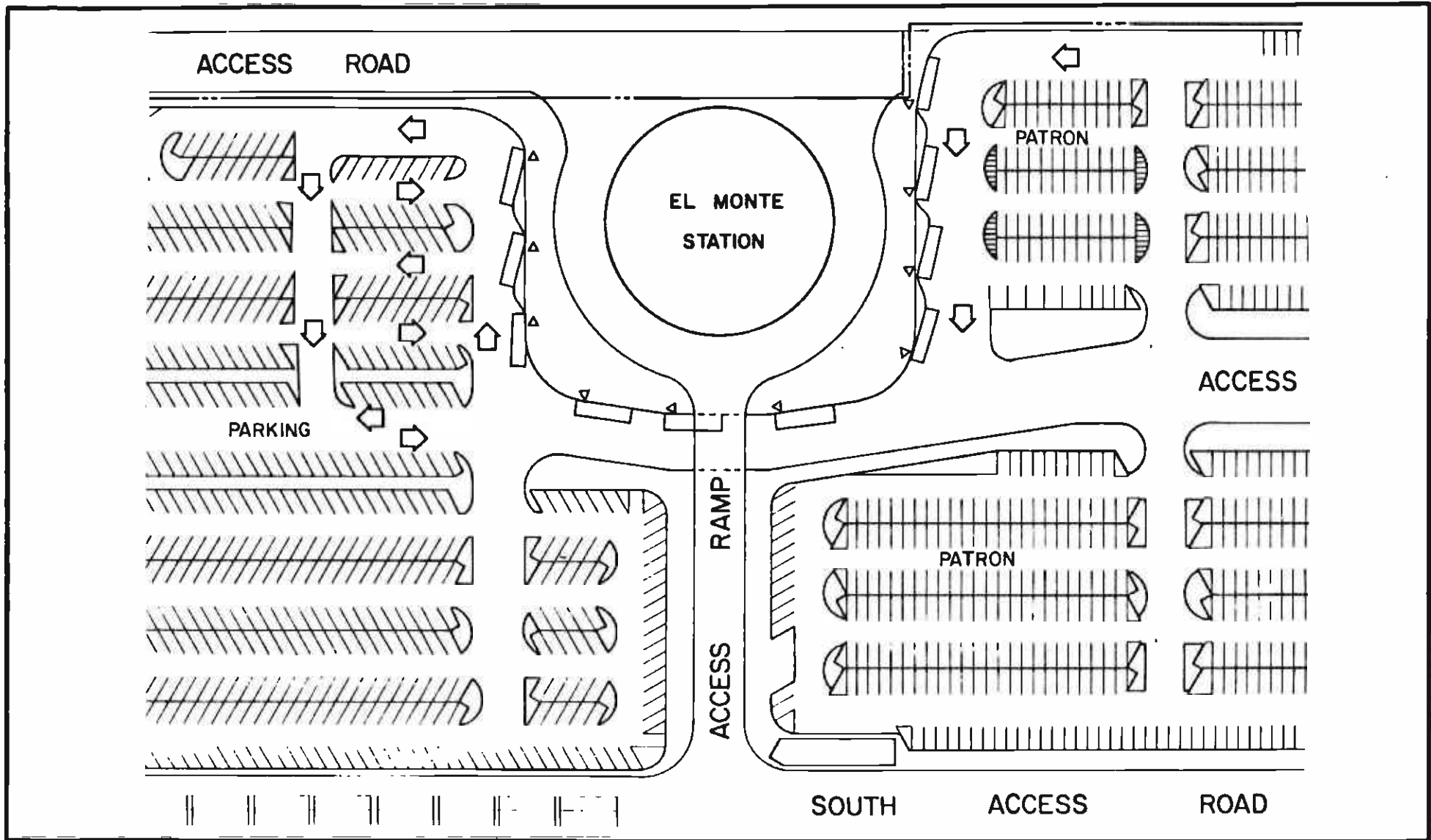
A-204



**PROPOSED FEEDER BUS TERMINAL PLAN FOR EL MONTE STATION
OPTION 2 - 25 BUSES**

APPENDIX Q-2

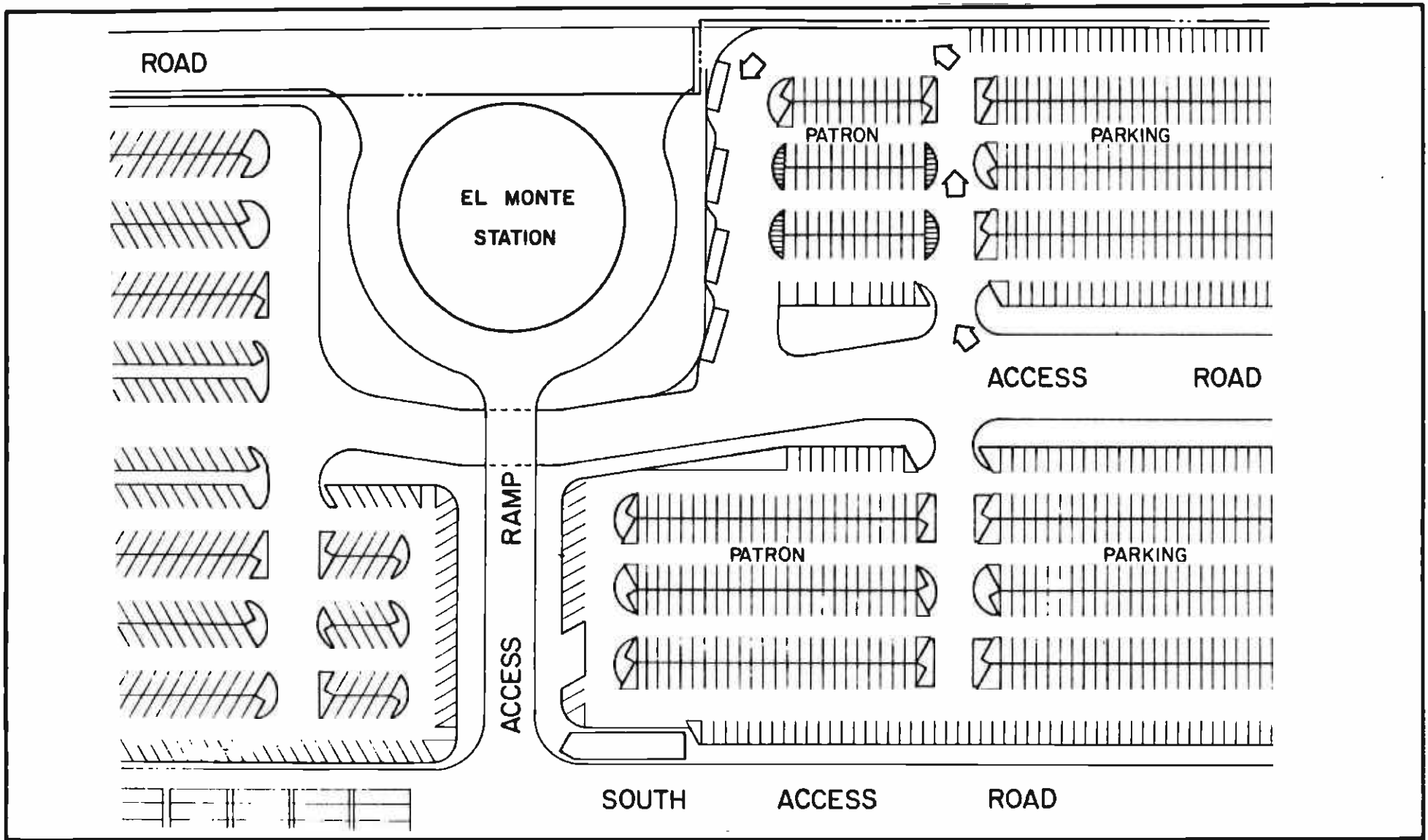
A-205



**PROPOSED FEEDER BUS TERMINAL PLAN FOR EL MONTE STATION
OPTION 3 - 10 BUSES**

APPENDIX Q-3

A-206



**PROPOSED FEEDER BUS TERMINAL PLAN FOR EL MONTE STATION
OPTION 4 - 4 BUSES**

APPENDIX Q-4

ACKNOWLEDGEMENTS

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