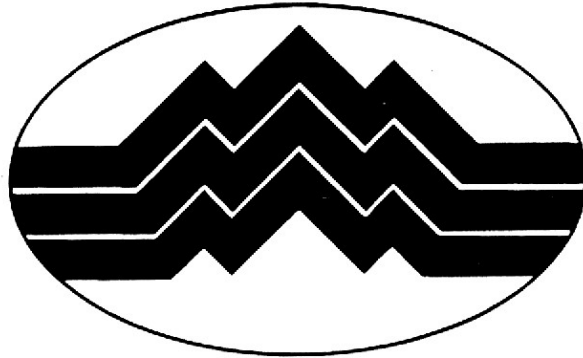


Foothill Transit

DRAFT

**SHORT RANGE TRANSIT PLAN
FOR
FISCAL YEAR 1994 - FISCAL YEAR 1997**

MARCH 1993



Foothill Transit

DRAFT

**SHORT RANGE TRANSIT PLAN
FOR
FISCAL YEAR 1994 - FISCAL YEAR 1997**

MARCH 1993



Foothill Transit

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March 26, 1993

Franklin White
Executive Director
Los Angeles County Metropolitan Transportation Commission
818 West Seventh Street
Los Angeles, CA 90017

Re: FY 1994- FY 1997 Short Range Transit Plan

Dear Mr. White:

Foothill Transit is pleased to submit its FY 1994-FY 1997 Short Range Transit Plan. Please note that, since the deadline for submitting this document is earlier than the adoption of our budget, this document is a *draft* only.

Furthermore, this Short Range Transit Plan is based on the assumption that all Call for Projects applications will be funded as requested which would allow Foothill Transit to implement a very strong service expansion program.

Foothill Transit will submit a final SRTP which is consistent with the adopted budget and the call for project decisions in May 1993.

Very truly yours,

Roger K. Chapin
Executive Director

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FOOTHILL TRANSIT SHORT RANGE TRANSIT PLAN FY 1994 - FY 1997

1. INTRODUCTION

1.1. Service Goals and Objectives

Foothill Transit is a local Transportation Zone approved by LACTC on December 2, 1987. The purpose of the Zone creation was to increase local control for the 20 cities participating in the Zone, over the public transportation services provided to them and explore the potential cost savings of private contracting. The regional transportation provider (SCRTD) was the previous operator of the base service provided by Foothill Transit.

It is the goal of Foothill Transit to provide efficient public transit service that is responsive to the needs of its the residents in the San Gabriel and Pomona Valleys. In addition, it is Foothill Transit's goal to increase service through system savings (efficiency improvements) and minimal subsidies. In other words, it is Foothill Transit's goal to assist the Metropolitan Transportation Commission (MTA) in its efforts to obtain the most service for each subsidy dollar spent

Foothill Transit's service goals and objectives are expressed in its proposed Management By Objectives (MBO) mission statement for FY 1994¹:

"The mission of Foothill Transit is to be the premier public transportation provider, committed to safety, courtesy, quality, responsiveness, efficiency, innovation and expansion of services."

Foothill Transit has made major improvements to the bus system existing in the San Gabriel Valley since the transfer of the lines from the previous operator. Without receiving additional subsidies from the Los Angeles County Transportation Commission (now MTA), Foothill Transit accomplished the following:

¹ A copy of our 1994 draft MBO listing Foothill Transit's goals and objectives is attached to this SRTP for further reference.

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- Kept the fare structure at the \$0.85 base fare level while the regional operator increased the base fare to \$1.10;
- Achieved a 51.3% systemwide farebox recovery ratio in FY 1992;
- Financed the annual lease payments on its buses, which amounted to over \$5.2 million in FY 1993, and numerous other capital purchases out of its operating subsidies (through efficiency savings);
- Increased the service level on the commuter express lines into downtown Los Angeles (Lines 495 & 498) by over 75%;
- Doubled the service levels on line 178;
- Introduced Saturday Service on nine (9) local lines that had no Saturday Service previously;
- Increased the overall system service level on many lines to improve peak service overcrowding and schedule adherence. A very detailed list of all service increases implemented in FY 1993 is included in the private sector update for FY 1994.
- Kept its entire fleet of 198 buses graffiti-free

Current and future service expansion plans include additional increases in the service levels on existing lines, feeder service to all commuter rail station on the I-10 and I-60 corridor, and the potential development of new lines in the San Gabriel Valley to better service the transit dependent community and to assist the County in its efforts to mitigate congestion and improve air quality. It is Foothill Transit's intention to hire a consultant to do a comprehensive operational analysis (COA) of the entire service area. The COA will provide information to assist in adjusting routes and service to meet the changing travel patterns and needs of the San Gabriel Valley. It will also assist in identifying opportunities to improve integration with the new Metrolink service and other transit operators. It is expected that the consultant will submit further expansion plans as part of this study.

Foothill Transit is very proud of the fact that while there was 293,600 vehicle revenue hours identified in the Zone Application to be transferred from SCRTD and the County(BSCP), Foothill Transit will actually operate approximately 400,000 hours of revenue service in FY 1994. The additional service represents a 36.2% increase in revenue hours.

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It should be pointed out that only 25,000 revenue hours have received additional funding from the MTA through Proposition C (Base Service Restructuring). The remaining 81,400 revenue hours will be funded from Foothill Transit's internal efficiency savings.

1.2. Performance Measures and Standards

1.2.a Comparison with RTD

When creating the Zone the Commission required that an evaluation study be performed which compared the following four performance measures:

- Total Cost*
- Cost per Passenger*
- Cost per Vehicle Revenue Hour*
- Subsidy per Passenger*

The Zone guidelines stipulated that Zone must demonstrate a 25% savings (when compared to RTD in **one** of these four criteria, to be determined successful. During all three years of the Evaluation Study Ernst & Young found the Zone exceeded the standard in **all four** performance measures in each of the three years under study. For FY 1992, the Zone Evaluation Study found that the cost savings were between 48% (cost per vehicle service hour) and 67% (Subsidy per Passenger).

1.2.b Comparison with Other Operators in Los Angeles County

While Foothill Transit's performance measures and standards were initially geared towards a comparison with RTD only, the focus has now shifted towards a comparison with all other transit operators in the County who, in general, all operate at much lower cost than the regional operator. It is Foothill Transit's goal to compare favorably with all other fixed route operators, especially with the other systems of similar size such as Long Beach Transit, Santa Monica Bus Lines and LADOT.

As of this date, only the audited TPM data for FY 1991 is available for such a comparison. This analysis concentrates on several of these indicators which are most easily to compare.

- *Cost per Vehicle Service Hour:*

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The data shows that Foothill Transit is the second lowest cost *local* service operator (\$40.11) of all twelve fixed route operators in Los Angeles County for which data was published. It was surpassed only by LADOT's Dash system.

The *express* service data is not as easily compared since some operators report in this category only one-way peak only commuter express service (Antelope Valley, Foothill Transit) while others report limited stop service (Santa Monica, SCRTD, Torrance, LADOT). This distinction is very important since commuter express service means that the bus is in revenue service only in one direction (peak direction), when it returns empty it is technically out of service and any operating costs (salary, gas, overhead) have to be added to the very limited number of revenue hours. None of the other municipal operators with the exception of LADOT and Antelope Valley have this type of service.

- *Passenger Revenue over Operating Cost*

In FY 1991 Foothill Transit had the highest systemwide farebox recovery ratio at 56.6%, followed by Santa Monica at 49.1% and SCRTD at 44.9%.

1.2.c Other Performance Measures & Standards

Foothill Transit monitors the seven TPM performance indicators on a monthly/quarterly basis.² Furthermore, such operational service quality indicators such as complaints, accidents and on-time performance, and road calls are monitored and reported to the Executive Board on a monthly basis.

1.2.d Summary of FY 1994 Performance Objectives and Standards

Foothill's main objectives are listed below. A more detailed list of objectives and standards will be described in our FY 1994 MBO.

1. Keep all cost per vehicle service hour increases within CPI.

² See detailed discussion in Line-By-Line Performance analysis section of the SRTP.

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2. Operate at a cost per vehicle service hour at least 10% below SCRTD cost (by type of service).
3. Continue to operate at a cost per hour level comparable to the other municipal operators in Los Angeles County.
4. Maintain a minimum of 30 passengers per vehicle hour systemwide.

1.3 Inter-agency Coordination

Foothill Transit coordinates all of its activities with other transit operators and other public agencies. Described below are only some of the areas of inter-agency coordination:

1.3.a Coordination with Other Bus Operators:

Foothill Transit is an integral part of the *METRO system* established in Los Angeles County. Schedules and routes are coordinated to avoid duplication of service and *inter-agency transfers* between all systems are allowed at minimal costs (\$0.10).

To further improve the transparency of the bus system in Los Angeles County, Foothill Transit and the regional operator SCRTD recently developed a *joint monthly pass* which allows the pass holder to transfer easily between the two systems without any transfer charges.

Foothill Transit is also participating in the *fare debit card* demonstration project together with SCRTD and Culver City Municipal Bus Lines. The ultimate goal is to have one fare medium valid on all bus systems in Los Angeles County and hopefully the region.

In addition, Foothill Transit is a member of the Los Angeles County Transit Operators Association (LACTOA). LACTOA developed the *LACTOA-ID* which facilitates the purchase of all discounted fares and passes on all transit systems in Los Angeles County.

Metro Access is another improvement in inter-agency coordination. Metro-Access is the coordinated effort of all fixed route transit providers to implement the requirements of the ADA to provide complementary para-transit service to the disabled passengers.

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Finally, Foothill Transit staff serves on the *Inter-county Express Bus Service Committee*. With the MTA and the OCTA as the lead agencies, LA County transit agencies met with transit operators from the surrounding counties to identify potential new bus routes crossing county lines.

1.3.b Coordination with other Modes

Recent changes in Los Angeles County's public transportation landscape are the start-up of light-rail, commuter rail and heavy rail. Foothill Transit actively participates in the integration and coordination of these new modes with the existing bus system. Several Bus routes were extended, re-aligned routes, and/or revised schedules were developed to meet the trains at the stations within the Foothill Transit service area. All of these service enhancements have been funded from Foothill Transit's internal efficiency savings. Foothill Transit has not requested any reimbursement for the additional costs incurred. A transfer agreement has been developed between METROLINK and Foothill Transit's bus service which allows rail passengers to transfer to bus without any additional cash payments.

1.3.c Coordination With Other Public Agencies

Continued cooperation and coordination with other public agencies is also ensured through Foothill Transit's active participation in the MTA'S Bus Operator Subcommittee, SCAG and AQMD (Regulation XV).

Finally, as a member of the California Transit Association (CTA), the American Public Transit Administration, Chamber of Commerces and other public/private partnerships Foothill Transit stays in touch with the ever changing transportation environment and community needs.

1.4 Purchased Transportation Service

Foothill Transit's entire bus operation and vehicle maintenance are "purchased transportation service". The service is currently provided by two competing private providers, ATE/Ryder and Laidlaw Transit.

Laidlaw Transit is operating all peak-only commuter express lines (492, 494, 495, 498 and 690), the all-day express lines Line 486 and 488 and the local

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lines 192/194, 291/293. They are operating approximately 142,500 hours of vehicle revenue service annually and currently operate and maintain 103 of Foothill's 198 bus fleet (including spares).

ATE/Ryder is operating the majority of Foothill Transit's local service (Routes 178/179, 185, 187, 274/276, 280), and the express lines 480/481 and 482. They are operating approximately 236,500 hours of vehicle revenue service with a fleet of 95 buses.

The administration of Foothill Transit is also under contract. The contract is held by Forsythe and Associates, Inc.

A detailed description of Foothill Transit's privatization effort is discussed in the Private Sector Update.

2. OVERVIEW OF EXISTING CONDITIONS

2.1 Operations

Fixed Route Bus Service:

FY 1993 has been a very exiting year which was marked by the **full implementation** of Foothill Transit service. The Foothill Transit Zone application assumed that Foothill Transit would operate fourteen (formerly) SCRTD routes and the six routes of the Bus Service Continuation Project (BSCP). On February 21, 1993, SCRTD transferred the last line (Line 488)³ to Foothill Transit. Foothill Transit is currently operating the following lines:

Fourteen (14) Lines Transferred from SCRTD:

Local: 178/179, 185, 187, 274, 276, 280
Express: 480/481, 482, 486, 488, 495 & 498

Six (6) Bus Service Continuation Lines (BSCP):

Local: 192/194, 291/293
Express: 492 & 494

³ Foothill Transit started initially operating Line 486 & 488 on June 21, 1992 but temporarily halted the service on Line 488 while awaiting the result of the most recent legal challenge initiated by the United Transportation Union (UTU).

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One (1) New Line:

Express: 690

In summary, Foothill is operating a total of 21 lines. With the next major service increase in April 1993⁴, Foothill Transit will be operating a base service level of 380,000 vehicle revenue hours annually. An additional 20,000 vehicle revenue hours are budgeted for expansion service planned to be implemented in FY 1994. Foothill Transit will be operating a total of approximately 400,000 hours in FY1994.

Foothill Transit receives Prop A and C funding for only 318,400 revenue hours, the remaining 81,600 revenue hours, are entirely funded through internal efficiency savings.

A detailed analysis of the service increases implemented in the past is discussed in the next chapter under service evaluation.

Foothill Transit's staff responsible for oversight and management of the operations consists of one scheduler/planner, one bus stop maintenance worker, and three route supervisors for a total of five people. Since some of these positions are fairly new, they are discussed in more detail below.

Bus Stop Maintenance:

While Foothill Transit contracted during the initial four years of its service with SCRTD for the maintenance of its bus stops, Foothill Transit took over this function in FY 1993. Bringing this function in-house substantially reduced the cost of this function and improved Foothill Transit's ability to respond to customer concerns in this key area of customer service. Foothill Transit currently has one person assigned to maintain approximately 2,300 bus stops.

Scheduling/Planning:

While Foothill Transit relied in the past on outside consultants to plan and schedule all service adjustments and service increases, it was decided in FY 1993 to hire one person to have this essential function done in-house. Bringing this function in-house provided substantial cost savings and increased the ability to respond quickly when immediate service changes are needed. Furthermore, having the operational expertise on staff, has proven to be invaluable when auditing contractors and minimizing equipment needs.

⁴ See discussion in 1994 Private Sector Participation Update.

Route Supervision:

To meet the on-street supervision demand and contractor oversight one route supervisor was added to allow the senior operations supervisor more time to be involved in the operations planning for the new service, the implementation of the fare debit card, and the coordination for the bus-rail interface planning efforts.

2.2 Marketing

A strong marketing and communications program is essential to the success of any business. Particularly, businesses which are constantly improving and changing its service. Major concerns of the marketing and communications department are the information of all service changes to our customers and the improvement of customer convenience.

The marketing and communications staff consists of four full-time positions, 2 temporary positions, and one intern for a total seven positions. They are: Public Information Officer (1), Assistant Public Information Officer (1), Schedule Distribution (1) , Pass/Sales Coordinator (1), Intern (1), Transit store staff (2, temporary), and one intern.

Highlights of the FY 1993 activities in this department are:

- Improved *Pass/Sales Program* for Foothill Transit passes
- Implementation of the *Joint SCRTD/Foothill pass*
- Implementation of *bi-lingual busbook*, which conveniently holds all schedules in one convenient medium
- Implementation of *Foothill Transit Store* demonstration project at Eastland shopping center which was opened on March 8, 1993
- Marketing contract with TDI to have up to 20 theme buses, thus providing additional revenues for Foothill Transit and helping us meeting our MOE requirements
- Newsletter "Footnotes" which soon will be distributed on buses as an additional communications tool to keep customers informed

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Since some of these functions are new, they are described in more detail below:

Schedule Distribution:

While Foothill Transit contracted during the initial four years of its service with SCRTD for the distribution of its schedules, Foothill Transit took over this function in FY 1993. The decision to bring this function in-house was less driven by the desire to reduce costs, but rather by the strive to:

- ensure a better stocking of all current schedules at the existing outlets,
- the need to increase the number of schedule distribution outlets, and
- increased visibility for Foothill Transit.

Foothill Transit has currently one person assigned full-time to distribution of schedules and printed customer information.

Pass/Sales

Over the past years Foothill Transit increased the number of pass outlets from **22** in FY1991 to **115** in FY 1993. In an effort to further increase the number of outlets and accomodate the additional workload involved, one new position was added. This person is dedicated solely to this task.

Transit Store:

In March 1993 Foothill Transit opened its first transit store. This is a demonstration project through the end of FY1993. It is located in the Eastland Shopping Center where Foothill Transit has several lines, and SCRTD, the Inland Connection, the Covina Trolley and the West Covina Corridor Shuttle also operate. Its purpose is to increase customer convenience by selling Foothill Transit and SCRTD passes, Foothill Transit/SCRTD Joint monthly passes, Metrolink tickets and passes, and eventually Metro Access tickets. Furthermore, to improve customer convenience, the store accepts credit cards, checks, TransitCheks and soon ATM cards as well. Finally, the store provides schedules of all transit services provided in the area and will assist in trip planning.

It is staffed by two (temporary) persons to cover the extended operating hours six days a week. While initially funded from Foothill Transit's

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efficiency savings, Foothill Transit will apply to receive TDM funding in FY 1994 through the Call for Projects.

2.3 Administration

The administrative staff consists of six positions, an Executive Director, a Deputy Executive Director, an Executive Assistant, an Administrative Analyst, a Finance Assistant, and a Customer Service Representative. In addition, all MIS functions are budgeted in this department (provided by an outside consulting firm). Major highlights of the administrative workplan for FY 1993 were:

Administration/Finance:

- Development and implementation of Foothill/SCR TD joint pass
- Conversion to State Controller's Chart of Accounts
- Partial repayment of leases and COP's to reduce leasing costs,
- Receipt of permanent Prop C funding for service increases on Line 495 & 498 and new Saturday service on local lines
- First federal grant submission for Section 9/ISTEA funds
- Adoption of 13c Arrangements with all Teamster Unions.(similar 13c arrangements with five SCR TD unions are pending)
- Development of Title VI Program
- Competitive procurement of BSCP local transit service
- Transfer of 7 County Buses to Foothill Transit
- Repayment of County loan

Management Information System:

- Installation of a Local Area Network (LAN) connecting all Foothill Transit staff and Contractor personal computers.
- The development of a pass sales and schedule distribution computer databases to improve efficiency and control.
- The development of a bus stop maintenance databases to improve efficiency and control.
- Initial releases of operations data bases for on-time performance monitoring program

2.4 Existing Facilities and Equipment

Facilities:

Foothill Transit does not own its own bus maintenance facilities. Foothill Transit's bus fleet is stored and maintained at the yards operated by its two

Foothill Transit Short Range Transit Plan FY 1994-FY 1997

3.2 SB 759 Performance Audit

As a fairly new operator, Foothill Transit participated in the MTA's most recent triennial performance evaluation covering FY 1989 - FY 1991 for the first time. At the time of this report, only a preliminary draft report has been released and no final recommendations have been given to Foothill Transit. Foothill Transit will report on the results of its first triennial performance audit in the FY 1995 SRTP.

3.3 FTA, SCAG, and (MTA) LACTC Comments

No comments were received by any of these agencies in response prior year Foothill Transit Short Range Transit Plans.

3.4 FTA 504 Accessible Transit Service

Foothill Transit was not in existence when the 504 Plan was mandated for all transit operators. The federally mandated 504 Plan has been superseded by the Americans with Disabilities Act of 1991. Foothill Transit is in full compliance of the ADA. All buses are wheelchair-lift equipped and all major bus stops are being called out by our bus operators. ADA approved bus stop signs will be developed in FY 1994. Foothill Transit received the Foothill Mayor's Committee Accessibility Award in January 1993 for its efforts to improve accessibility and mobility of the physically challenged in the San Gabriel Valley.

Foothill Transit is a signatory to the cooperative agreement that provides the complementary paratransit service is coordinated by the MTA through its subsidiary the CTSA.

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2.5 Maintenance Program:

Each of our two contractors (ATE/Ryder; Laidlaw) maintains and operates approximately 50% of Foothill Transit's bus fleet of 198 buses. Each of the contractors have a detailed maintenance program. Copies of which are included in this SRTP.

In addition, Foothill Transit monitors the condition of the fleet using the following methods:

- A fluid analysis program done in conjunction with the preventative maintenance cycle;
- random maintenance inspection of 1/3 of our fleet annually by an independent maintenance consulting firm; and
- a monthly monitoring of roadcalls and accidents which are reported to the Executive Board.

Monitoring of maintenance programs is essential to ensure that buses is maintained properly and that its useful life is maximized.

Foothill Transit is performing well in year-to-date statistics for FY 1993 which reports miles between roadcalls at 39,507, and reportable accidents at 2.4 per 100,000 miles. But, since Foothill Transit is always striving to improve its efforts, the goal for next year is even higher.

3.0 Evaluation of Service and Improvements

3.1 *Line-By-Line Analysis*

3.1.a Overview

Performance monitoring of the service its provides is an ongoing effort at Foothill Transit. Data is collected on a daily, weekly, monthly, quarterly and annual basis. Since Foothill Transit pays its contractors on a cost per revenue hour basis, the allocation of costs to each line is a very simple process. Costs are then adjusted to reflect the administrative overhead costs. Other performance indicators such as passengers, fare revenues, revenue hours, and revenue miles are also collected on a daily basis.

Foothill Transit also performs on a regular basis, ride checks to evaluate on-time performance and passenger loads. This information is used to assess

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the overcrowding which is a major concern on most of the express lines during peak periods.

Listed on the next page is a table showing the Fiscal Year 1992 performance data for each line. The following generally used performance indicators are discussed for each type of service.

- Passengers per Hour
- Cost per Passenger
- Subsidy per Passenger
- Cost per Revenue Hour
- Farebox Recovery (excluding Auxiliary Revenues)

In the brief discussion of these performance indicators, excluded are the data for Line 486 & 488 since these lines were operated for only one week in FY 1992. Also not included, is data regarding line 690 which is discussed in detail later.

Cost per Revenue Hour

As can be seen, Foothill Transit has some of the lowest cost per revenue hours in Los Angeles County. Its cost per revenue hour on local service varies between \$39.28 and \$43.79. Regular express service costs vary between \$47.85 and \$53.09 and the range for commuter express service (peak, one direction only) varies between \$69.19 and \$86.60.

Farebox Recovery Ratio

The farebox recovery ratio (excluding auxiliary revenues) for Foothill Transit lines varies between a low of 22.4% and a high of 75.5%. The system average is 49.5% which is outstanding given that state guidelines mandate a systemwide average of 20% and MTA guidelines stipulate a goal of 38% (including auxiliary revenues).

Passengers per Revenue Hour

Foothill's carries a systemwide average of 29 passengers per hour. This reflects the fact that our service territory is very large and that passengers in general ride very long distances. It varies between a low of 14 and a high of 42 representing very crowded conditions.

Subsidy per Passenger

Foothill Transit's systemwide subsidy per passenger is \$0.92. The subsidy varies greatly by line from as low as \$0.54 to \$1.82. Excluded are the data for Lines 486 & 488 which commenced operations June 21, 1992 but

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contractors. The contractors have one facility each, located in El Monte (ATE/Ryder) and Upland (Laidlaw Transit). The space conditions are tight and do not allow for alternative fueling facilities.

Foothill Transit is contemplating the feasibility to have its own facility. Owning its own facility would reduce Foothill Transit's operating costs, improve its ability to control the maintenance of its substantial bus assets, and enhance the competitive procurement process.

The administration of Foothill Transit under Forsythe and Associates is handled out of the administrative offices located at 100 North Barranca Avenue in West Covina. The office space is leased.

Buses:

Foothill Transit has a fleet of 198 buses, 192 of which are financed through various lease agreements and Certificates of Participation (COP's). Foothill Transit has a relatively young bus fleet with an average fleet age of 3.2 years. Its oldest bus sub-fleet, consisting of sixteen 40 foot commuter express bus coaches, is six years old. Built in 1987, they are not scheduled for replacement until FY 1999 which is beyond the four year SRTP planning period.

Out of Foothill Transit's fleet of 198 coaches, 183 are 40 foot transit coaches, eight are 35 foot coaches and seven (7) 28 foot coaches. All coaches are wheelchair lift-equipped and in excellent condition. In FY 1993 Foothill Transit retro-fitted 112 buses with the ADA approved MINI-MEGA MAX electronic headsigs, replacing old -- high-maintenance curtain sign systems..

Other Rolling Stock

In addition, Foothill Transit owns three (3) vans and one (1) maintenance truck and trailer. These vehicles are used for route supervision, schedule distribution and bus stop maintenance. Since they are fairly new they will not be replaced during the SRTP planning period.

Other Equipment:

Foothill Transit owns its Local Area Network and various computer equipment purchased in FY 1993. Finally, Foothill Transit owns the furniture and telephone system at its West Covina offices and Transit Store.

LINE-BY-LINE PERFORMANCE STATISTICS

Line #	Route	Type of Service	Audited FY 1981 Unlimited Parameters	Audited FY 1982 Unlimited Parameters	Estimated FY 1983 Unlimited Parameters	Estimated 1983 Change	Audited FY 1982 Revenue	Audited FY 1982 Revenue %	Audited FY 1982 Subsidy/Passenger	Audited FY 1982 Card Hour	Audited FY 1982 Farebox Ratio	Audited FY 1982 Card Hour	Audited FY 1982 Farebox Ratio												
178/179	B Monte - Baldwin Park - West Contra Walnut Fomona	Local	475,815	483,211	595,927	23.3%	17,370	17.370	\$259,442	760,039	11.04	143,79	34.1%												
185	Hacienda Blvd - Invaldale Ave - Arrow Highway	Local	300,044	408,322	470,383	15.8%	14,883	14.883	\$227,298	1584,828	40.86	139,29	39.8%												
187	Passadena-Pomona via Foothill Blvd	Local	SCRID	1,215,875	1,308,295	7.7%	30,870	30.870	\$898,017	1,265,117	40.47	140,85	55.2%												
274/276	Puente Ave - Citrus Ave; Sumat Ave - Cousins Ave - San Dimas Av	Local	370,279	345,777	371,438	7.4%	19,459	19.459	\$181,371	600,862	11.82	141,87	22.4%												
280	Alhambra Avenue	Local	582,320	568,518	550,387	-2.9%	15,329	15.329	\$337,700	641,459	40.54	141,85	52.0%												
182/194	Arroyo Ave - San Bernardino; West 9th - 3 Trams Ave - Arrow High	Local	County	207,003	231,400	11.4%	14,815	14.815	\$120,452	1598,892	42.28	140,35	20.4%												
281/283	Gay Ave - Foothill Blvd; Indian Hill Blvd - Reservoir Street	Local	County	363,130	410,070	13.1%	15,083	15.083	\$189,092	1611,378	11.17	140,58	30.8%												
480/481	Downtown - B Monte - West Cousins - Pomona - Claremont	Express	SCRID	1,725,489	2,500,383	44.9%	84,883	84.883	\$2,129,838	93,357,892	11.88	150,13	65.3%												
482	Downtown LA - B Monte - Hacienda Blvd - Diamond Bar - Pomona	Express	SCRID	483,734	1,032,870	113.5%	16,681	16.681	\$394,122	1,796,739	11.65	147,85	49.4%												
486	Downtown LA - B Monte - Puente Hills Mall	Express	SCRID	9,737	900,779	NA	868	868	89,174	938,381	42.79	150,81	21.1%												
488	Downtown LA - B Monte - West Cousins - Glendora	Express	SCRID	9,529	333,115	NA	545	545	16,976	928,933	12.58	153,08	23.8%												
482	San Dimas - Arrow Hwy - South Arceade - Downtown LA	Commuter Express	County	108,892	708,478	89.3%	2,589	2.589	\$120,241	1,208,298	11.93	180,38	58.3%												
484	Glendora - Foothill Blvd - Monrovia - Downtown LA	Commuter Express	County	98,935	91,265	-5.7%	2,308	2.308	\$117,894	1,098,889	40.85	198,90	58.0%												
486	Diamond Bar - Rowland Hights - Downtown LA	Commuter Express	348,107	385,581	433,451	12.4%	14,500	14.500	\$904,495	1,154,370	11.43	179,58	52.4%												
488	Citrus College - Escondido - West Cousins - Downtown LA	Commuter Express	368,737	438,308	442,833	1.0%	14,889	14.889	\$779,853	11,000,137	42.35	198,19	75.7%												
890	Claremont - Pasadena via 310 Freeway	Commuter Express	2,589	25,102	34,153	38.1%	7,375	7.375	\$27,258	653,577	121.13	175,90	4.9%												
GRAND TOTAL													2,487,000	6,889,474	279.4%	9,917,980	44.4%	257,258	10,188,282	412,531,721	27	11,82	10,92	148,88	48.5%

* Net: Farebox Revenues and Farebox Recovery Ratio do not include any auxiliary revenues.

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which SCRTD continued to operate as well. This resulted in a loss of approximately 50% of the regular ridership on these lines, reducing the productivity.

Cost per Passenger

Foothill Transit's cost per passenger ranges from \$1.04 - \$2.84 on the local service, from \$1.65 to \$1.89 for its express service, and \$2.06 - \$2.99 for its commuter express service. System average is \$1.82.

3.1.b Line-By Line Description:

Line 178/179: El Monte-Baldwin Park- West Covina- Walnut - Pomona

In August 1989 Foothill Transit took over the operation of this local line from SCRTD. While SCRTD was operating 10,965 hours of revenue service, Foothill Transit has expanded service, and operated 17,370 hours of revenue service on this line in FY 1992. It is expected to operate 23,606 revenue hours in FY 1993 representing a more than doubling (115%) of the service levels previously provided. Major service changes were the creation of line 179 which reduced the headway from 1 hour to 30 minutes (October 1991) and the introduction of Saturday Service in December 1991.

While the productivity indicators on this line initially dropped after these major service changes, they are slowly improving to its former levels. FY 1992 farebox recovery ratio was 34.1%. With the expected ridership considerably this fiscal year.

Line 185: Hacienda Blvd- Irwindale- Arrow Highway

Line 185 is a very productive local route. While Foothill Transit increased the service levels on this route by 67% (primarily Saturday service), the farebox recovery ratio on this line is very good at close to 39%. Ridership is expected to be up by almost 16% this fiscal year.

Foothill's major service change for this route, planned for April 1993, is discussed in detail in the private sector update of the SRTP.

Line 187: Pasadena - Pomona

This is a major local route, operating seven days a week at an estimated 34,418 revenue hours in FY 1993. The previous operator was operating 33,315 revenue hours. The additional hours provided consisted primarily of schedule adjustments to improve running time. This line is extremely productive, with 39 passengers per hour and a farebox recovery of 55.2% in FY 1992.

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Foothill's service changes for this route, planned for April 1993, are discussed in detail in the private sector update of the SRTP.

Lines 274/276: Puente Avenue -Citrus - Sunset-Covina- San Dimas Ave

These lines are two of our less productive local routes with only 18 passengers per hour and a farebox recovery ratio of 22.4%. Ridership is up by approximately 7.5% in FY 1993. Approximately 22,412 hours of revenue service will be provided on this line in FY 1993 representing a 27.4% increase in service over the SCRTD service levels. The past service increases were primarily due to the introduction of Saturday service on this line.

To improve the productivity on Lines 274 and 276, Foothill Transit has planned major service changes. These changes are discussed in detail in the private sector update of this SRTP. The changes are scheduled to be implemented in April 1993.

Line 280: Azusa Avenue

Line 280 is another one of Foothill Transit's more productive local lines. This line operates seven days a week. Approximately 18,005 hours of revenue service will be provided on Line 280 (FY 1993) as compared to 14,190 hours operated by SCRTD representing a 26.9% increase in service. Service increases were due primarily to running time adjustments to improve on-time performance and increase in service frequency on Saturday. Performance indicators show 37 passengers per hour and a FY 1992 farebox recovery ratio of 52.6%.

The April 1993 scheduling changes for this route are discussed in detail in the private sector update of the SRTP.

Line 192/194: Arroyo Ave. San Bernadino, West 9th, S. Towne, Arrow

This line was formerly part of the Bus Service Continuation Project. It is one of the less productive local lines providing 15,935 hours of revenue service (1993). Major Service increases consist of the introduction of Saturday Service in December 1991, realignment of the route to integrate service with the new Metrolink service in Claremont, and realignment in south Pomona to provide first time service to Phillips Ranch. Passengers per hour are 14, farebox recovery ratio is 20.5%. The cost per hour is very low at \$40.35. No changes are currently planned for this route.

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Line 291/293: Garey Ave-Foothill- Indian Hill- Reservoir Street

This is another former Bus Service Continuation Project line. The farebox recovery is 30.8% and with 24 passengers per hour. Service increases implemented so far consist of the implementation of Saturday service, realignment of the route in north Claremont to provide service to a previously unserved area, and realignment to serve the Claremont Transit Center and new Metrolink Station.

Line 480/481: Claremont - Pomona - El Monte - Downtown

This express service was taken over from SCRTD in September 1991. It is an extremely productive service with a 65% farebox recovery ratio. Line 480 operates seven days a week, 24 hours a day, and provides approximately 85,469 hours of revenue service (1993). It is by far the heaviest Foothill route which will provide approximately 24% of Foothill Transit's entire service and will carry 1/4 of Foothill Transit's passengers. It's headway is less than 5 minutes during peak hours.

The ridership is phenomenal, up close to 20% when compared to FY 1992 with standing room only during peak hours. Foothill Transit's service increases on this line amount to 24.5% (as compared to the 68,653 SCRTD) consisting of some additional peak service and additional running time to improve schedule adherence and on-time performance. This line was extended from Pomona to Claremont to integrate with the new Metrolink service.

Line 482: Downtown- El Monte- Hacienda Blvd- Diamond Bar- Pomona

Line 482 is a local express route that was taken over in December 1991 from SCRTD. Similar to Route 480/481 it is a very productive service, operating 7 days a weekday 49.4% farebox recovery ratio (FY 1992). Approximately 34,249 hours of revenue service will be provided in FY 1993 as compared to 33,816 (SCRTD). Its productivity is high with 29 passengers per hour. Ridership is up 7% when compared to the annualized ridership for FY 1992. Service on this line has been increased to improve on-time performance. The route was realigned to provide service to the new AQMD offices in Diamond Bar; and in South El Monte to provide service to a new high school, a county senior center, and a new county park & ride at Whittier Narrows Regional Park.

Line 486: Downtown - El Monte- Puente Hills Mall

Foothill Transit started operating this express line on June 21, 1992. Its initial productivity suffered severely when SCRTD continued to operate this service from June 21, 1992 until August 10, 1992 when SCRTD stopped

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operating the service. Since then the productivity climbed to 40 passengers per hour and an estimated farebox recovery ratio of 64%.

Foothill Transit is planning a major service change on this line in April 1993 which is discussed in detail in the private sector update.

Line 488: Downtown- El Monte- Glendora

Foothill Transit started operating line 488 on June 21, 1992. Initial productivity suffered severely when SCRTD continued to operate this service from June 21, 1992 until August 10, 1992. At that time, Foothill Transit temporarily stopped operating the service pending the most recent court decision. After winning this court decision Foothill Transit is now the sole operator of this line as of February 21, 1993. The service is too new to have good productivity indicators. It is estimated that it will perform similarly to Line 486.

Line 495: Diamond Bar- Downtown

This commuter express line is one of the oldest lines operated by Foothill Transit. To meet passenger demand and relieve overcrowding, Foothill Transit has increased the service on this line by over 75% and is now operating 17,363 (FY 1993) hours of revenue service. While its productivity somewhat slipped with these dramatic service increases to a 52.4% farebox return and 27 passengers per hour it is still considered a highly productive productivity.

Line 498: Citrus College - Eastland - Downtown

Together with Line 495 this commuter express line is one of the oldest lines operated by Foothill Transit. Its operation started in December 1989. To meet passenger demand and relieve overcrowding, Foothill Transit has increased the service on this line by over 75% and is now operating 16,693 (FY 1993) hours of revenue service. Its productivity continues to be phenomenal with a 75.7% farebox recovery ratio (FY 1992) and 29 passengers per hour.

Line 492: San Dimas- Downtown

This formerly Bus Service Continuation Project commuter express line currently provides only very limited peak hour service (3 trips AM, 3 trips PM). It is extremely crowded service with 42 passengers per hour (standing room only) and a farebox recovery ratio of 58.3%. To relieve overcrowding and meet the increased demand for the service Foothill Transit restructured this route to an all day service starting in April 1993. A detailed discussion of this new service is enclosed in the private sector update of this route.

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While Foothill Transit will operate approximately 2,566 hours of revenue service in FY 1993, this service will increase by more than 18,000 which will be funded from internal savings.

Line 494: Glendora - Foothill Blvd - Monrovia - Downtown

This formerly Bus Service Continuation Project commuter express line is very similar to the the Line 492 described above. Farebox recovery is 59% (FY 1992) with 42 passengers per hour. Similar to the 492 route it only provides three trips in the morning and three trips in the afternoon. One additional trip will be added to alleviate the overcrowding on this line. Slight running time and routing changes will bring this line to 2,848 hours annually.

Line 690: Claremont - Downtown Pasadena

This is a new commuter express route implemented in May 1991 which was funded by LACTC as part of the Transit Service Expansion Program. The line was intended to use the newly constructed HOV Lane on the I-210 and was expected to perform similar to the other commuter express lines described above (Line 495 & 498, Line 492 or Line 494). Due to the continuing delay in the opening of the HOV lane ridership has not developed as expected. With no HOV lane in place, there is no time advantage to the lower priced local Line 187. As a result, the operating statistics of this line were dismal in FY 1992 with a farebox recovery ratio of only 4.9% and a cost per passenger of \$22.21.

When it became apparent late last year that the HOV lane is far from opening, Foothill Transit worked on cutting the service back to improve productivity. In January 1993 Foothill Transit implemented a new schedule reducing the service level to approximately 50% of its former level. As a result, productivity has increased dramatically. The farebox recovery ratio is now 20% (February) and climbing. While these efficiency improvements are one step in the right direction, the ultimate success of this line is dependent on the opening of the HOV lane which has now been delayed to mid 1994.

Funding of this line will expire May 10, 1993. Foothill Transit will continue to run this service through the end of this fiscal year and apply for continued funding beyond this fiscal year through the Call for Projects process. This line will ultimately be a very successful service in the highly congested 210 corridor. It would be a significant loss for the County if the ridership that was built up on this line would be lost through the discontinuation of this line.

3.5 Proposition A Warranties

The Proposition A Discretionary Guidelines list eight operator warranties. Below is a brief discussion on how Foothill Transit attempts to meet these warranties:

1. *Coordinate and Cooperate with other transit operators in the development of an integrated countrywide transportation system.*

The following efforts were made:

- Inter-Agency Transfer Agreements exists between all Los Angeles County Bus Operators
- Inter-Agency Transfer Agreement with Metrolink was developed
- Joint Foothill Transit/SCR TD Monthly Pass was developed
- Feeder Service to all Metrolink stations was provided at no additional charge to the MTA
- Largest Participant in MTA's Faredebit Card Demonstration Project
- Metro symbol displayed on all Foothill Buses and printed material

2. *Make every effort to improve upon existing span and control of transit service.*

While Foothill currently only receives funding for 293,000 revenue hours from Prop A and 25,000 hours from Prop C, Foothill Transit will actually provide approximately 400,000 hours of service. More than 80,000 hours are funded internally from efficiency savings. In total, Foothill Transit increased service by over 106,000

With the exception of the commuter express lines, all other service has weekend service with some of them having both Saturday and Sunday Service. It should be noted that Foothill Transit introduced Saturday Service on 178/1/79, 185, 274/276, 192/194, 291/293 in December 1991.

3. *Ensure that service quality improvements are implemented whenever possible*

The following efforts were made:

- See detailed discussion of service increases, schedule adjustments discussed throughout SRTP which lead to the tremendous service increases implemented by Foothill Transit

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- New Busbook was implemented for the convenience of our riders
- Electronic Headsigns were installed in all our buses
- Transit Store Demonstration Project was implemented

4. *Ensure that existing level of service is maintained and that major service changes are subject to the adopted Service Notification Policy.*

With the exception of Line 690, Foothill Transit has been only increasing, never decreasing services. Public Hearings have been held and all affected operators and agencies have been notified of all major changes.

5. *Make every effort to ensure that the total number of linked passengers is maintained or increased*

Foothill Transit's ridership has been up substantially in each of our years of operation (please see lengthy discussion in Line-By-Line Analysis). Capturing linked passengers versus unlinked passengers is very difficult though since a large proportion of our riders use monthly passes. But since the total number of passes sold have been climbing steadily, it can be safely assumed that the total number of linked passengers is climbing as well.

6. *Certify that we are not effectively precluded from contracting service.*

Foothill is not effectively precluded from contracting. Foothill Transit's fundamental philosophy is to competitively procure all services. Therefore, 100 percent of its services are contracted.

7. *Make every effort to control operating costs within CPI on an average over time.*

Foothill's audited figures for FY 1992 show that we have fully met this warranty and is fully committed to meet it in future years as well.

8. *Agree to secure the local contribution requirement as described in Section 8.3.*

Initially Foothill Transit's Local Contribution was met by the County through the purchase of seven buses. Foothill Transit has met with its member cities to discuss the means of how the MOE can be met. (Defacto, Foothill Transit has always met it, since most of the member

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cities maintain dial-a-ride systems that are fully funded by Prop A Local Return but not included in Foothill Transit's budget). But, to meet the warranty in its literal meaning, Foothill Transit will start administering some of these systems and include the operating costs and local contribution in the budget. One dial-a-ride system has already been secured at an estimated budget of \$335,000 in Local Return. The inclusion of more systems is likely and reflected in our budget.

4. FOUR YEAR PLAN DESCRIPTION

4.1 Operations

Fixed Route Bus Service

With the full implementation of the Foothill Transit Zone, all past service increases, and the new service increases to be implemented in April 1993, Foothill Transit's base level of service will be approximately 380,000 revenue hours in FY 1993.⁵

In addition, the FY 1994 budget allows for an additional 20,000 hours of expansion service which will be funded internally. Some of the FY 1994 service increases in the preliminary planning stages are the bus feeder service to the Metrolink station in the City of Industry, the expansion of service and route realignment in Glendora on Line 488 and the potential extension of Line 280 south, as discussed in the private sector update of the SRTP. Finally, Foothill Transit is planning to hire a consultant to do a comprehensive operational analysis of our current service. A full origin/destination study will be done in conjunction with this analysis. It is expected that this study will lead to recommendations for additional service changes.

It should be noted that any service expansion beyond the 400,000 revenue hours mentioned here is *not* feasibly without the purchase of additional buses and relief from our burden to pay our capital bus financing expenditures out of our operating assistance.

⁵ The major service increase to be implemented on April 18, 1993 is discussed extensively in the Private Sector Participation Update.

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Since we were asked to assume in our financial plan that all our capital request will be funded and thus relief will be obtained, we increased our service levels in the the outyears to 426,000 (FY 1995), 454,000 (FY 1996), and 481,000 (FY 1997). *It should be pointed out that these service increases are only possible if we obtain federal assistance for our bus financing costs which would allow Foothill Transit to reprogram its existing Prop A subsidies to the operation of new service.*

Dial-A-Ride Administration

To meet its Maintenance of Effort requirements, Foothill Transit will start administering the Monrovia Dial-A-Ride in FY 1994. This service, which costs approximately \$335,000 annually, is entirely funded by Prop A Local Return. Discussions are currently under way with our other member cities to assume the administration of other dial-a-ride services and or bus stop/shelter program maintenance. Foothill Transit is fully committed to make every effort to meet the MOE stipulations of the MOU. The financial plan assumes that we will be able to meet this commitment.

Transit Store

In March 1993, Foothill Transit opened a transit store in the Eastland Shopping Center which was funded internally through the end of this fiscal year. The purpose of the transit store is to conveniently provide a pass sales outlet for Foothill Transit, SCRTD, Foothill Transit/SCRTD joint passes, Metrolink passes and tickets, and Metro Access tickets. The transit store will also provide such services as customer information, schedule distribution, and trip planning assistance. The City of West Covina will sponsor a Call For Projects application for TDM funds to continue this program in the future.

Contract Administration

Based on the increased service provided by Foothill Transit, additional staff will be needed. The following positions are currently under discussion:

- 1 Controller
- 1 additional Bus stop maintenance worker (for a total of two)
- 1 Regulation 15 Coordinator
- 1 Administrative Assistant
- 1 Ride Checker
- 1 Route Supervisor
- 2 Transit Store Staff (if funded)

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Since Foothill's final budget for FY 1994 will be adopted on May 5, 1993, these proposed staff increases are estimates only, subject to full Zone approval. Foothill Transit will revise this draft SRTP once the final budget has been approved and the Call for Project decisions have been made.

4.2 Capital Plan

Existing Bus Fleet/Bus Financing Cost

Since Foothill Transit's bus fleet of 198 buses is fairly new, no replacement bus purchase is planned until FY 1999 which is beyond the current SRTP planning period. *However, 192 buses are financed through a master lease agreement (ChiCorp) and Certificates of Participation (Sutro) over a twelve year period, and bus financing costs of our existing fleet in the amount in the amount of approximately \$5.2 million annually will be an ongoing annual expenditure for Foothill Transit.*

Federal assistance towards these bus leasing costs of our existing fleet has been requested for all programming years through the Call for Projects. Foothill Transit currently pays these bus financing costs out of its Prop A operating subsidies but is unable to continue to do this on a permanent basis. Federal funding of the bus financing costs of the existing bus fleet is Foothill's top priority since it will free-up operating subsidies for service expansion.

To alleviate Foothill Transit's financial burden to pay all capital expenditures out of its operating subsidies, the MTA (then LACTC) allocated Foothill Transit a one-time amount of \$4.22 million in federal CMAQ (ISTEA) funds toward the bus leasing costs of the existing fleet. The federal grant process is completed with the exception of the 13c labor agreement. While the 13c Agreement with the Teamster Unions have been signed, the 13c Arrangements with the SCRTD unions are still being negotiated. A Letter of No Prejudice (LONP), which allows Foothill Transit to be reimbursed for current leasing expenditures as of January 1, 1993, has been approved by the FTA on March 24, 1993. We expect to finalize the 13c process sometime in FY 1994.

Expansion Buses

In anticipation of a very rapid expansion of its service, Foothill Transit issued in December 1992 additional COP's for expansion buses beyond its existing fleet of 198 buses. After a partial prepayment of these bonds in June 1993,

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Foothill Transit will have approx. \$4.1 million in the equipment fund left for an expansion bus purchase.⁶

Foothill Transit is in dire need of new expansion buses. With the major service increase in April, Foothill Transit's peak bus requirements will be 168 with only 30 (18%) spare vehicles left systemwide.

Therefore, Foothill Transit proposes to purchase 17 additional buses using the Sutro B bond proceeds⁷ in FY 1994. Due to the uncertain financial conditions (economic recession, potential TDA raid, delay in federal grant approval due to 13c etc.), Foothill Transit proposes to enter into a contract to purchase the buses only once the 13c issue is resolved and the federal funds are released remaining bond. With the release of the federal funds from the ISTEAs grant, sufficient operating dollars will be available to operate the buses.

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It should be noted that, even if Foothill Transit does not purchase any expansion buses in FY 1994, it will have to start paying on the COP's in FY 1994⁸ which will amount to a total of ~~\$365,044~~ ^{\$350} in FY 1994. Federal funding for these expansion buses has been requested as well for each of the planning years. Federal funding for this project is Foothill's second highest priority.

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Expansion Buses Beyond FY 1994

To accommodate future expansion needs, Foothill Transit programmed the purchase of 15 additional buses in each of the programming years FY 1995, FY 1996, and FY 1997. Funding for them on a 80/20 basis has been requested in the call for project process.

⁶ If Foothill Transit does not obligate the \$4.1 million funds by *December 1994*, the funds have to be used to repay a portion of the COP's. Calling of the COP's prior to these two mandatory prepayment dates is not possible.

⁷ Should Foothill's funding picture change significantly from the current funding marks for FY 1994-FY 1997, this expansion bus purchase may have to be postponed.

⁸ During FY 1992 and FY 1993 the interest payments were paid through capitalized bond proceeds.

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Facility:

Foothill Transit is contemplating the feasibility to owning its own bus facility, out of which the private contractors would operate the Foothill Transit service. Since Foothill Transit currently pays for the cost of their contractor's bus facilities indirectly through the cost per vehicle revenue hour that it is charged, having its own facility would directly result in a savings in operating costs (i.e. the contractors would charge Foothill less). It is expected that Foothill Transit would save a minimum of \$1 for each revenue hour operated which would amount to \$400,000 - \$485,000 annually. Furthermore, a facility would allow Foothill Transit much better control over the maintenance of its most valuable asset, its bus fleet which is valued at close to \$40,000,000.

The FY 1994 budget provides funding for a preliminary feasibility study at an estimated cost of \$100,000. We are currently exploring the feasibility to find an existing facility that could be converted to meet the needs of an advanced bus facility. Since the cost of such a facility could easily be \$10-15 million or more, such a project can only be realized if federal funds are made available. Funding for such a facility in FY 1995 - FY 1997 has been requested in the FY 1994 Call for Projects .

Vehicle Locator System:

To improve the safety of our passengers and coach operators, monitor real running times on an ongoing basis and broaden the ongoing management information of our transit system Foothill Transit would like to purchase and install a vehicle locator system on its entire fleet. Since this project is estimated to cost approximately \$2.5 million, this project can only be realized if federally funded are received. A FY 1994 funding request for this project has been submitted through the call for project process.

Anti-Graffiti Window Protection System

Replacing windows, often made necessary through graffiti which scratches the plastic/glas, is very costly. Foothill Transit has funding requested to install window guards at an estimated cost of \$600,000.

MIS Improvement:

The improvement of our MIS system will be an ongoing effort for the next few years. While we concentrated in FY 1993 on the installation of an LAN system, the development of a pass/sales and schedule distribution system and the first release of an operating database, our effort in FY 1994 will be a fleet maintenance system and some computer, software upgrades to accommodate the increased accounting needs at an estimated cost of \$350,000. The same amount is also

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budgeted in the outyears. This project will be funded without any additional subsidies.

Misc. Other Capital

An additional \$60,000 has been set-aside for miscellaneous other capital, such as some staff cars and furniture which will be funded internally.

FY 1993 Carryover Capital Projects:

The following capital projects were approved in FY 1993 but have been delayed in its implementation schedule. The funding for the following projects will be carried forward into FY 1994:

■ Scheduling Software:	\$120,000
■ Installation of New Bus Stop Signs:	\$500,000
■ Bus Shelters	\$120,000
■ De-acceleration Lights	\$ 21,250
Total:	\$761,250

4.3 Financial Plan

Foothill Transit's financial plan is built on the following funding assumptions.

Prop A Formula Revenues:

Foothill Transit's four year financial plan is based on the assumption that the baseline scenario funding marks as given by MTA to the operators will hold steady. These are:

FY 1994	FY 1995	FY 1996	FY 1997
\$14.7 million	\$15.8 million	\$16.8 million	\$17.7 million

Prop C Recession Allocation:

Foothill Transit's financial plan is also based on the receipt of \$1.26 million in FY 1994 Prop C Discretionary funds to offset the recessionary impact on the formula funds.

Prop A Incentive Revenues (Bus Service Continuation Project)

Foothill Transit's financial plan is based on the continuation of the funding of the BSCP Lines (192/194, 291/293/ 492 & 494) in all future years. It is assumed that Foothill Transit's current funding level of \$1,135,148 will be received in FY 1994 and the out-years.

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It should be noted that this amount only funds the *base* level of service on these lines, as provided in FY 1991. The service increases for the Saturday Service on these lines (implementation December 1991) were funded from Prop C (Base Restructuring) and the increases implemented in April 1993 amounting to more than 18,800 additional vehicle revenue hours do not receive any funding and are solely funded from efficiency savings from the other Foothill lines.

Prop C Base Restructuring Grants

Foothill Transit's financial plan is also based on the assumption that the \$1.361 million granted to Foothill Transit under the *Priority I Base Restructuring Prop C Program* (service increases on Line 495 & 498, and Saturday Service on local lines) will continue *permanently*. Due to the uncertainty of the economic conditions, we are assuming here that this amount will remain constant throughout the planning period but hope that the funding will be increased in the out-years by CPI.

Other Auxiliary Revenues

Foothill Transit expects to receive an additional amount of \$200,000 - \$1,000,000 in auxiliary revenues from advertising revenues, special services profit and similar sources. But since the largest amount will be generated from an advertising revenues on 20 "theme buses" for which advertisers shall have to be found, we did not include these potentially large revenues in our financial plan.

Fare Revenues

Foothill Transit is *not* proposing an increase in its base fare structure since additional time is needed to:

- to evaluate the full implementation of all lines on total fare revenues,
- to evaluate the impact of the service increases on total revenues,
- to evaluate the impact of the recently introduced Foothill Transit/ SCRTD joint monthly pass, and
- to avoid the negative impact of any fare increases on the transit dependent community during this deep recession

FY 1994 should provide more stable data and provide better information on which to make the necessary analysis for any fare increase/restructuring. Therefore, a fare increase/restructuring is planned for spring of FY 1994 for implementation in FY 1995, if necessary.

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FY 1994 and all out-year fare revenue assumptions are based on an average fare of \$0.84 cents per passenger. Based on this assumption there will be approximately \$8.7 million in fare revenues⁹. An increase of 5% annually in total fare revenues is assumed. This increase could result from increased ridership and/or fare increases.

Prop A Set-Aside Reserve Account

Foothill Transit's uncommitted Prop A Set-Aside account is estimated to be \$6.0 at the end of FY 1993. The drawdown of these reserves during the next few fiscal years is assumed in the financial plan as an essential building block to balance Foothill Transit's budget.

Capital Funding Assumptions

As directed by the MTA, Foothill Transit's financial plan as presented on Table L-5 assumes that ***all capital projects, as proposed on Table L-11, will be funded***. In the event that there are any projects not funded, Foothill Transit will submit a final SRTP document that reflects the adopted budget and the capital projects actually funded.

Other Financial Funding Scenarios

Foothill Transit ran some financial scenarios to evaluate the impact of two financial uncertainties which are:

- potential reduction in funding marks due to a prolonged economic recession and/or TDA raid
- Receipt/Non-receipt of Federal Assistance for the bus lease payments

In the worst case scenario,¹⁰ Foothill Transit assumed that it will be unable to receive ***any*** federal capital funds and that its funding marks will be reduced annually by \$2.5 million (approx. 15%) in ***each*** of the SRTP planning years. If this scenario came true Foothill Transit's planned service

⁹ It should be pointed out though that this estimate is, given our very short service history on many of our lines and the unknown impact of substantial service changes in April 1993, little more than an educated shot in a black hole. We tried to be very conservative in our projections.

¹⁰

A copy of Foothill Transit's worst case scenario is attached.

Foothill Transit Short Range Transit Plan FY 1994-FY 1997

levels of 400,000 revenue hours¹¹ would lead to a deficit position of \$0.8 million by the end of FY 1995 which would increase to a \$7.3 million by the end of FY 1997.

Since Foothill Transit has to make the financing payments on its buses, Foothill Transit would be forced to postpone any expansion service and reduce its existing service levels. Since one service hour saves approximately \$52.70, Foothill Transit would have to cut approximately 138,000 vehicle revenue hours out of its transit service during the fiscal years FY 1995 - FY1997 or cut its service by approximately 11%.

In a second, less dramatic scenario Foothill Transit assumed not receiving (draws down) any federal capital funds during the SRTP planning period (FY 1994 -1997) but that the current funding marks would hold steady. In such a case, Foothill Transit's Prop A Reserve would be diminished to \$2.7 million by the end of FY 1997. Such a low balance, amounting to less than 10% of its capital and operating budget, would make the system somewhat vulnerable to small changes in fare revenues, funding marks or unforeseen costs.

Summary:

Summarizing these scenarios, it is important to re-emphasize some key points.

- (1) Foothill Transit's service planning builds on the realization of the funding marks for FY 1994 - FY 1997, dated February 10, 1993.
- (2) Should these funding marks hold, but no federal funds received, Foothill Transit will be able to implement the planned service increases to a total of 400,000 vehicle revenue hours.
- (3) Due to the high bus financing costs, it would be very difficult to expand service beyond the 400,000 vehicle revenue hours if the federal funding is not received.

¹¹ The strong service increases shown in the outyears are based on federal funding of our capital bus financing bus in FY 1994 and beyond. Without federal funding, only the 400,000 base hours will be provided

Foothill Transit Short Range Transit Plan FY 1994-FY 1997

- (4) Each federal dollar received by Foothill Transit for its bus financing costs frees-up one additional operating dollar that can be spent by Foothill Transit for operating needs. This is reflected in our strong expansion plan in FY 1994-FY 1997 which is based on the assumption that federal dollars for our buses are received.
- (5) Due to the lack of separate capital source, Foothill Transit is forced to spend scarce Prop A operating dollars on capital leases.
- (6) The receipt of capital dollars by Foothill Transit will increase the number of operating dollars available in Los Angeles County.
- (7) Foothill Transit has demonstrated the ability to provide quality, cost-efficient transit service to the maximum extent possible. Having the additional operating funds available will enhance efforts to continue the expansion of service to meet the growing demands for quality transportation in the San Gabriel and Pomona Valleys.

5. OTHER POLICY ISSUES:

5.1 *Included Municipal Operator Status for Foothill Transit*

Foothill Transit would like to pursue inclusion as a municipal operator again. This issue was put on hold when the most recent court appeal was filed by the United Transportation Union. The litigation has been resolved and Foothill Transit has now fully implemented all of its service as of February 21, 1993. Therefore, it is now time to re-address this issue.

Foothill Transit understands that the inclusion of its system as an "included municipal operator" would not necessarily lead to additional subsidies since Foothill currently receives formula equivalent funding for its base service from all funding sources (Section 9, TDA, STA, Prop A). The inclusion as a municipal operator would simply *entitle* Foothill Transit to its fair share of all funding sources while the current funding based on the Zone Guidelines and MOU's is more subject to local decision making.

Furthermore, the actual receipt of a variety of funding sources guaranteed by the included municipal operator status would greatly enhance Foothill Transit's credit rating for its bus financing projects.

5.2 *Maintenance of Effort (MOE) Requirement*

To meet the Maintenance of Effort (MOE) requirement, Foothill Transit assumes in its financial plan that it will start administering dial-a-ride transit services and/or other transit programs that are currently directly administered by the cities and funded with Prop A Local Return. The administration of the Monrovia dial-a-ride is currently being finalized. Other projects are still being negotiated.

Since the Prop A Local Return revenues received for these projects from the cities will directly off-set the cost of these new services, the net financial impact on Foothill's operating subsidy needs will be zero.

5.3 *Funding for Line 690*

Funding for this express route will run out in May. The continuation of this line is dependent on the receipt of Prop C funds for this service. A project application for funding will be submitted during the Call for Project process.

LIDLAW TRANSIT, INC.
 UPLAND DIVISION 411

FOOTHILL TRANSIT ZONE CONTRACT SCHEDULED MAINTENANCE

CONDITION REQUIREMENT	FUEL & WASH DAILY	SWEEP & MOP ALTERNATE DAYS	DETAIL INTERIOR ANNUAL
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CONDITION REQUIREMENT	3000 MILE INSPECTION 45 DAYS	6000 MILE LOF INSPECTION 135 DAYS	BRAKE INSPECTION 48,000 MILES OR ANNUAL	AUTOMATIC TRANSMISSION 48,000 MILES OR ANNUAL	COOLING SYSTEM 48,000 MILES OR ANNUAL
-----------------------	------------------------------	-----------------------------------	---	---	---------------------------------------

CONDITION REQUIREMENT	AIR CONDITION INSPECTION 6000 MILES OR 45 DAYS	A/C IN-DEPTH INSPECTION 48,000 MILES OR ANNUAL	ELECTRONIC FAREBOX 24,000 MILES OR 6 MONTHS	WHEELCHAIR LIFT PM 6000 MILES	W/C LIFT IN-DEPTH INSPECTION 24,000 MILES OR 6 MONTHS
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**LIST OF TABLES
FOOTHILL TRANSIT
SHORT RANGE TRANSIT PLAN FY 1994-FY 1997**

LINE	ADOPTED BUDGET FY 1993	ESTIMATED ACTUAL FY 1993	PROPOSED FY 1994	PROPOSED FY 1995	PROPOSED FY 1996	PROPOSED FY 1997
178/17	\$891,345	\$902,318	\$1,043,395	\$1,095,565	\$1,150,343	\$1,207,860
185	\$669,566	\$641,930	\$485,281	\$509,545	\$535,023	\$561,774
187	\$1,568,921	\$1,300,471	\$1,456,810	\$1,529,650	\$1,606,133	\$1,686,439
274	\$0	0	\$526,370	\$552,669	\$580,323	\$609,339
276	\$811,133	\$839,664	\$605,989	\$636,288	\$666,103	\$701,508
280	\$604,357	\$680,705	\$601,517	\$631,588	\$663,167	\$696,326
ATE LOCAL	\$4,545,346	\$4,374,086	\$4,719,357	\$4,955,325	\$5,203,091	\$5,463,246
480/48	\$3,892,826	\$3,610,971	\$3,665,410	\$3,802,863	\$3,993,006	\$4,192,657
482	\$1,363,986	\$1,456,364	\$1,510,972	\$1,567,633	\$1,646,015	\$1,728,316
ATE EXPRESS	\$5,256,814	\$5,067,335	\$5,176,382	\$5,370,496	\$5,639,021	\$5,920,972
486	\$1,124,030	\$1,061,749	\$1,333,036	\$1,357,987	\$1,401,443	\$1,446,289
488	\$993,681	\$417,307	\$917,210	\$953,755	\$984,275	\$1,015,772
495	\$1,268,096	\$1,288,351	\$1,353,016	\$1,406,159	\$1,451,156	\$1,497,593
498	\$1,207,346	\$1,181,001	\$1,240,671	\$1,289,298	\$1,330,555	\$1,373,133
690	\$498,265	\$360,927	\$255,221	\$267,982	\$281,381	\$295,450
492	\$155,627	\$506,031	\$876,464	\$904,511	\$933,455	\$963,326
494	\$158,946	\$174,713	\$210,601	\$217,340	\$224,295	\$231,472
LAILAW EXPRESS	\$5,405,991	\$4,990,079	\$6,186,218	\$6,397,032	\$6,606,560	\$6,823,035
192/19	\$598,513	\$594,233	\$620,156	\$639,997	\$680,484	\$681,615
291/29	\$624,132	\$603,793	\$629,506	\$649,646	\$670,442	\$691,892
LAILAW LOCAL	\$1,222,645	\$1,198,026	\$1,249,662	\$1,289,644	\$1,330,925	\$1,373,507
TOTAL	\$16,430,796	\$15,629,528	\$17,331,620	\$18,012,497	\$18,779,598	\$19,580,760
EXPANSION SER	\$1,500,000	\$0	\$1,000,000	\$2,500,000	\$4,000,000	\$5,500,000
	\$17,930,796	\$15,629,528	\$18,331,620	\$20,512,497	\$22,779,598	\$25,080,760
Operations						
El Monte Buiway	\$555,500	\$500,000	\$520,000	\$520,000	\$520,000	\$520,000
Other Operations	\$55,040	\$55,040	\$55,040	\$55,040	\$55,040	\$55,040
Management	\$317,873	\$317,873	\$333,767	\$350,455	\$367,978	\$386,377
TOTAL	\$968,413	\$872,913	\$908,807	\$925,495	\$953,018	\$961,417
Marketing						
Management	\$312,062	\$312,062	\$327,665	\$344,048	\$361,251	\$379,313
Other Marketing	\$57,490	\$57,490	\$57,490	\$57,490	\$57,490	\$57,490
Miscellaneous Printing	\$603,702	\$603,702	\$633,887	\$665,581	\$698,861	\$733,804
Total	\$973,254	\$973,254	\$1,019,042	\$1,067,120	\$1,117,601	\$1,170,607
Administration						
Services	\$562,483	\$562,483	\$590,607	\$620,138	\$651,144	\$683,702
Professional Services	\$473,200	\$198,200	\$350,000	\$200,000	\$200,000	\$200,000
Other Misc	\$186,115	\$228,622	\$188,115	\$186,115	\$186,115	\$186,115
Total	\$1,221,798	\$989,305	\$1,128,722	\$1,006,253	\$1,037,259	\$1,069,817
Additional Staff - Transit Store						
Expansion Program	\$0	\$35,000	\$363,809	\$386,636	\$395,023	\$409,775
	\$21,094,261	\$16,560,000	\$21,750,000	\$23,400,000	\$26,272,500	\$28,692,375
VRH		\$51,013	400,000	426,000	454,000	481,000
COST/HOUR		\$57.70	\$54.37	\$56.10	\$57.87	\$59.65
			3.2%	3.2%	3.1%	3.1%
MOE	\$0	\$0	\$1,145,000	\$1,270,000	\$1,400,000	\$1,525,000
OPER. BUDGET WITH MOE	\$21,094,261	\$18,500,000	\$22,895,000	\$25,170,000	\$27,672,500	\$30,217,375
			5.00%	5.05%	5.06%	5.05%
ChiCorp	\$2,566,994	\$2,534,791	\$2,502,588	\$2,502,588	\$2,502,588	\$2,502,588
Sutro A	\$2,704,862	\$2,660,190	\$2,647,736	\$2,641,236	\$2,642,874	\$2,641,886
Sutro B	\$0	\$0	\$356,044	\$813,332	\$988,638	\$984,336
Total Leases	\$5,271,856	\$5,194,981	\$5,506,368	\$5,957,156	\$6,134,100	\$6,128,810
Luminator Signs	\$625,000	\$40,000				
Bus Stop Signs	\$525,000	\$525,000				
Bus Shelters	\$120,000	\$120,000				
Scheduling Software	\$120,000	\$120,000				
Computers	\$30,000	\$275,000	\$350,000	\$350,000	\$350,000	\$350,000
Furniture	\$7,000	\$5,000	\$20,000	\$0	\$0	\$0
Staff Vehicles	\$40,000	\$38,000	\$40,000	\$0	\$0	\$0
Facility Planning Study	\$0	\$0	\$100,000	\$0	\$0	\$0
De-Acceleration Lights	\$21,250	\$21,250	\$0	\$0	\$0	\$0
Misc. Other	\$85,504	\$48,968	\$0	\$0	\$0	\$0
Transit Store		\$15,000	\$0	\$0	\$0	\$0
Embee Buses	0	\$446,801	\$0	\$0	\$0	\$0
Radios	0	\$200,000	\$0	\$0	\$0	\$0
County Loan	0	\$450,000	\$0	\$0	\$0	\$0
Total Non Leases	\$1,553,754	\$2,305,019	\$510,000	\$350,000	\$350,000	\$350,000
Total Capital	\$6,825,610	\$7,500,000	\$6,016,368	\$6,307,156	\$6,484,100	\$6,478,812
GRAND TOTAL	\$27,919,871	\$26,000,000	\$28,911,368	\$31,477,156	\$34,156,600	\$36,696,187

CURRENT FARE STRUCTURE: FY 1993
TABLE L-1

Transit System: Foothill Transit
 Prepared By: Birgit Brazill
 Date: February 22, 1993

Fare Categories Identical Peak/Off Peak	Local Fixed Route Service		Local Demand Responsive Service		Express Fixed Route Service	
	Base	Zone	Base	Zone	Base	Zone
Regular Adult	\$0.85	-	-	-	\$1.20	\$0.35
Transfer (Within System)	\$0.10	-	-	-	\$0.10	-
Transfer (To Other System)	\$0.10	-	-	-	\$0.10	-
Persons With Disabilities(1)	\$0.40	-	-	-	\$0.40	-
Elderly(1)	\$0.40	-	-	-	\$0.40	-
Student (K-12)	\$0.85	-	-	-	\$1.20	\$0.35
Student (College)	\$0.85	-	-	-	\$1.20	\$0.35
Discount	-	-	-	-	-	-

FOOTHILL PASSES						
- Regular Adult	\$32	-	-	-	\$44	\$12
- Student (K-12)	\$12	-	-	-	\$12	-
- Student (College)	\$15	-	-	-	\$15	-
- Elderly/Disabled(1)	\$7	-	-	-	\$7	-

JOINT SCRTRD/FOOTHILL PASS						
- Regular Adult	\$52	-	-	-	\$66	\$14
- Student (K-12)	\$30	-	-	-	\$30	-
- Student (College)	\$22	-	-	-	\$22	-
- Elderly/Disabled(1)	\$12	-	-	-	\$7	-

(1) Same definitions as SCRTRD

FLEET INVENTORY AS OF DECEMBER 31, 1992
TABLE L-2

Transit System: Foothill Transit
Prepared By: Birgit Brazill
Date: 17-Mar-93

Bus #	Year Built	Manufacturer	Model	Seats	Length	Width	Type of Fuel	NUMBER OF VEHICLES					Projected Year Of Replacement		Veh. With Wheel Chairs		
								Owned & Leased*	Route Service	Fixed	Used For Demand	Respon. Service	In Active Service	Vehicles With Major Rehab		Program Year	Expend. Year
F-200-216	1987	Gillig	Phantom	43	40 feet	96 inches	Diesel	16	16	0	16	0	1998	1999	16		
F-217-233	1988	Gillig	Phantom	43	40 feet	96 inches	Diesel	17	17	0	17	0	1999	2000	17		
F-300-305	1989	Gillig	Phantom	43	40 feet	96 inches	Diesel	6	6	0	6	0	2000	2001	6		
F-600-629	1989	Gillig	Phantom	45	40 feet	96 inches	Diesel	30	30	0	30	0	2000	2001	30		
F-700-738	1989	Gillig	Phantom	45	40 feet	96 inches	Diesel	39	39	0	39	0	2000	2001	39		
F-900-907	1991	Gillig	Phantom	37	35 feet	96 inches	Diesel	8	8	0	8	0	2002	2003	8		
F-100-106	1991	Gillig	Spirit	24	28 feet	96 inches	Diesel	7	7	0	7	0	2002	2003	7		
F-250-263	1991	Gillig	Phantom	43	40 feet	96 inches	Diesel	14	14	0	14	0	2002	2003	14		
F-630-648	1991	Gillig	Phantom	45	40 feet	98 inches	Diesel	19	19	0	19	0	2002	2003	19		
F-750-768	1991	Gillig	Phantom	45	40 feet	98 inches	Diesel	19	19	0	19	0	2002	2003	19		
F-800-822	1992	Gillig	Phantom	45	40 feet	96 inches	Diesel/Trap	23	23	0	23	0	2003	2004	23		
TOTAL NUMBER OF VEHICLES								198	198	0	198	0	198	0	198		

Notes:

1. The 7 vehicles (F-200-206) are still officially owned by County. They were purchased for the BSCP service. One got destroyed (F-206, Embres is liable for replacement vehicle
2. All other vehicles are financed by Foothill Transit using a master lease agreement and Certificates of Participation.
3. Active Fleet refers to service on the street as of April 18, 1993 the date of our next service increase.

HISTORICAL FLEET CHARACTERISTICS

Table L-3

Transit System: Foothill Transit
 Prepared by: Birgit Brazill
 Date: 25-Mar-93

	Local Fixed Route		1993 Estimated	Express Fixed Route		1993 Estimated	System Total	
	1991 Audite	1992 Audited		1991 Audited	1992 Audited		1991 Audited	1992 Audited
Peak-Hour Fleet	15	37	45	38	109	123	53	146
Spares for Maintenance	2	11	9	5	20	21	7	31
Spare Ratio(*)	13%	30%	20%	13%	18%	17%	13%	21%
Energy Contingency Reserve	0	0	0	0	0	0	0	0
Inactive Fleet	28	2	0	36	19	0	64	21
Total Vehicles	45	50	54	79	148	144	124	198
New Expansion Vehicles	15	5	4	7	69	-4	22	74
New Replacement Vehicles	0	0	0	0	0	0	0	0

(*) Spare ratio = spares for maint./peak-hour fleet

FY 1993 numbers reflect service increase scheduled for 4/18/93

PROJECTED FLEET CHARACTERISTICS
Table L-4

Transit System: Foothill Transit
 Prepared by: Birgit Brazill
 Date: 25-Mar-93

	Local Fixed Route			Express Fixed Route			System Total					
	1994 Planned	1995 Planned	1996 Planned	1994 Planned	1995 Planned	1996 Planned	1994 Planned	1995 Planned	1996 Planned			
Peak-Hour Fleet	51	55	59	63	131	139	147	155	182	194	206	218
Spares for Maintenance	10	11	12	13	23	25	27	29	33	36	39	42
Spare Ratio(*)	20%	20%	20%	21%	18%	18%	18%	19%	18%	19%	19%	19%
Energy Contingency Reserve	0	0	0	0	0	0	0	0	0	0	0	0
Inactive Fleet	0	0	0	0	0	0	0	0	0	0	0	0
Total Vehicles	61	66	71	76	154	164	174	184	215	230	245	260
New Expansion Vehicles	7	5	5	5	10	10	10	10	17	15	15	15
New Replacement Vehicles	0	0	0	0	0	0	0	0	0	0	0	0

This projected fleet assumes that we purchase 17 buses from Sutro B bond proceeds in FY 1995. see discussion in SRTP write-up. Assumes funding of expansion buses in the outyears.

(*) Spare ratio = spares for maint./peak-hour fleet

**HISTORICAL AND PROJECTED FINANCIAL STATUS
SOURCE AND APPLICATION OF FUNDS FOR CAPITAL AND OPERATIONS
BY YEAR OF EXPENDITURE
TABLE L-5**

05:23 PM

Assumes that all Capital Projects Listed on L-11 will be funded as Requested

Date: 25-Mar-93
Contact: Birgit Brazill
Transit System: Foothill Transit
Mode: Bus

	FY 1991 AUDITED	FY 1992 AUDITED	FY 1993 ESTIMATE	FY 1994 PLANNED	FY 1995 PLANNED	FY 1996 PLANNED	FY 1997 PLANNED
SOURCES OF FUNDS FOR CAPITAL							
FEDERAL CAPITAL GRANTS							
UMTA Section 3	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UMTA Section 18	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FAU Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Prior Year Federal	\$0	\$0	\$0	\$2,060,129	\$0	\$0	\$0
Other Federal (Assume 80/20 Match)	\$0	\$0	\$0	\$4,824,965	\$11,765,725	\$11,907,280	\$12,063,050
STATE CAPITAL GRANTS AND SUBVENTIONS							
TDA Carryover Prior Yrs	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TDA current from unallocated	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TDA from Reserves	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
LOCAL CAPITAL GRANTS							
System Generated	\$0	\$0	\$0	\$0	\$0	\$0	\$0
General Fund	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Prop. A Local Return	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Local	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Prop A 40% Discretionary	\$2,190,211	\$4,296,781	\$7,500,000	\$2,231,274	\$3,291,431	\$3,326,820	\$3,366,762
Prop C 40% Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0
14 SUBTOTAL CAPITAL REVENUES	\$2,190,211	\$4,296,781	\$7,500,000	\$9,116,368	\$15,057,156	\$15,234,100	\$15,428,812
15 TOTAL CAPITAL EXPENSES	\$2,190,211	\$4,296,781	\$7,500,000	\$9,116,368	\$15,057,156	\$15,234,100	\$15,428,812
SOURCES OF FUNDS FOR OPERATING							
FEDERAL GRANTS AND REIMBURSEMENTS							
UMTA Section 9	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UMTA Section 18 - Operating	\$0	\$0	\$0	\$0	\$0	\$0	\$0
UMTA Section 8	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Federal	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STATE GRANTS AND REIMBURSEMENTS							
TDA Carryover- Prior Year	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TDA Current from Unallocated	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STA Current from Unallocated	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STA Carryover from prior years	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other State	\$0	\$0	\$0	\$0	\$0	\$0	\$0
LOCAL CASH GRANTS & REIMBURSEMENTS							
Passenger Fares	\$2,373,562	\$6,198,383	\$8,293,293	\$8,700,000	\$9,135,000	\$9,591,750	\$10,071,338
Special Transit Service	\$414,327	\$623,309	\$0	\$0	\$0	\$0	\$0
Charter	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Auxiliary Transportation Revenue	\$21,588	\$115,178	\$0	\$0	\$0	\$0	\$0
Non-Transportation Revenue	\$140,800	\$0	\$0	\$0	\$0	\$0	\$0
Prop. A Disc. Prior Year Excess Drawdown	\$0	\$0	\$257,850	\$0	\$0	\$0	\$0
Prop. A Discretionary Grant	\$2,183,925	\$4,811,219	\$3,980,000	\$9,287,945	\$12,268,852	\$14,184,602	\$16,124,890
Prop A Discretionary Service Expansion	\$85,406	\$607,372	\$557,068	\$0	\$0	\$0	\$0
Prop A Local Return (see MOE)	\$0	\$0	\$0	\$1,145,000	\$1,270,000	\$1,400,000	\$1,525,000
Prop. A Incentive Fund(BSCP)	\$0	\$932,000	\$1,135,148	\$1,135,148	\$1,135,148	\$1,135,148	\$1,135,148
Other Local - Prop. A Exchanges	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Prop. C Local Return	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Prop. C Recessionary Allocation	\$0	\$0	\$2,915,641	\$1,265,907	\$0	\$0	\$0
Prop. C Base Restructuring	\$0	\$0	\$1,361,000	\$1,361,000	\$1,361,000	\$1,361,000	\$1,361,000
SUBTOTAL OPERATING REVENUES	\$5,219,608	\$13,287,461	\$18,500,000	\$22,895,000	\$25,170,000	\$27,672,500	\$30,217,375
TOTAL OPERATING EXPENSES	\$5,042,557	\$13,029,611	\$18,500,000	\$22,895,000	\$25,170,000	\$27,672,500	\$30,217,375
TOTAL CAPITAL & OPERATING	\$7,232,768	\$17,326,392	\$26,000,000	\$32,011,368	\$40,227,156	\$42,906,600	\$45,646,187
Notes:							
PROP A DRAW-DOWN	\$4,374,136	\$9,108,000	\$11,480,000	\$11,519,219	\$15,560,283	\$17,511,422	\$19,490,652
PROP A ALLOCATION	\$4,394,772	\$10,374,912	\$14,435,256	\$14,697,210	\$15,809,789	\$16,797,901	\$17,748,662
Adjustments		(\$144,906)	(\$681,916)	\$0	\$0	\$0	\$0

TPM/TDA REPORTING FORM

**Table L-6
Fiscal Year 1991
Audited**

Foothill Lines, 690 & BSCP Overhead
Transit System: Foothill Transit Zone
Prepared by: Birgit Brazill
Date: 03-Mar-93
All service is "demand based"

Annual Weekday	Total Local Service	Total Express Service	System Total Fixed Routes	OTHER	TOTAL SYSTEM
Total Vehicle Miles(000)	826.6	1,271.5	2,098.1		2,098.1
Vehicle Service Miles(000)	733.2	633.7	1,366.9		1,366.9
Total Vehicle Hours(000)	55.4	47.8	103.2		103.2
Vehicle Service Hours(000)	51.9	26.7	78.6		78.6
Peak Vehicles	15	38	53		53
Unlinked Passengers(000)	1,610.0	749.3	2,359.3		2,359.3
Linked Passengers(000)	1,382.1	741.9	2,124.0		2,124.0
Passenger Revenue(\$000)	\$920.2	\$1,389.1	\$2,309.3		\$2,309.3
Aux. Rev./Local Subs.(\$000)	\$102.5	\$104.5	\$207.0		\$207.0
Oper. Cost less Deprec.(\$000)	\$2,050.3	\$2,090.2	\$4,140.5		\$4,140.5
Full-time Equiv. Employees	55.0	50.0	105.0		105.0
Base Fare	\$0.85				
Total System Annual Saturday, Sunday & Holiday, and Weekdays	Total Local Service	Total Express Service	System Total Fixed Routes	OTHER	TOTAL SYSTEM
Total Vehicle Miles(000)	874.5	1,271.5	2,146.0	0	2,146.0
Vehicle Service Miles(000)	776.8	633.7	1,410.5	0	1,411.0
Total Vehicle Hours(000)	58.6	47.8	106.4	0	106.4
Vehicle Service Hours(000)	54.9	26.7	81.6	0	81.6
Peak Vehicles	15	38	53	0	53
Unlinked Passengers(000)	1,718.7	749.3	2,468.0	0	2,468.0
Linked Passengers(000)	1,477.2	741.9	2,219.1	0	2,219.1
Passenger Revenue(\$000)	\$984.5	1,389.1	\$2,373.6	\$414.3	\$2,787.9
Aux. Rev./Local Subs.(\$000) see Note	\$108.5	104.5	\$213.0	\$40.0	\$253.0
Oper. Cost less Deprec.(\$000) see Note	\$2,170.1	2,090.2	\$4,402.3	\$640.3	\$5,042.6

Note:
Operating Costs of \$4,402,250 exclude \$272,505 in operating cost attributable to line 187, a non operating line at June 30, 1991 see Simpson and Simpson Section 15 Audit; cost include BSCP attributable overhead costs
Operating Cost include overhead cost attributable to BSCP (\$141,987)
Auxiliary Revenue: Foothill actual received \$61,558 in auxiliary revenues (\$40,000 BSCP administr. contribution and \$21,558 in advertising); remaining amount represents the County's contribution equivalent from purchase of buses

TPM/TDA REPORTING FORM
Table L-6
Fiscal Year 1992
Audited

System Total: Prop A funded Lines, Transit Service Expansion Service Line 890, and Prop A Incentive funded BSCP lines

Transit System: Foothill Transit

Prepared by: Elrgit Brazil

Date: 17-Mar-93

All service is "demand based"

Annual Weekday	Total Local Service	Total Express Service	System Total Prop A Formula Funded	Line 890 Transit Expansion Service	BSCP PROP A Incentive Funded	Special Service	TOTAL SYSTEM
Total Vehicle Miles(000)	1308.8	3,346.3	4,856.1	318.0	624.0		5,599.1
Vehicle Service Miles(000)	1141.0	2,118.1	3,260.1	154.2	484.1		3,898.4
Total Vehicle Hours(000)	92.2	135.4	227.6	12.3	38.8		278.8
Vehicle Service Hours(000)	85.6	97.8	183.2	7.4	32.6		223.2
Peak Vehicles	27	94	121	8	17		146
Unlinked Passengers(000)	2,641.9	2,728.0	6,369.9	25.1	754.7		6,149.7
Linked Passengers(000)	2,258.5	2,553.2	4,812.7	24.5	678.2		5,515.4
Passenger Revenue(\$000)	\$1,475.4	\$3,496.8	4,972.2	\$25.3	\$528		\$5,528
Aux. Rev./Local Sub.(\$000)	\$59.1	\$109.8	168.9	\$8.0	\$25		\$202
Oper. Cost less Deprec.(\$000)	\$3,586.4	\$5,867.2	9,253.6	\$557.6	\$1,533		\$11,344
Full-time Equiv. Employees	see total	see total	see total	see total	see total		267
Base Fare	\$0.85		\$0.85		\$0.85		\$0.85
Total System Annual Saturday, Sunday & Holiday, and Weekdays	Total Local Service	Total Express Service	System Total Fixed Routes	Line 890 Transit Expansion Service	BSCP PROP A Incentive Funded	Special Service	TOTAL SYSTEM
Total Vehicle Miles(000)	1,498.3	3,672.1	6,170.4	318.0	659.2	0	6,148.6
Vehicle Service Miles(000)	1,305.3	2,407.4	3,712.7	154.2	515.8	0	4,382.8
Total Vehicle Hours(000)	105.5	151.8	257.3	12.3	41	0	310.6
Vehicle Service Hours(000)	98.0	112.3	210.3	7.4	34.6	0	252.3
Peak Vehicles	27	94	121	8	17	0	146
Unlinked Passengers(000)	3,017.7	3,051.3	6,069.0	25.1	774.3	0	6,868.4
Linked Passengers(000)	2,587.1	2,840.7	5,427.8	24.5	695.6	0	6,147.8
Passenger Revenue(\$000)	\$1,694.9	\$3,937.9	\$5,632.8	\$25.3	\$540.3	\$0.0	\$6,198.4
Aux. Rev./Local Sub.(\$000) see Note	\$67.6	\$124.7	\$192.3	\$8.0	\$26.7	\$497.8	\$724.9
Oper. Cost less Deprec.(\$000) see Note	\$4,082.0	\$5,304.9	\$10,366.9	\$557.6	\$1,607.2	\$487.9	\$13,029.6

- Notes:
1. Audited special services revenues totaled \$623,309. The "profit" of \$125,418 (when compared to expenditures) was added to fixed route auxiliary revenues.
 2. BSCP audited net subsidy needs were \$1,040. Prop A Incentive Grant was \$932; remaining need of \$108.2 was funded by Foothill Transit with Prop A Discretionary savings from its formula funded service.

TPM/TDA DATA REPORTING FORM

22-Dec-92

X AUDITED
 ACTUAL
 ESTIMATED

CONTACT PERSON: Birgit Brazill
 DATE SUBMITTED: December 21, 1992

FOOTHILL TRANSIT ZONE

FISCAL YEAR: 1991-1992
 BUS SERVICE CONTINUATION PROJECT (BSCP)
 LINES : 192/194,291/293,492,494

ANNUAL WEEKDAY	LOCAL SERVICE			EXPRESS SERVICE			TOTAL BSCP ROUTES	
	DEMAND BASED HEADWAY	POLICY BASED HEADWAY	INTRA-COMM CIRCULATION	TOTAL LOCAL	MULTI-STOP LOCAL	FEW LOCAL STOPS		TOTAL EXPRESS
Total Vehicle Miles	421,633	421,633		421,633		202,361	202,361	623,994
Vehicle Service Miles	380,446	380,446		380,446		103,622	103,622	484,088
Total Vehicle Hours	29,508	29,508		29,508		9,395	9,395	38,903
Vehicle Service Hours	27,741	27,741		27,741		4,874	4,874	32,615
Peak Vehicles	11	11		11		6	6	17
Unlinked Passengers	551,149	551,149		551,149		203,517	203,517	754,666
Linked Passengers	487,663	487,663		487,663		190,535	190,535	678,198
Passenger Revenue	\$291,652	\$291,652		\$291,652		\$236,986	\$236,986	\$528,638
Auxiliary Revenue & Local Subsidies	\$19,705	\$19,705		\$19,705		\$5,367	\$5,367	\$25,072
Total Operating Cost Less Depreciation	\$1,126,650	\$1,126,650		\$1,126,650		\$406,155	\$406,155	\$1,532,805
Full Time Equivalent Employees	See Summary	See Summary		See Summary		See Summary	See Summary	See Summary
Base Fare	\$0.85	\$0.85		\$0.85			\$2.25	

TOTAL SYSTEM	LOCAL SERVICE			EXPRESS SERVICE			TOTAL BSCP ROUTES	
	DEMAND BASED HEADWAY	POLICY BASED HEADWAY	INTRA-COMM CIRCULATION	TOTAL LOCAL	MULTI-STOP LOCAL	FEW LOCAL STOPS		TOTAL EXPRESS
Total Vehicle Miles	456,844	456,844		456,844		202,361	202,361	659,205
Vehicle Service Miles	412,276	412,276		412,276		103,622	103,622	515,898
Total Vehicle Hours	31,600	31,600		31,600		9,395	9,395	40,995
Vehicle Service Hours	29,678	29,678		29,678		4,874	4,874	34,552
Peak Vehicles	11	11		11		6	6	17
Unlinked Passengers	570,813	570,813		570,813		203,517	203,517	774,330
Linked Passengers	505,019	505,019		505,019		190,535	190,535	695,554
Passenger Revenue	\$303,260	\$303,260		\$303,260		\$236,986	\$236,986	\$540,246
Auxiliary Revenue & Local Subsidies	\$21,353	\$21,353		\$21,353		\$5,368	\$5,368	\$26,721
Total Operating Cost Less Depreciation	\$1,201,062	\$1,201,062		\$1,201,062		\$406,155	\$406,155	\$1,607,217

TPM/TDA REPORTING FORM
Table L-6
Fiscal Year 1993
Estimated Actual

System Total: Prop A Formula Funded Lines, Line 600, and Prop A Incentive Funded BSCP, Expansion Service Prop C Funded

Transit System: Foothill Transit

Prepared by: Bugh Brazil

Date: 26-Mar-93

	Total Local Service	Total Express Service	System Total Prop A Formula Funded	Line 600 Transit Expansion Service	BSCP Prop A Incentive Funded	Local Line Saturday Service Prop C Funded	Expansion Express Service Prop C Funded	GRAND TOTAL SYSTEM
Annual Weekly								
Total Vehicle Miles(000)	1,494.0	5,155.3	6,649.3	215.8	685.8	0	800.5	9,541.4
Vehicle Service Miles(000)	1,453.0	3,335.2	4,788.2	119.5	543.0	0	307.9	5,758.6
Total Vehicle Hours(000)	115.1	174.3	289.4	8.3	62.5	0	27.0	389.2
Vehicle Service Hours(000)	108.0	144.8	252.8	5.5	35.0	0	14.8	305.8
Peak Vehicles	29	87	116	4	17	0	20	157
Unlinked Passengers(000)	3,190.0	4,440.2	7,630.2	35.0	772.0	0	290.8	8,720.0
Linked Passengers(000)	2,734.3	3,630.7	6,365.0	33.5	665.0	0	285.4	7,548.9
Passenger Revenue(000)	\$7,420.0	\$2,956.3	\$10,376.3	\$58.0	\$506.5	0	\$465	\$11,406.1
Aux. Rev./Local Subs (000)	180	180	180	\$20.0	\$86.4	0	0	\$167.6
Oper. Cost less Deprec.(000)	\$4,600.0	\$8,725.5	\$13,325.5	\$400.0	\$1,720.0	0	\$1,724	\$16,677.9
Full-time Equiv. Employees	see total	see total	see total	see total	see total	0	0	0
Base Fare	\$0.85		\$0.85		\$0.85			\$0.85

	Total Local Service	Total Express Service	System Total Prop A Formula Funded	Line 600 Transit Expansion Service	BSCP Prop A Incentive Funded	Local Line Saturday Service Prop C Funded	Expansion Express Service Prop C Funded	GRAND TOTAL SYSTEM
Annual System								
Total System Annual Saturday, Sunday & Holiday, and Weekdays								
Total Vehicle Miles(000)	1,824.0	5,790.3	7,614.3	215.8	685.8	183.8	800.5	9,500.0
Vehicle Service Miles(000)	1,578.0	3,785.2	5,363.2	119.5	543.0	168.4	307.9	6,500.0
Total Vehicle Hours(000)	128.0	204.4	332.4	9.3	62.5	10.8	27.0	440.0
Vehicle Service Hours(000)	116.0	189.8	295.8	5.5	35.0	10.1	14.6	351.0
Peak Vehicles	29	87	116	4	17	0	20	157
Unlinked Passengers(000)	3,500.0	5,150.2	8,650.2	35.0	772.0	152.0	290.8	9,800.0
Linked Passengers(000)	3,000.0	4,443.3	7,443.3	33.5	665.0	132.8	265.4	8,560.0
Passenger Revenue(000)	\$3,600.0	\$3,584.3	\$7,184.3	\$58.0	\$506.5	\$28.8	\$465.3	\$8,283.0
Aux. Rev./Local Subs (000) see Note	180	180	180	\$20.0	\$86.4	\$21.1	\$61.2	\$188.7
Oper. Cost less Deprec.(000) see Note	\$5,000.0	\$8,725.5	\$13,725.5	\$400.0	\$1,720.0	\$422.1	\$1,224.4	\$18,500.0

TPM/TA REPORTING FORM

Table L 6
Fiscal Year 1994
PLANNED

System Total: Prop A Formula funded lines, Line 690, and Prop A Incentive funded BSCP, Expansion Service Prop C funded

Transit System: Foothill Transit

Prepared by: Brigit Brazill

Date: 26-Mar-93

	Total Local Service	Total Express Service	System Total Prop A Formula Funded	Line 690 Transit Expansion Service	BSCP Prop A Incentive Funded	Local Lines Saturday Service Prop C Funded	Expansion Express Service Prop C Funded	GRAND TOTAL FIXED BUS	PROP A LOCAL RETURN DIAL-A-RIDE	GRAND TOTAL SYSTEM
Annual Weekday										
Total Vehicle Miles(000)	685.8					0	800.5			
Vehicle Service Miles(000)	543.0					0	307.9			
Total Vehicle Hours(000)	82.5					0	27.0			
Vehicle Service Hours(000)	35.0					0	14.8			
Peak Vehicles	17					0	20			
Unloaded Passengers(000)	772.0					0	290.8			
Loaded Passengers(000)	665.0					0	285.4			
Passenger Revenue(\$000)	\$508.5					0	\$465			
Aux. Rev./Local Subs.(\$000)	\$88.4					0	\$61			
Oper. Cost less Deprec.(\$000)	\$1,728.0					0	\$1,224			
Full-time Equip. Employees										
Base Pay	\$0.85		\$0.85							\$0.85

	Total Local Service	Total Express Service	System Total Prop A Formula Funded	Line 690 Transit Expansion Service	BSCP Prop A Incentive Funded	Local Lines Saturday Service Prop C Funded	Expansion Express Service Prop C Funded	GRAND TOTAL FIXED BUS	PROP A LOCAL RETURN DIAL-A-RIDE	GRAND TOTAL SYSTEM
Total System Annual Saturday, Sunday & Holiday, and Weekdays										
Total Vehicle Miles(000)	685.8					103.8	890.5			
Vehicle Service Miles(000)	543.0					168.4	307.9			
Total Vehicle Hours(000)	82.5					10.8	27.0			
Vehicle Service Hours(000)	35.0					10.1	14.6			
Peak Vehicles	17					0	20			182
Unloaded Passengers(000)	9,185.2					152.0	290.8	10,400		10,400
Loaded Passengers(000)	8,278.8					132.8	285.4	9,360		9,360
Passenger Revenue(\$000)	7,849.3					\$78.9	\$465.3	\$8,700		\$8,700
Aux. Rev./Local Subs.(\$000) see Note						\$21.1	\$61.2	\$0	\$1,145	\$1,145
Oper. Cost less Deprec.(\$000) see Note	18,375.5		18,375.5			9,422.1	\$1,224.4	\$21,750	\$1,145	\$22,895

TPM/TDA REPORTING FORM
Table L-6
Fiscal Year 1995
PLANNED

System Total: Prop A formula funded Lines, Line 690, and Prop A Incentive funded BSCP, Expansion Service Prop C funded

Transit System Foothill Transit
Prepared by: Bligh Brazil

Date:	25-Mar-93	Total Local Service	Total Express Service	System Total Prop A Formula Funded	Line 690 Transit Expansion Service	BSCP Prop A Incentive Funded	Local Lines Saturday Service Prop C Funded	Expansion Express Service Prop C Funded	GRAND TOTAL FIXED BUS	PROP A LOCAL RETURN DIAL-A-RIDE	GRAND TOTAL SYSTEM
Annual Weekday											
Total Vehicle Miles(000)						685.8	0	800.5			
Vehicle Service Miles(000)						543.0	0	307.9			
Total Vehicle Hours(000)						62.5	0	27.0			
Vehicle Service Hours(000)						35.0	0	14.6			
Peak Vehicles						17		20			
Unlinked Passengers(000)						722.0	0	290.8			
Linked Passengers(000)						665.0	0	285.4			
Passenger Revenue(000)						\$508.5	0	\$485			
Aux. Rev./Local Subs.(0000)						\$88.4	0	\$61			
Oper. Cost less Deprec.(0000)						\$1,728.0	0	\$1,224			
Full-time Equip. Employees						act total					
Base Fare		\$0.85		\$0.85							\$0.85

Total System Annual Saturday, Sunday & Holiday, and Weekdays	Total Local Service	Total Express Service	System Total Prop A Formula Funded	Line 690 Transit Expansion Service	BSCP Prop A Incentive Funded	Local Lines Saturday Service Prop C Funded	Expansion Express Service Prop C Funded	GRAND TOTAL FIXED BUS	PROP A LOCAL RETURN DIAL-A-RIDE	GRAND TOTAL SYSTEM
Total Vehicle Miles(000)					685.8	183.8	800.5			
Vehicle Service Miles(000)					543.0	186.4	307.9			
Total Vehicle Hours(000)					62.5	10.8	27.0			
Vehicle Service Hours(000)					35.0	10.1	14.6			
Peak Vehicles					17		20			194
Unlinked Passengers(000)					722.0	152.0	290.8			10,875
Linked Passengers(000)					665.0	132.8	285.4			9,788
Passenger Revenue(000)					\$508.5	\$79.9	\$465.3			\$9,135
Aux. Rev./Local Subs.(0000) see Note					\$88.4	\$21.1	\$61.2			\$1,270
Oper. Cost less Deprec.(0000) see Note					\$1,728.0	\$422.1	\$1,224.4			\$23,900

TPM/TA REPORTING FORM

Table L-6
Fiscal Year 1997
PLANNED

System Total: Prop A Formula funded Lines, Line 680, and Prop A Incentive funded BSCP, Expansion Service Prop C funded

Transit System: Foothill Transit
Prepared by: Rlight Brazil

Date: 26-Mar-93

	Total Local Service	Total Express Service	System Total Prop A Formula Funded	Line 680 Transit Expansion Service	BSCP Prop A Incentive Funded	Local Lines Saturday Service Prop C Funded	Expansion Express Service Prop C Funded	GRAND TOTAL FIXED BUS	PROP A LOCAL RETURN DIAL-A-RIDE	GRAND TOTAL SYSTEM
Annual Weekday										
Total Vehicle Miles(000)					895.8	0	895.8			
Vehicle Service Miles(000)					543.0	0	543.0			
Total Vehicle Hours(000)					62.5	0	62.5			
Vehicle Service Hours(000)					35.0	0	35.0			
Peak Vehicles					17	0	17			
Unlinked Passengers(000)					772.0	0	772.0			
Unlinked Passengers(000)					865.0	0	865.0			
Passenger Revenue(\$000)					\$506.5	0	\$506.5			
Aux. Rev./Local Subs.(000)					\$86.4	0	\$86.4			
Oper. Cost less Deprac.(\$000)					\$1,728.0	0	\$1,728.0			
Full time Equiv. Employees					see total					
Base Fare	\$0.85		\$0.85							\$0.85

	Total Local Service	Total Express Service	System Total Prop A Formula Funded	Line 680 Transit Expansion Service	BSCP Prop A Incentive Funded	Local Lines Saturday Service Prop C Funded	Expansion Express Service Prop C Funded	GRAND TOTAL FIXED BUS	PROP A LOCAL RETURN DIAL-A-RIDE	GRAND TOTAL SYSTEM
Total System Annual Saturday, Sunday & Holiday, and Weekdays										
Total Vehicle Miles(000)					895.8	183.6	895.8			
Vehicle Service Miles(000)					543.0	166.4	543.0			
Total Vehicle Hours(000)					62.5	10.8	62.5			
Vehicle Service Hours(000)					35.0	10.1	35.0			
Peak Vehicles					17	0	17			218
Unlinked Passengers(000)					772.0	152.0	772.0			11,988
Unlinked Passengers(000)					865.0	132.8	865.0			10,790
Passenger Revenue(\$000)					\$506.5	\$78.9	\$585.3			\$10,071
Aux. Rev./Local Subs.(000) see Note					\$86.4	\$21.1	\$107.5			\$1,525
Oper. Cost less Deprac.(\$000) see Note					\$1,728.0	\$422.1	\$2,150.1			\$30,217.0

**GRANTS MONITORING FORM
TABLE L-7**

Transit System: Foothill Transit
 Prepared By: Birgit Brazill
 Date: 17-Mar-93

Grant Number	Project Description	Date Of Obligation	Grant Amount (\$000)	Amount Encumbered Or Expended To Date (\$000)	Amount Encumbered Or Expended In FY 1989 (\$000)	Status Of Grant*	Comments
CA-90-X531	Bus Lease/Financing Payments	NA	\$4,220	\$0	\$0	pending	all grant documents completed RTD Union 13c sign-off pending

Notes:
 O = Grant approved, projects ongoing
 C = Projects complete
 CD = Projects complete, deobligation requested
 CC = Projects complete, grants ceased

**TABLE L-8
PERFORMANCE AUDIT FOLLOW-UP**

System: Foothill Transit
 Prepared By: Birgit Brazill
 Date: 17-Mar-93

PERFORMANCE AUDIT RECOMMENDED ACTION	OPERATOR ACTION TO DATE:
<p>As a new operator, Foothill Transit participated in the most recent triennial performance audit for the first time.</p> <p>As of this day, no final report or recommendation has been received.</p> <p>Foothill Transit will report on the results of the audit and any progress made in the FY 1995 SRTP.</p>	

**TABLE L-9
SUMMARY OF IMPACTS ASSOCIATED WITH
REDUCTIONS IN FUNDING
Foothill Transit**

25-Mar-93

See Note

	CURRENT FY 1993
BASE CASH FARE	\$0.85
VEHICLE SERVICE HOURS	351
RIDERHSIP UNLINKED	9,900
LOCAL SUBSIDIES	\$0
LACTC SUBSIDIES	\$10,207
FAREBOX REVENUES	\$8,293
OPERATING BUDGET	\$18,500

	PROJECTED FY 1994	PROJECTED FY 1995
BASE CASH FARE	\$0.85	\$0.85
VEHICLE SERVICE HOURS	400	426
RIDERHSIP UNLINKED	10,400	10,875
LOCAL SUBSIDIES	1,145	1,270
LACTC SUBSIDIES	\$13,050	\$14,765
FAREBOX REVENUES	8,700	9,135
OPERATING BUDGET	22,895	25,170

	PROJECTED FY 1995	PROJECTED FY 1997
BASE CASH FARE	\$0.85	\$0.85
VEHICLE SERVICE HOURS	454	481
RIDERHSIP UNLINKED	11,419	\$11,989
LOCAL SUBSIDIES	\$1,400	\$1,525
LACTC SUBSIDIES	\$16,680	\$18,621
FAREBOX REVENUES	\$9,592	\$10,071
OPERATING BUDGET	\$27,672	\$30,217

Note:

Shortfall in funding marks reflects us much less than the funding of our buses. Since we assume here federal funding of our buses, Foothill Transit has sufficient funds for a strong expansion program. Off course, the picture totally changes if those buses have to be paid for out of our operating subsidy.

TABLE L -10
CAPITAL PROJECT DESCRIPTION AND JUSTIFICATION
(100% TDA Art 4, Prop A or Prop C Local Return, Prop A Discr)

Project Description: Development and Installation of MIS Software and Computers

Project Justification:

Foothill Transit installed in FY 1993 a Local Area Network computer system which allows all Foothill Transit and contractor staff to communicate with each other. Several Foothill Transit specific software was developed and installed such as a pass sales program, a schedule distribution, and a bus stop maintenance program. Foothill Transit's need for continued development of additional software will be very high during the upcoming years. Planned for next fiscal year are the computer needs to convert to the County's online accounting and payment system, the development of an operations database and a schedule adherence monitoring system, as well as advanced versions of the existing programs.

Total Revenues Requested:	\$350,000(Prop A)
Other Revenues:	0
Total Project Costs:	\$350,000

TABLE L-10
CAPITAL PROJECT DESCRIPTION AND JUSTIFICATION
(100% TDA ART.4, 100% Prop A Disc., 100% Prop A & C Local Return)

Project Description: Feasibility Planning Study for Bus Facility

Project Justification:

Foothill Transit currently does not have its own bus facility. The two contractors (Laidlaw & ATE/Ryder) provide the facility. Foothill Transit indirectly pays for such the facility costs through the vehicle revenue hours it is charged by the contractors. Providing the facility would:

- directly result in operating savings (\$400,00-\$500,000 annually)
- allow Foothill Transit to address the alternative fuels issue
- address the overcrowding at the current facilities
- ensure that Foothill Transit's most valuable asset, its bus fleet, obtains optimal maintenance that maximizes its useful life.

Foothill Transit would continue to have to maintenance provided under contract. But with a facility it would ensure that optimal conditions are available.

The study requested here would identify potential site, analyze any environmental concerns, and provide land acquisition cost estimates.

Total Revenues:	\$100,000 (Prop A)
Other Revenues:	0
Total Project Cost:	\$100,000

TABLE L - 10
CAPITAL PROJECT DESCRIPTION AND JUSTIFICATION
(100% TDA Art 4, Prop A or Prop C Local Return, Prop A Discr)

Project Description: Purchase of Two (2) Staff Cars

Project Justification:

Many of Foothill Transit's existing positions in marketing, pass sales, scheduling require frequent car trips into the field and out of the office location. Currently, Foothill Transit does not have any staff cars for these positions which forces them to use their personal cars. The use of personal cars for work related trips is a potential liability issue. The additional eight positions proposed for FY 1994 will require make this even more of a problem. Thus, the purchase of two staff cars to resolve this issue is requested.

Total Revenues Requested:	\$40,000(Prop A)
Other Revenues:	0
Total Project Costs:	\$40,000

TABLE L -10
CAPITAL PROJECT DESCRIPTION AND JUSTIFICATION
(100% TDA Art 4, Prop A or Prop C Local Return, Prop A Discr)

Project Description: Furniture for Expansion Staff

Project Justification:

The additional eight positions proposed for FY 1994 will require the purchase of additional desks and modular furniture at an estimated cost of \$20,000.

Total Revenues Requested:	\$20,000(Prop A)
Other Revenues:	0
Total Project Costs:	\$20,000

FOOTHILL TRANSIT
 FY 1994 - FY 1997 CALL FOR PROJECTS

A. CAPITAL

	FY 1994	FY 1995	FY 1996	FY 1997	Total Call For Projects Requested	Local Match	Prior Year Federal Funds	Total Project Costs
1 Existing Bus: Master Lease Agreement, 105 Buses	\$1,001,035	\$2,002,070	\$2,002,070	\$2,002,070	\$7,007,245	\$1,501,554	\$1,001,035	\$9,509,834
2 Existing Buses: Sutro A COP's, 87 Buses	\$1,059,095	\$2,112,989	\$2,114,299	\$2,113,509	\$7,399,892	\$2,114,746	\$1,059,094	\$10,573,732
3 Expansion Buses, Sutro B COP's, 17 Buses	\$284,835	\$650,666	\$790,910	\$787,470	\$2,513,881	\$628,470	\$0	\$3,142,351
4 Foothill Facility	\$0	\$4,000,000	\$4,000,000	\$4,160,000	\$12,160,000	\$3,140,000	\$0	\$15,300,000
5 Vehicle Locator System	\$2,000,000	\$0	\$0	\$0	\$2,000,000	\$500,000	\$0	\$2,500,000
6 Anti Graffiti Window Protection	\$480,000	\$0	\$0	\$0	\$480,000	\$120,000	\$0	\$600,000
7 Expansion Buses, (cash), 45 Buses over three years	\$0	\$3,000,000	\$3,000,000	\$3,000,000	\$9,000,000	\$2,250,000	\$0	\$11,250,000
GRAND TOTAL	\$4,824,965	\$11,765,725	\$11,907,279	\$12,063,049	\$40,561,018	\$10,254,770	\$2,060,129	\$52,875,917

- 1 Existing Bus: Master Lease Agreement, 105 Buses
- 2 Existing Buses: Sutro A COP's, 87 Buses
- 3 Expansion Buses, Sutro B COP's, 17 Buses
- 4 Foothill Facility
- 5 Vehicle Locator System
- 6 Anti Graffiti Window Protection
- 7 Expansion Buses, (cash), 45 Buses over three years

B. OPERATING ASSISTANCE

	FY 1994	FY 1995	FY 1996	FY 1997	Total Call For Projects Requested	Local Match	Prior Year Federal Funds	Total Project Costs
8 Commuter Express Service Line 690	\$189,500	\$177,200	\$171,600	\$157,300	\$695,600	\$448,400	\$0	\$1,144,000
9 Feasibility & Planning Study for Transit Kiosks	\$60,000	\$0	\$0	\$0	\$60,000	\$15,000	\$0	\$75,000
	\$249,500	\$177,200	\$171,600	\$157,300 **	\$755,600	\$463,400	\$0	\$1,219,000
GRAND TOTAL	\$5,074,465	\$11,942,925	\$12,078,879	\$12,220,349 **	\$41,316,618	\$10,718,170	\$2,060,129	\$54,094,917

- 8 Commuter Express Service Line 690
- 9 Feasibility & Planning Study for Transit Kiosks

GRAND TOTAL

**CONGESTION MANAGEMENT MONITORING FORMS
FOOTHILL TRANSIT
SHORT RANGE TRANSIT PLAN FY 1994-FY 1997**

CMP TRANSIT MONITORING FORM

I. TRANSIT LINE DESCRIPTION

Agency: Foothill Transit

Fiscal Year: '92

Date Prepared: 23-Mar-93

Line Number: 187

Branch/ Route Numbers: N/A

Type of Service (Check One):

- Local Rail Feeder
 Local
 Local-Limited
 Peak-Only Express
 All-Day Express
 Commuter Rail
 Light Rail
 Heavy Rail

II. SERVICE SCHEDULE

	Number of Days	Begin Service	AM Peak	Mid-day	PM Peak	End of Service
Weekdays	5	04:35 AM	6am-9am	9am-5pm	5pm-8pm	08:50 PM
Weekend Days	2	05:00 AM	N/A	5am-9pm	N/A	08:50 PM

III. AVERAGE WEEKDAY STATISTICS

	AM Peak	PM Peak	Off Peak	TOTAL
Passenger Miles **				34,163
Vehicle Service Hours	21	14	68	104
Vehicle Service Miles	215	143	680	1,037
Number of Vehicle Trips	12	8	38	58
Unlinked Passengers	855			4,133
Linked Passengers				3,536
Average Headways (Minutes)	30	22	60	
One-Way Route Miles				30.4
One-Way Trip Time (Scheduled)	101	107		

** Only system wide data was available in fiscal year 1992. Foothill Transit will provide passenger miles on a line-by-line basis in fiscal year 1993.

Preparer: Todd Derbish Phone Number: (818) 967-3147

CMP TRANSIT MONITORING FORM

I. TRANSIT LINE DESCRIPTION

Agency: Foothill Transit

Fiscal Year: '92

Date Prepared: 23-Mar-93

Line Number: 280

Branch/ Route Numbers: N/A

Type of Service (Check One):

- Local Rail Feeder Local Local-Limited
 Peak-Only Express All-Day Express
 Commuter Rail Light Rail Heavy Rail

II. SERVICE SCHEDULE

	Number of Days	Begin Service	AM Peak	Mid-day	PM Peak	End of Service
Weekdays	5	05:45 AM	6am-9am	9am-5pm	5pm-8pm	11:06 PM
Weekend Days	2	06:15 AM	N/A	6am-8:30pm	N/A	08:37 PM

III. AVERAGE WEEKDAY STATISTICS	AM Peak	PM Peak	Off Peak	TOTAL
Passenger Miles **				15,651
Vehicle Service Hours	10	9	27	46
Vehicle Service Miles	169	157	446	772
Number of Vehicle Trips	14	13	37	64
Unlinked Passengers	390			1,781
Linked Passengers				1,457
Average Headways (Minutes)	30	30	40	
One-Way Route Miles				10.7
One-Way Trip Time (Scheduled)	42	41		

** Only system wide data was available in fiscal year 1992. Foothill Transit will provide passenger miles on a line-by-line basis in fiscal year 1993.

Preparer: Todd Derbish

Phone Number: (818) 967-3147

CMP TRANSIT MONITORING FORM

I. TRANSIT LINE DESCRIPTION

Agency: Foothill Transit

Fiscal Year: '92

Date Prepared: 23-Mar-93

Line Number: 480/481

Branch/ Route Numbers: N/A

Type of Service (Check One):

- | | | |
|--|---|--|
| <input type="checkbox"/> Local Rail Feeder | <input type="checkbox"/> Local | <input type="checkbox"/> Local-Limited |
| <input type="checkbox"/> Peak-Only Express | <input checked="" type="checkbox"/> All-Day Express | |
| <input type="checkbox"/> Commuter Rail | <input type="checkbox"/> Light Rail | <input type="checkbox"/> Heavy Rail |

II. SERVICE SCHEDULE

	Number of Days	Begin Service	AM Peak	Mid-day	PM Peak	End of Service
Weekdays	5	12:00 AM	5am-9:30am	9:30am-3pm	3pm-8pm	12:00 AM
Weekend Days	2	12:00 AM	N/A	N/A	N/A	12:00 AM

III. AVERAGE WEEKDAY STATISTICS

	AM Peak	PM Peak	Off Peak	TOTAL
Passenger Miles **				50,976
Vehicle Service Hours	66	66	131	263
Vehicle Service Miles	1,451	1,451	2,871	5,773
Number of Vehicle Trips	46	46	91	183
Unlinked Passengers	2,137			8,500
Linked Passengers				7,795
Average Headways (Minutes)	5	5	30	
One-Way Route Miles				28.6
One-Way Trip Time (Scheduled)	96	88		

** Only system wide data was available in fiscal year 1992. Foothill Transit will provide passenger miles on a line-by-line basis in fiscal year 1993.

Preparer: Todd Derbish

Phone Number: (818) 967-3147

CMP TRANSIT MONITORING FORM

I. TRANSIT LINE DESCRIPTION

Agency: Foothill Transit

Fiscal Year: '92

Date Prepared: 23-Mar-93

Line Number: 482

Branch/ Route Numbers: N/A

Type of Service (Check One):

- Local Rail Feeder Local Local-Limited
 Peak-Only Express All-Day Express
 Commuter Rail Light Rail Heavy Rail

II. SERVICE SCHEDULE

	Number of Days	Begin Service	AM Peak	Mid-day	PM Peak	End of Service
Weekdays	5	04:34 AM	6am-9pm	9pm-4pm	4pm-8pm	12:05 AM
Weekend Days	2	05:15 AM	N/A	5am-11:30pm	N/A	11:41 PM

III. AVERAGE WEEKDAY STATISTICS	AM Peak	PM Peak	Off Peak	TOTAL
Passenger Miles **				13,605
Vehicle Service Hours	19	27	66	112
Vehicle Service Miles	356	514	1,266	2,136
Number of Vehicle Trips	9	13	32	54
Unlinked Passengers	573			3,438
Linked Passengers				3,166
Average Headways (Minutes)	35	20	60	
One-Way Route Miles				29.9
One-Way Trip Time (Scheduled)	138	147		

** Only system wide data was available in fiscal year 1992. Foothill Transit will provide passenger miles on a line-by-line basis in fiscal year 1993.

Preparer: Todd Derbish Phone Number: (818) 967-3147

CMP TRANSIT MONITORING FORM

I. TRANSIT LINE DESCRIPTION

Agency: Foothill Transit

Fiscal Year: '92

Date Prepared: 23-Mar-93

Line Number: 486

Branch/ Route Numbers: N/A

Type of Service (Check One):

- Local Rail Feeder Local Local-Limited
 Peak-Only Express All-Day Express
 Commuter Rail Light Rail Heavy Rail

II. SERVICE SCHEDULE

	Number of Days	Begin Service	AM Peak	Mid-day	PM Peak	End of Service
Weekdays	5	04:45 AM	5am-9am	9am-3:30pm	3:30am-6pm	11:29 PM
Weekend Days	2	05:44 AM	N/A	6am-11:30pm	N/A	11:25 PM

III. AVERAGE WEEKDAY STATISTICS

	AM Peak	PM Peak	Off Peak	TOTAL
Passenger Miles **				288
Vehicle Service Hours	23	15	33	71
Vehicle Service Miles	388	245	552	1,186
Number of Vehicle Trips	19	12	27	58
Unlinked Passengers	1,054			3,218
Linked Passengers				2,726
Average Headways (Minutes)	15	15	15	
One-Way Route Miles				28.3
One-Way Trip Time (Scheduled)	79	93		

** Only system wide data was available in fiscal year 1992. Foothill Transit will provide passenger miles on a line-by-line basis in fiscal year 1993.

Preparer: Todd Derbish

Phone Number: (818) 967-3147

CMP TRANSIT MONITORING FORM

I. TRANSIT LINE DESCRIPTION

Agency: Foothill Transit

Fiscal Year: '92

Date Prepared: 23-Mar-93

Line Number: 492

Branch/ Route Numbers: N/A

Type of Service (Check One):

- Local Rail Feeder Local Local-Limited
 Peak-Only Express All-Day Express
 Commuter Rail Light Rail Heavy Rail

II. SERVICE SCHEDULE

	Number of Days	Begin Service	AM Peak	Mid-day	PM Peak	End of Service
Weekdays	5	05:20 AM	6am-8am	N/A	4pm-7pm	07:18 PM
Weekend Days	0	N/A	N/A	N/A	N/A	N/A

III. AVERAGE WEEKDAY STATISTICS

	AM Peak	PM Peak	Off Peak	TOTAL
Passenger Miles **				3,649
Vehicle Service Hours	4	7	N/A	11
Vehicle Service Miles	79	132	N/A	211
Number of Vehicle Trips	3	5	N/A	8
Unlinked Passengers	156			415
Linked Passengers				386
Average Headways (Minutes)	30	30	N/A	
One-Way Route Miles				30.1
One-Way Trip Time (Scheduled)	80	82		

** Only system wide data was available in fiscal year 1992. Foothill Transit will provide passenger miles on a line-by-line basis in fiscal year 1993.

Preparer: Todd Derbish

Phone Number: (818) 967-3147

CMP TRANSIT MONITORING FORM

I. TRANSIT LINE DESCRIPTION

Agency: Foothill Transit

Fiscal Year: '92

Date Prepared: 23-Mar-93

Line Number: 494

Branch/ Route Numbers: N/A

Type of Service (Check One):

- Local Rail Feeder Local Local-Limited
 Peak-Only Express All-Day Express
 Commuter Rail Light Rail Heavy Rail

II. SERVICE SCHEDULE

	Number of Days	Begin Service	AM Peak	Mid-day	PM Peak	End of Service
Weekdays	5	05:39 AM	5:30am-8:30am	N/A	4pm-7pm	06:46 PM
Weekend Days	0	N/A	N/A	N/A	N/A	N/A

III. AVERAGE WEEKDAY STATISTICS

	AM Peak	PM Peak	Off Peak	TOTAL
Passenger Miles **				3,312
Vehicle Service Hours	5	5	N/A	10
Vehicle Service Miles	106	106	N/A	212
Number of Vehicle Trips	3	3	N/A	6
Unlinked Passengers	188			377
Linked Passengers				356
Average Headways (Minutes)	35	35	N/A	
One-Way Route Miles				31.4
One-Way Trip Time (Scheduled)	84	91		

** Only system wide data was available in fiscal year 1992. Foothill Transit will provide passenger miles on a line-by-line basis in fiscal year 1993.

Preparer: Todd Derbish

Phone Number: (818) 967-3147

CMP TRANSIT MONITORING FORM

I. TRANSIT LINE DESCRIPTION

Agency: Foothill Transit

Fiscal Year: '92

Date Prepared: 23-Mar-93

Line Number: 495

Branch/ Route Numbers: N/A

Type of Service (Check One):

- Local Rail Feeder Local Local-Limited
 Peak-Only Express All-Day Express
 Commuter Rail Light Rail Heavy Rail

II. SERVICE SCHEDULE

	Number of Days	Begin Service	AM Peak	Mid-day	PM Peak	End of Service
Weekdays	5	05:00 AM	5am-9:30am	N/A	3pm-7:30pm	07:38 PM
Weekend Days	0	N/A	N/A	N/A	N/A	N/A

III. AVERAGE WEEKDAY STATISTICS	AM Peak	PM Peak	Off Peak	TOTAL
Passenger Miles **				13,187
Vehicle Service Hours	31	30	N/A	61
Vehicle Service Miles	700	674	N/A	1,375
Number of Vehicle Trips	27	26	N/A	53
Unlinked Passengers	764			1,500
Linked Passengers				1,478
Average Headways (Minutes)	8	8	N/A	
One-Way Route Miles				30.5
One-Way Trip Time (Scheduled)	67	78		

** Only system wide data was available in fiscal year 1992. Foothill Transit will provide passenger miles on a line-by-line basis in fiscal year 1993.

Preparer: Todd Derbish

Phone Number: (818) 967-3147

CMP TRANSIT MONITORING FORM

I. TRANSIT LINE DESCRIPTION

Agency: Foothill Transit

Fiscal Year: '92

Date Prepared: 23-Mar-93

Line Number: 498

Branch/ Route Numbers: N/A

Type of Service (Check One):

- Local Rail Feeder Local Local-Limited
 Peak-Only Express All-Day Express
 Commuter Rail Light Rail Heavy Rail

II. SERVICE SCHEDULE

	Number of Days	Begin Service	AM Peak	Mid-day	PM Peak	End of Service
Weekdays	5	05:17 AM	5:30am-9:30am	N/A	3pm-8pm	07:46 PM
Weekend Days	0	N/A	N/A	N/A	N/A	N/A

III. AVERAGE WEEKDAY STATISTICS	AM Peak	PM Peak	Off Peak	TOTAL
Passenger Miles **				14,991
Vehicle Service Hours	29	28	N/A	56
Vehicle Service Miles	689	666	N/A	1,355
Number of Vehicle Trips	31	30	N/A	61
Unlinked Passengers	867			1,705
Linked Passengers				1,691
Average Headways (Minutes)	7	7	N/A	
One-Way Route Miles				28.3
One-Way Trip Time (Scheduled)	64	65		

** Only system wide data was available in fiscal year 1992. Foothill Transit will provide passenger miles on a line-by-line basis in fiscal year 1993.

Preparer: Todd Derbish

Phone Number: (818) 967-3147

CMP TRANSIT MONITORING FORM

I. TRANSIT LINE DESCRIPTION

Agency: Foothill Transit

Fiscal Year: '92

Date Prepared: 23-Mar-93

Line Number: 690

Branch/ Route Numbers: N/A

Type of Service (Check One):

- Local Rail Feeder Local Local-Limited
 Peak-Only Express All-Day Express
 Commuter Rail Light Rail Heavy Rail

II. SERVICE SCHEDULE

	Number of Days	Begin Service	AM Peak	Mid-day	PM Peak	End of Service
Weekdays	5	05:19 AM	5:30am-9pm	N/A	3:30pm-8pm	07:47 PM
Weekend Days	0	N/A	N/A	N/A	N/A	N/A

III. AVERAGE WEEKDAY STATISTICS

	AM Peak	PM Peak	Off Peak	TOTAL
Passenger Miles **				859
Vehicle Service Hours	13	15	N/A	28
Vehicle Service Miles	272	326	N/A	597
Number of Vehicle Trips	5	6	N/A	11
Unlinked Passengers	63			139
Linked Passengers				136
Average Headways (Minutes)	30	30	N/A	
One-Way Route Miles				36.6
One-Way Trip Time (Scheduled)	86	85		

** Only system wide data was available in fiscal year 1992. Foothill Transit will provide passenger miles on a line-by-line basis in fiscal year 1993.

Preparer: Todd Derbish

Phone Number: (818) 967-3147

**PRIVATE SECTOR PARTICIPATION POLICY
FOOTHILL TRANSIT
SHORT RANGE TRANSIT PLAN FY 1994-FY 1997**

**Foothill Transit
Private Sector Participation Policy
FY 1994 Update**

Policy Purpose

In FY 1984, the Federal Transportation Administration (FTA), previously known as UMTA, published a policy statement discussing ways to increase opportunities for private providers to perform mass transportation and related services. To address the federal policy, the LACTC adopted a policy in 1987 to provide policy direction and guidelines for public transit operators in developing an appropriate private sector involvement policy process. The LACTC is required to certify annually, as part of the Short Range Transit Plan approval process, that transit operators follow the locally developed process. The locally developed process requires transit operators to evaluate new and significantly restructured transit service to determine if it could be more effectively operated by a private enterprise. Significantly restructured service is defined as a change in mode of service or change of more than 25% of the directional route miles and additional equipment as required.

Policy Overview

Foothill Transit is fully committed to the concept of competitive procurement of all aspects of the transit service provided. In this spirit, Foothill Transit uses outside contracts for all aspects of the operation of the transit system. Contracted services include all bus operation and maintenance, management and administration, accounting, public relations, and support services such as telephone information, public relations, advertising, and printing of time tables etc. In other words, 100% of Foothill Transit's operating budget of \$21 million (FY 1993) is competitively procured. As several evaluation studies have shown, the competitive procurement process produces significant cost savings (est. 48% in FY 1992, Ernst & Young Foothill Evaluation Study, Phase III) with no degradation of service levels to the transit user.

The Foothill Transit's private sector policy is divided into seven primary components listed below:

- Private Sector Notification Process
- Contract Policy Guidelines

- Cost Evaluation Criteria
- Evaluation of Contracting Proposals
- Dispute Resolution Process
- Current Year Participation Update
- Service Expansion Program

A. Private Sector Notification Process

In order to fairly encourage private sector involvement, private operators will be notified of any opportunity to comment and participate in the Foothill Transit's planning activities at the following stages in the planning process:

- At the onset of development of the four year program of projects in the SRTP and the capital and operating plan
- When new or significantly restructured services are proposed for implementation (refers to those fixed-routes with route alignment entailing a 25% increase in one-way directional service miles which also require additional equipment.

Notification will be through posting of direct notices requesting review and comment in a recognized professional journal, and/or through direct mail solicitation using LACTC's mailing list. In addition, Foothill Transit will also discuss projected service needs in a committee setting with interested private transportation providers.

Private sector comments concerning Foothill Transit's policies, plans, or services will also be accepted at any time with or without formal notification. Furthermore, as allowed under Private Enterprise Policy Guidelines, Foothill Transit reserves the right to accept or reject any or all proposals or comments received. Thus, all major proposals chosen for implementation will be made subject to competitive procurement pursuant to the contracting policy, which will also be included in the notification sent to private providers.

B. Contract Policy Guidelines

A cost per vehicle revenue hour methodology is utilized by Foothill Transit for all procurement of fixed-route service contracts. The vehicle revenue hour charged by the Contractor includes all bus operator salaries, vehicle maintenance, fuel, liability insurance, as well as any administrative overhead cost incurred by the contractor. Contractual terms for all new service bids are outlined in Request for Proposal

(RFP) documents which are circulated prior to all new service proposals. Terms are further clarified during pre-proposers conferences which are held during each procurement process of a service contract.

Contracts are awarded for three years, with two option years in subsequent years. At a minimum, all contracts are re-bid every five years. The final determination of award is made by the Foothill Transit's Executive Board.

Since Foothill Transit itself does not have any employees, the management of the Zone is also contracted for. The management contract, which is currently held by Forsythe and Associates, is re-negotiated every three years.

C. Cost Evaluation Criteria

Comparison of costs will be made based the proposed vehicle revenue hour cost proposed by interested private sector operators. Award of contract is *not* based exclusively on price. Other criteria such as service quality, supervisory, administrative, and maintenance staffing levels, quality of past performance and responsiveness of the proposer are also essential criteria that are considered.

All applicable operating costs will be evaluated based on private operator proposal packages (composed of one or more fixed routes) over a three year period or other periods as specified in the RFP. For evaluation purposes, costs are usually not separated on an individual route basis.

D. Evaluation of Contracting Proposals

In keeping with the guidelines of this policy, any private sector comments and proposals received shall be given full and fair consideration by Foothill Transit. All proposals are opened at the same time and evaluated within the context of adopted policies set forth by the Foothill Transit's Executive Board and service standards and policies as identified in the SRTP. All comments and proposals are subject to review within the context of all state and local funding regulations under which Foothill Transit must operate.

E. Dispute Resolution Procedures

If a dispute arises concerning implementation of the procedures as identified in this policy, every effort shall be made to address the complaint through standard administrative procedures. Formal complaints are to be addressed in writing to the Executive Director of Foothill Transit to allow for staff review. If the complaint cannot be resolved at staff level, it will be forwarded to Foothill Transit's Executive Board for review and resolution. Should the complainant find the response

unsatisfactory, the complaint will be forwarded to LACTC and SCAG, if necessary. If the local dispute resolution process has been exhausted, the unresolved complaint will be reviewed and resolved by the FTA.

F. Current Year Participation Update

The goal of this adopted policy (i.e. maximization of the use of competitive procurement for all services) is being met through current operating policies discussed before. ***As stated before, Foothill Transit's entire operation maintenance and administration are contracted for with the private sector.*** In FY 1993, this amounted to over \$21 million in budgeted expenditures.

As of March 30, 1992 all transit operation and maintenance have been provided by two private contractors (Laidlaw Transit & ATE/Ryder) who provide the bus facility, drivers, mechanics and operations support staff. Listed below are some of the major contracting opportunities service changes implemented in FY 1993 and proposed for FY 1994.

New Contracting Opportunities:

1. Operation of Local Service on Lines 192/194 & 291/293:

On January 1, 1993 the contract for the transit operation on these four local lines previously known as the BSCP lines, expired and was procured competitively. Laidlaw Transit was able to re-capture the contract. Due to the competitiveness of the procurement Foothill Transit was able to hold the cost increase at 3%, less than CPI.

2. Operation of Express Line 690

When Foothill Transit reduced the service levels on this line in February 1993, the contract became subject to renegotiation. As a result, Foothill Transit was able to reduce the hourly cost of this service substantially by transferring the line to the competing contractor. The line was also extended further east to the Claremont Transit Center.

3. Operation of Local Service on Lines 178, 185, 187, 274/276 & Route 280

This service package consists of approximately 115,000 vehicle revenue hours. In FY 1993 Foothill Transit exercised its first option year of the contract which is held by ATE/Ryder. Foothill Transit has the option to renew the contract for one more year. It has been Foothill Transit's policy to exercise the option years if

performance has been good *and* agreement can be reached on the rate increase. It has not been decided at this time whether Foothill Transit will renew the contract for one more year or procure it competitively.

G. Service Expansion Program

1) Significantly Restructured and New Service

Foothill Transit attempts to meet the increased transportation needs of the rapidly growing population and changing demographic conditions in its service area. As a result, Foothill Transit has implemented/ is planning to implement the following significant re-routing changes.

Listed below are those service changes that meet LACTC's definition of new and/or restructured service which require private sector notification (increase by 25% of one-way directional route miles and need for more equipment or new route).

Route 492: Express Service(Los Angeles-San Dimas)

Line 492 is a commuter express route currently providing only three daily peak hour trips in each direction. It is proposed to operate this line all day, extending it east to the Montclair Transit Center and the Metrolink station. On its eastern part it would replace the line 185 which would be re-routed (see below description). The new route would provide a new all-day express service from Montclair to downtown.

The service is expected to be implemented in *April 1993*. All affected operators have been notified following LACTC's service notification policy. No comments have been received as of this date. The change will represent an ***increase of more than 18,000 annual vehicle revenue hours*** over the current service levels.

Foothill Transit renegotiated the contract rates with the current provider and was able to ***reduce the vehicle revenue hour rate by more than 38%*** for the entire contract as a result of the increased vehicle service levels. The service will be re-bid once its contract expires.

Route 185: Local Service (Hacienda Blvd.- Arrow Highway)

In order to avoid duplication of service with the restructured route 492, Foothill Transit will reroute 185 and extend north along Irwindale Avenue to Foothill Blvd. The new routing will ***reduce the vehicle revenue hours by 7,800*** vehicle revenue hours but provide transit service north on Irwindale which currently does not have any transit service.

The service is expected to be implemented in *April 1993* simultaneously with the change on Line 492. All affected operators and cities have been notified following LACTC's service notification policy. The City of Azusa has responded very positively to the proposed change

Route 276: Local Service:(Sunset-Covina Ave.-San Dimas Ave.)

It is proposed to extend this line south down Gale to Fullerton to Puente Hills Mall. This service change is proposed to take effect in *April 1993*.

The contract for this local line is expiring in September 1993(see above) but could be extended for one more year. Since the contracting costs are low (less than \$38), Foothill does not expect any cost savings if the increase in service was contracted separately. Therefore, Foothill Transit planning to integrate the additional service in the current contract and bid the entire service package of all local lines (to begin no later than September 1, 1995). As a result Foothill Transit will add the additional hours to the current contract.

The revenue hour increase is not known at this time.

2) Overcrowding & Schedule Adherence

As part of its Line-by-Line analysis of existing routes Foothill Transit staff studied the extent of overcrowding and schedule adherence difficulties on some routes in detail. Since these service increases do not meet LACTC's definition of a significantly restructured service, Foothill Transit added/will add the additional service hours to the existing contracts until the contract come up for competitive re-bidding.

3) Other Service Changes and Increases:

Listed below are other service increases and changes under consideration by Foothill Transit which do *not* meet LACTC's private sector notification policy. They are listed for information purposes only.

Implemented Changes in FY 1993:

Route 486: Express Service (Los Angeles - El Monte)

Extend every other trip along Amar to MSAC or Cal Poly from Azusa Avenue. Both colleges have great potential transit ridership needs. This service change will be implemented in April 1993. ***This will lead to an additional 5,500 hours of vehicle***

revenue service.

Route 178/179: Local Service (El Monte - West Covina)

Extend Saturday service farther east to Amar and Azusa to allow connection with 280 which is an important north south line to Puente Hills Mall and the City of Azusa. In addition, the weekday line 179 was rerouted to operate on Puente with the 178 leading to headway reduction from 1 hour to 30 minute service. **The service change will be implemented in April 1993 adding an additional 3,500 hours of vehicle revenue service.**

Line 480/481(Express Service Claremont-Downtown)

To relieve overcrowding and improve schedule adherence, Foothill Transit has **increased the service levels on this line by over 8% or 6,500 vehicle revenue hours.** In addition, the service was extended from Pomona to the Claremont Transit Center providing feeder service to the Metrolink station.

Route 187

Line 187, which runs from the Claremont Transit Center to Pasadena using Foothill Boulevard, will require additional trips and additional running time as well to relieve overcrowding and improve on-time performance. Foothill Transit preliminary service planning analysis indicates that a 20% increase in vehicle revenue hours over the existing service level or **approx. 6,600 revenue hours** will be required to meet the schedule and passenger demand.

In addition, it is planned to extent the route to Claremont to First & Indian Hill, Arrow and Town to service the commuter rail station in Claremont. These service changes will be implemented in

Line 498

To relieve overcrowding on this commuter express service from Citrus College Park & Ride lot in Azusa to downtown Los Angeles, Foothill Transit added 10 additional daily trips for a total of **more than 2,000 annual vehicle revenue hours.** This service was implemented on July 6,1992. Future service increases are not foreseen due to insufficient peak commuter express type buses.

Line 495

To relieve overcrowding on this commuter express service from Diamond Bar to Los Angeles using the 60/10 freeway corridor, Foothill Transit added 7 additional daily trips **totalling 2,300 annual vehicle revenue** hours in FY 1993 on top of service increases in prior fiscal years. This service was implemented on July 6,1992. Future service increases are not foreseen due to insufficient peak commuter express type buses.

Route 482: Express/Local (Los Angeles-Pomona)

Foothill Transit re-routed service to Copley Circle Business Park and Lake Legg Park & Ride, *increasing the annual vehicle service hours of this line by approximately 1,800 vehicle revenue hours.*

Route 494: Express Service (Los Angeles-Monrovia-Glendora via Foothill Blvd.)

Foothill Transit proposes to extend the line east end south to Lone Hill Park & Ride, to Arrow, Carract, Bonita and Arrow) and add additional trips to meet increased demand for service.

This additional service is intended to serve the San Dimas area which has currently only very limited express service. This service is scheduled to be implemented in April 1993. The impact on the additional revenue hours is not available at this time.

Route 293: Local Service (Indian Hill Blvd. Reservoir Street)

We extended the line east to Baseline, Padua, to Claremont Blvd., to Foothill Blvd. This area has currently no transit service at all.

Route 194: Local Service (W. 9th Street, South Town Ave - Arrow Highway)

This service change rerouted the line through Phillips Ranch-Rio Rancho to Village Loop to North Ranch Road and back. This change was implemented in January 1993.

Route 192/194: Local Service (Claremont - Pomona)

We extended both lines to the commuter rail station in Claremont. In addition, we routed line 192 off a small residential street onto a major artery, hence avoiding the potential for accidents experienced in the past. Finally, we extended the service on Line 192 1/2 mile north to serve the Park & Ride lot at Fairplex and I-10.

Proposed Changes:

Route 280 (Azusa Avenue)

Foothill Transit proposed to extend the line south from Puente Hills Mall to the City of La Habra to service a major new housing development and connect with OCTA's #41.

This service was proposed to be implemented in December 1992 but has been delayed due to opposition from the City of La Habra who is concerned about the additional bus traffic on Fullerton. The City of La Habra currently does not have any bus service.

Route 274: Local Service (Puente Avenue-Citrus Avenue)

Reroute service to Front Street to service commuter rail station in Covina and extend south-end down Workman Mill to service Crossroads Business Park, and if possible further south to Rio Hondo College and Whittier to connect with SCRTD's Line #270.

All affected operators have been notified following LACTC's service notification policy. No comments have been received as of this date. If possible, Foothill Transit would like to implement this change in April, but it may be delayed until FY 1994.

Route 488: Express Service (Los Angeles-West Covina-Glendora)

We are proposing to re-route the line from Grand Avenue to Baseline to Glendora servicing the Senior Citizen Center. Due to the delay in the transfer of this line, this service change is planned to be implemented in FY 1994.

Note:

It should be noted that the list of past and proposed service changes may not be exhaustive. There may be other service changes, unknown at this time, that will be implemented if financially feasible.

4) New Bus Facility

Foothill Transit is considering the feasibility to have its own bus facility out of which the private contractors could operate. The purpose of such a facility would be to reduce Foothill's operating cost (Foothill Transit currently pays for the facilities maintained by the two contractors indirectly through the hourly rates) and provide more competition, allowing smaller contractor's to compete for Foothill's service. In addition, a centralized maintenance facility would provide better control over the maintenance of Foothill Transit's bus fleet of 199 buses. These plans are still in the preliminary stage.

**1994 DRAFT MBO PLAN
FOOTHILL TRANSIT
SHORT RANGE TRANSIT PLAN FY 1994-FY 1997**

**BUS MAINTENANCE PROGRAM
FOOTHILL TRANSIT
SHORT RANGE TRANSIT PLAN FY 1994-FY 1997**

ATE/RYDER

MAINTENANCE

PROGRAM

Vehicle Maintenance

ATE utilizes the services of Ryder Truck Rental, Inc. to provide vehicle maintenance services. Ryder is the largest private vehicle maintenance organization in the United States with unsurpassed resources available to insure reliable performance and preservation of the Zone's assets. Ryder's Preventative Maintenance Program has long set the standard in the industry. Ryder's maintenance program has been developed based on its extensive experience and the manufacturer's recommendations. It is Ryder's intent, and ATE's to meet and exceed the minimum requirements of the manufacturers, as well as to provide the Zone with the safest, most dependable operations available. It should also be noted that Ryder is a registered warranty agent with Gillig Corporation which allows faster processing of warranty claims and advance notice on any campaign repairs issued by the manufacturer.

Ryder's efforts are developed around its Preventive Maintenance Program. The successful application of this program will provide the vehicle servicing expected by the Zone. Ryder's Preventive Maintenance Program promotes:

- * Safe and road worthy buses.
- * Low running cost and out-service cost.
- * Minimum downtime.
- * A good Foothill image.
- * Improved customer satisfaction.
- * Assured maintenance quality.
- * Prolonged equipment life.
- * Better fuel economy.

Listed below are ATE/Ryder Shop Maintenance Standards:

- * Shop safety standards will be met.
- * Preventive maintenance standards will be met.
- * Labor time reporting on repair orders will be actual and labor time standards will be met.
- * Training plan will be followed and result in a qualified work force.
- * Shop will have needed tools, shop equipment, and repair manuals.
- * Company purchase programs will be followed.
- * Shops will meet city, state, and federal EPA requirements.
- * Self maintenance performance review will be conducted per Maintenance Manual.
- * Safety campaigns will be completed on a timely basis.
- * Image - Buses, facilities, and work force standards will be met.

A. Driver's Inspections

As an integral part of our maintenance program, drivers complete an Operators Daily Report prior to departing on the daily operation. This driver's inspection includes, but is not limited to:

- * Directional signals and flashers
- * Headlights
- * Brake lights and tail lights
- * Interior lights
- * Horn
- * Parking brake
- * Radio
- * Door operation
- * Fire extinguisher charge/safety equipment
- * Instrument cluster
- * Brake operation
- * Cleanliness
- * Wheelchair lift
- * Fluid levels

B. Fuel

ATE/Ryder fuel advantages are as follows:

- * Quality
- * Availability
- * Competitive prices
- * EPA/SQMD compliance

Superior maintenance, regularly scheduled PMs, expert technicians, and our nine-point service island inspection keeps buses in top running conditions which promotes maximum MPG and limits the amount of pollution.

At each fueling, buses receive the following nine point check:

- * Check oil and water levels.
- * Check tire pressure with gauge.
- * Check wiper operations.
- * Clean windshield and mirrors.
- * Check lights and turn signal.
- * Check PM reminder sticker.

C. Preventive Maintenance Inspections

The level and complexity of the preventive maintenance checks depends on the type of equipment and the miles operated. Ryder categorizes the preventive maintenance inspections into three types. The first is an "A" inspection. This is a general inspection of all internal and external mechanical parts. The

"A" inspection is conducted primarily to insure the operating safety of all vehicles. Oil and filter are changed as well as a classic lube is performed on each "A" inspection.

The second inspection is a "B" inspection. The "B" inspection consists of all items included in the "A" inspection. Also included is air conditioning, PM and transmission fluid change.

The most complete and complex inspection is the "C" inspection. The "C" inspection not only checks and repairs all "A" and "B" items, but also includes many additional items. During the "C" inspection, Ryder pulls the front wheels off the axle to check drum condition as well as to clean the inspect bearing. Ryder's maintenance program will go the extra step to ensure a reliable transportation program.

The maintenance inspection schedule Ryder will use in the Zone is outlined below. It was developed from Ryder's extensive experience in maintaining the same types of vehicles as proposed for this service.

Every 6,000 miles	"A" Inspection
Every 24,000 miles	"B" Inspection
Every 48,000 miles	"C" Inspection

* Each inspection meets CHP requirements.

D. Exterior and Interior Cleaning

Designed to promote:

- * Clean buses say positive things about the way Foothill does business. This increases public confidence and encourages repeat customers.
- * Well cared for buses improve driver and customer morale so that ridership will increase.
- * Clean buses make oil leaks and other potential problems easier to spot during driver, service island and PM inspections.

In order to better service the Zone vehicles, Ryder has installed an automatic bus washer at our El Monte operation.

The exterior of each vehicle is washed at least three times a week; more frequently in inclement weather. The vehicle interiors are swept, trash emptied, dusted, and the floor mopped once daily. The vehicle interior is fully mopped, the windows cleaned, and the driver's area cleaned weekly.

E. Body Work

All vehicles are kept in an acceptable condition and all major

body work is repaired on an operational "time-allowed" schedule. Minor body damage is repaired within three weeks of occurrence of damage.

F. Brakes and Safety Equipment

An inspection of brakes and adjustment, if necessary, are made every two weeks as well as during scheduled PM inspections. Any defects detected on a vehicle's brake system, or any other safety related system, will be corrected prior to the unit being placed back into service. After all brake system repairs and other major vehicle repairs, the brake system will be tested to insure its proper operation.

G. Maintenance Records

Ryder utilizes a maintenance record/tracking system which is unsurpassed in the industry (See the Sample Maintenance Forms at the end of this section). Each vehicle is assigned a unit number which becomes the method used to account for all areas of repair and cost on the vehicle. A unit file is set up on each vehicle and maintained at our El Monte location, and will be available for Zone inspection.

As part of the unit file, a Vehicle Control Card serves as a recap and a ready reference for information regarding the maintenance performed on each vehicle. The information recorded on the card includes:

- * All completed inspection work sheets with the repair order copies attached.
- * All repair order copies which have been posted to the vehicle control card.
- * Duplicate copies of driver's daily equipment reports, with the repair order copies attached.
- * Outside service invoice copies.
- * Service Call Report with repair order copy attached.

This information remains in the unit file throughout an entire PM Cycle (from the first "A" Inspection to the first "C" Inspection). After the "C" Inspection has been completed, all of the information will be removed from the unit file and placed in the history file, and a new PM cycle will be started. The control card, manufacturer's line set sheet, bus specifications form and shop order copy of the major equipment purchase order will remain in the unit file.

The history file will also be set up with folders labeled by unit

numbers. The folders contain the following:

- * The PM cycle material which has been removed from the unit file.
- * All other repair order copies not requiring posting to the control card.

This two-file system provides "ready to use" information for management personnel.

H. Air Conditioning

Preventive maintenance for air conditioning will be performed at level "B" inspection intervals.

I. Personnel

All maintenance personnel are fully trained before being assigned to work on Zone equipment. Ryder has a comprehensive training program which each mechanic must complete that covers all of the basics of heavy-duty diesel maintenance. A series of advanced programs are offered that must be completed before a mechanic can be promoted. The completion of each course is accompanied by an achievement patch and an incentive bonus. Mechanics are consistently, and thoroughly, retrained each year. Sample maintenance manuals for air conditioning and wheelchair lift repair are included at the end of this section.

J. Provisions of Parts and Storage

As the largest vehicle maintenance organization in the U.S., Ryder has access to virtually all vendors of automotive supplies.

In fact, Ryder has an in-house subsidiary that place bulk orders with the after-market and OEM suppliers for shipment direct to the Ryder districts. This process not only assures competitive pricing, but also the availability of alternate suppliers of parts. Ryder's shop will be supported by the District's purchasing staff, which also places parts orders in the local market if time demands, or if there is a price advantage.

Parts are stored in a secured area of our El Monte facility. Parts will not be intermingled with other operations thus allowing the Zone to evaluate our on-hand supply levels at any time.

Tires are available direct from OEM warehouses in the area. Again, because of Ryder's size in the marketplace, it has been able to obtain terms that smaller organizations cannot. Tires are also kept in a secured area.

K. Towing Services

Although rarely used, Ryder has contracts with a number of independent tow operators in Southern California. The contracts held by these operators include minimum response time standards assuring a speedy response to a request for service. It should be noted that ATE's standard operating procedures in the event of a disabled vehicle is to dispatch a driver and/or mechanic with a replacement vehicle as soon as the report is received. This ensures that any passengers on the vehicle are back underway in the shortest period of time. When a breakdown occurs with passengers on board, a supervisor will be dispatched to the scene to assist with the safe transfer to the replacement vehicle.

**SYSTEM MAP AND SCHEDULES
FOOTHILL TRANSIT
SHORT RANGE TRANSIT PLAN FY 1994-FY 1997**

NOTE: Schedule change to occur on April 18, 1993

December 7, 1992

LINE 178 - 179

WESTBOUND

MONDAY THROUGH FRIDAY SCHEDULE

ROUTE	Cal State Polytechnic University Pomona	Mount San Antonio College	Amar Rd. & Lemon	La Puente Rd. & Nogales St.	Amar Rd. & Valinda Av.	Lark Ellen & Francisco	West Covina Pky. & Sunset	Merced & Puente	Baldwin Park & Ramona	Merced Av. & Los Angeles St.	Cogswell Rd. & Ramona Bl.	El Monte Station
178	5:51 AM	5:59 AM	***	6:10 AM	6:22 AM	***	6:35 AM	6:43 AM	6:51 AM	6:57 AM	7:06 AM	7:18 AM
178	6:21	6:29	***	6:40	6:52	***	7:05	7:13	7:21	7:27	7:36	7:48
179	6:51	6:59	7:04 AM	***	***	7:14 AM	7:27	7:35	7:43	7:49	7:58	8:10
178	7:21	7:29	***	7:40	7:52	***	8:05	8:13	8:21	8:27	8:36	8:48
179	7:51	7:59	8:04	***	***	8:14	8:27	8:35	8:43	8:49	8:58	9:10
178	8:21	8:29	***	8:40	8:52	***	9:05	9:13	9:21	9:27	9:36	9:48
179	8:51	8:59	9:04	***	***	9:14	9:27	9:35	9:43	9:49	9:58	10:10
178	9:21	9:29	***	9:40	9:52	***	10:05	10:13	10:21	10:27	10:36	10:48
179	9:51	9:59	10:04	***	***	10:14	10:27	10:35	10:43	10:49	10:58	11:10
178	10:21	10:29	***	10:40	10:52	***	11:05	11:13	11:21	11:27	11:36	11:48
179	10:51	10:59	11:04	***	***	11:14	11:27	11:35	11:43	11:49	11:58	12:10 PM
178	11:21	11:29	***	11:40	11:52	***	12:05 PM	12:13 PM	12:21 PM	12:27 PM	12:36 PM	12:48
179	11:51	11:59	12:04 PM	***	***	12:14 PM	12:27	12:35	12:43	12:49	12:58	1:10
178	12:21 PM	12:29 PM	***	12:40 PM	12:52 PM	***	1:05	1:13	1:21	1:27	1:36	1:48
179	12:51	12:59	1:04	***	***	1:14	1:27	1:35	1:43	1:49	1:58	2:10
178	1:21	1:29	***	1:40	1:52	***	2:05	2:13	2:21	2:27	2:36	2:48
179	1:51	1:59	2:04	***	***	2:14	2:27	2:35	2:43	2:49	2:58	3:10
178	2:21	2:29	***	2:40	2:52	***	3:05	3:13	3:21	3:27	3:36	3:48
179	2:51	2:59	3:04	***	***	3:14	3:27	3:35	3:43	3:49	3:58	4:10
178	3:21	3:29	***	3:40	3:52	***	4:05	4:13	4:21	4:27	4:36	4:48
179	3:51	3:59	4:04	***	***	4:14	4:27	4:35	4:43	4:49	4:58	5:10
178	4:21	4:29	***	4:40	4:52	***	5:05	5:13	5:21	5:27	5:36	5:48
179	4:51	4:59	5:04	***	***	5:14	5:27	5:35	5:43	5:49	5:58	6:10
178	5:21	5:29	***	5:40	5:52	***	6:05	6:13	6:21	6:27	6:36	6:48
179	5:51	5:59	6:04	***	***	6:14	6:27	6:35	6:43	6:49	6:58	7:10
178	6:21	6:29	***	6:40	6:52	***	7:05	7:13	7:21	7:27	7:36	7:48
179	6:51	6:59	7:04	***	***	7:14	7:27	7:35	7:43	7:49	7:58	8:10
178	7:21	7:29	***	7:40	7:52	***	8:05	8:13	8:21	8:27	8:36	8:48
179	7:51	7:59	8:04	***	***	8:14	8:27	8:35	8:43	8:49	8:58	9:10
178	10:10	10:17	***	10:27	10:37	***	10:45	10:51	10:57	11:04	11:11	11:19

SATURDAY SCHEDULE

NO SERVICE OPERATED VIA LINE 179 ON SATURDAY

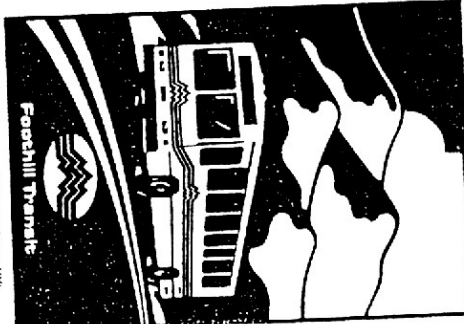
Service will only be operated between El Monte Station and Temple Av. & Azusa Av. on Saturday

	Temple Av. & Azusa Av.	Amar Rd. & Valinda Av.	West Covina & Sunset	Merced & Puente	Baldwin Park & Ramona	Merced Av. & Los Angeles St.	Cogswell Rd. & Ramona Bl.	El Monte Station
6:02 AM	6:05 AM	6:17 AM	6:25 AM	6:33 AM	6:39 AM	6:48 AM	7:00 AM	
7:02	7:05	7:17	7:25	7:33	7:39	7:48	8:00	
8:02	8:05	8:17	8:25	8:33	8:39	8:48	9:00	
9:02	9:05	9:17	9:25	9:33	9:39	9:48	10:00	
10:02	10:05	10:17	10:25	10:33	10:39	10:48	11:00	
11:02	11:05	11:17	11:25	11:33	11:39	11:48	12:00 PM	
12:02 PM	12:05 PM	12:17 PM	12:25 PM	12:33 PM	12:39 PM	12:48 PM	1:00	
1:02	1:05	1:17	1:25	1:33	1:39	1:48	2:00	
2:02	2:05	2:17	2:25	2:33	2:39	2:48	3:00	
3:02	3:05	3:17	3:25	3:33	3:39	3:48	4:00	
4:02	4:05	4:17	4:25	4:33	4:39	4:48	5:00	
5:02	5:05	5:17	5:25	5:33	5:39	5:48	6:00	
6:02	6:05	6:17	6:25	6:33	6:39	6:48	7:00	

No service operated on Sunday and the following holidays:
New Year's Day, Memorial Day, Independence Day, Labor Day,
Thanksgiving Day and Christmas Day

For Information: 7:30 AM to Midnight:
1-800-952-7133, English-Spanish
TTY 1-800-952-9040, Hearing Impaired
Subject to change without notice

100 N. Barranca Avenue, Suite 480
West Covina, CA 91791-1660



All trips accessible to the disabled

LINE 178/179
Effective December 7, 1992
El Monte-
Baldwin Park-
West Covina-
Valinda-Valhalla

NOTE: Schedule change to occur on April 18, 1993

December 7, 1992

LINE 178 - 179

EASTBOUND

MONDAY THROUGH FRIDAY SCHEDULE

ROUTE	El Monte Station	Cogswell Rd. & Ramona Bl.	Merced Av. & Los Angeles St.	Baldwin Park & Ramona Bl.	Merced & Puente Aves.	West Covina Pky. & Sunset Av.	Lark Ellen & Fransquito	Amar Rd. & Valinda Av.	La Puente Rd. & Nogaies St.	Amar & Lemon	Mount San Antonio College	Cal State Polytechnic University Pomona
179	5:51 AM	6:04 AM	6:12 AM	6:18 AM	6:26 AM	6:38 AM	6:46 AM	7:16 AM	7:31 AM	6:58 AM	7:02 AM	7:09 AM
178	6:21	6:34	6:42	6:48	6:56	7:08	7:46	7:16 AM	7:31 AM	7:58	8:02	8:09
179	6:51	7:04	7:12	7:18	7:26	7:38	7:46	8:16	8:31	8:58	9:02	9:09
178	7:21	7:34	7:42	7:48	7:56	8:08	8:46	8:16	8:31	9:08	9:12	9:19
179	7:51	8:04	8:12	8:18	8:26	8:38	8:46	9:16	9:31	10:08	10:12	10:19
178	8:21	8:34	8:42	8:48	8:56	9:08	9:46	9:16	9:31	10:18	10:22	10:29
179	8:51	9:04	9:12	9:18	9:26	9:38	9:46	10:16	10:31	11:08	11:12	11:19
178	9:21	9:34	9:42	9:48	9:56	10:08	10:46	10:16	10:31	11:18	11:22	11:29
179	9:51	10:04	10:12	10:18	10:26	10:38	10:46	11:16	11:31	12:08	12:12	12:19
178	10:21	10:34	10:42	10:48	10:56	11:08	11:46	11:16	11:31	12:18	12:22	12:29
179	10:51	11:04	11:12	11:18	11:26	11:38	11:46	12:16 PM	12:31 PM	12:58 PM	1:02	1:09
178	11:21	11:34	11:42	11:48	11:56	12:08	12:46 PM	12:16 PM	12:31 PM	1:08	1:12	1:19
179	11:51	12:04 PM	12:12 PM	12:18 PM	12:26 PM	12:38	12:46 PM	1:16	1:31	2:08	2:12	2:19
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178	5:21	5:34	5:42	5:48	5:56	6:08	6:46	6:16	6:31	7:18	7:22	7:29
179	5:51	6:03	6:11	6:17	6:23	6:33	6:40	7:10	7:23	8:00	8:04	8:11
178	6:21	6:33	6:41	6:47	6:53	7:03	7:40	7:10	7:23	8:02	8:06	8:13
179	6:51	7:03	7:11	7:17	7:23	7:33	7:40	8:10	8:23	9:00	9:04	9:11

SATURDAY SCHEDULE

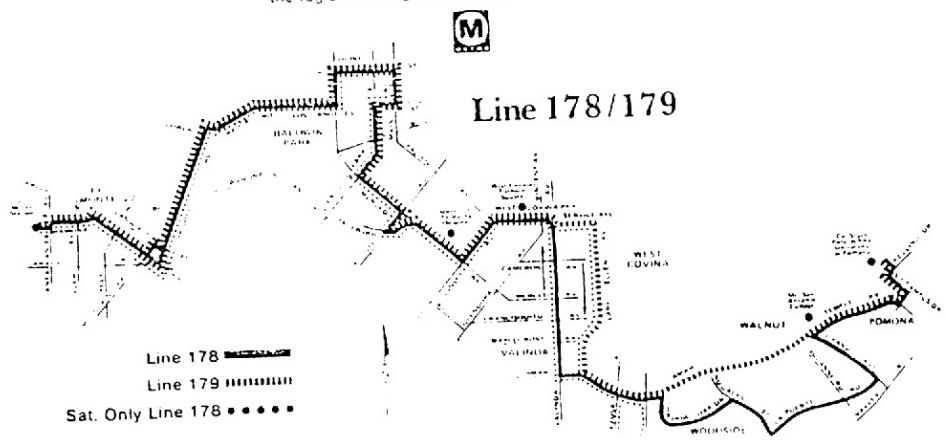
NO SERVICE OPERATED VIA LINE 179 ON SATURDAY

Service will only be operated between El Monte Station and Temple Ave. & Azusa Ave. on Saturday.

El Monte Station	Cogswell Rd. & Ramona Bl.	Merced Av. & Los Angeles St.	Baldwin Park & Ramona Bl.	Merced & Puente Aves.	West Covina Pky. & Sunset Av.	Amar Rd. & Valinda Av.	Temple Ave. & Azusa Av.
6:05 AM	6:17 AM	6:25 AM	6:30 AM	6:37 AM	6:46 AM	6:53 AM	6:56 AM
7:05	7:17	7:25	7:30	7:37	7:46	7:53	7:56
8:05	8:17	8:25	8:30	8:37	8:46	8:53	8:56
9:05	9:17	9:25	9:30	9:37	9:46	9:53	9:56
10:05	10:17	10:25	10:30	10:37	10:46	10:53	10:56
11:05	11:17	11:25	11:30	11:37	11:46	11:53	11:56
12:05 PM	12:17 PM	12:25 PM	12:30 PM	12:37 PM	12:46 PM	12:53 PM	12:56 PM
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5:05	5:17	5:25	5:30	5:37	5:46	5:53	5:56
6:05	6:17	6:25	6:30	6:37	6:46	6:53	6:56

No service operated on Sunday and the following holidays:
New Year's Day, Memorial Day, Independence Day, Labor Day,
Thanksgiving Day and Christmas Day.

Foothill Transit is your mass transit provider for the San Gabriel and Pomona Valleys, and is a component of the METRO System, the region's integrated transportation system.



Revised 12/92

NOTE: Schedule change to occur on April 1, 1993

LINE 185 WESTBOUND

December 7, 1992

MONDAY THROUGH FRIDAY SCHEDULE


Leave Montclair (Montclair Transit Center)	Leave Pomona (Bonita & Towne Aves.)	Leave San Dimas (Bonita & San Dimas Aves.)	Leave Arrow Hwy & Grand Av.	Leave Irwindale (Irwindale Av. & Arrow Hwy.)	Leave W. Covina (W. Covina Pkwy. & Sunset Av.)	Leave Glendora (Av. & Stafford St.)	Arrive Hacienda Heights (La Monde St. & Hacienda Bl.)
5:45 AM	5:53 AM	5:58 AM	6:08 AM	6:16 AM	6:26 AM	6:37 AM	6:45
6:45	6:53	6:58	7:08	7:16	7:26	7:37	7:45
7:30	7:38	7:43	7:53	8:01	8:11	8:22	8:30
8:15	8:23	8:28	8:38	8:45	8:55	9:06	9:14
9:00	9:08	9:13	9:23	9:30	9:40	9:51	10:00
9:45	9:53	9:58	10:08	10:15	10:25	10:36	10:44
10:30	10:38	10:43	10:53	11:00	11:10	11:21	11:29
11:15	11:23	11:28	11:38	11:45	11:56	12:08 PM	12:16 PM
12:00 PM	12:08 PM	12:13 PM	12:23	12:30 PM	12:41 PM	12:53	1:01
12:45	12:53	12:58	1:08	1:15	1:26	1:38	1:46
1:30	1:38	1:43	1:53	2:00	2:11	2:23	2:31
2:15	2:23	2:28	2:38	2:45	2:56	3:08	3:16
2:55	3:03	3:08	3:18	3:25	3:36	3:48	3:56
3:35	3:43	3:48	3:58	4:05	4:15	4:26	4:33
4:20	4:28	4:33	4:43	4:51	5:01	5:12	5:19
5:05	5:13	5:18	5:28	5:36	5:46	5:57	6:04
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NOTE: Schedule change to occur on April 18, 1993

LINE 185 EASTBOUND

December 7, 1992

MONDAY THROUGH FRIDAY SCHEDULE

Leave Hacienda Heights (La Monde St. & Hacienda Bl.)	Leave Glendora Av. & Stafford St.	Leave W. Covina (W. Covina Pkwy. & Sunset Av.)	Leave Irwindale (Irwindale Av. & Arrow Hwy.)	Leave Arrow Hwy. & Grand Av.	Leave San Dimas (Bonita & San Dimas Aves.)	 Leave Pomona Station	Leave Pomona (Bonita & Towne Aves.)	Arrive Montclair	
								Claremont Transit Center	Montclair Transit Center
5:45 AM	5:54 AM	6:11 AM	6:18 AM	6:30 AM	6:39 AM	6:49 AM	6:59 AM	7:04 AM	7:14 AM
6:30	6:39	6:56	7:03	7:15	7:24	7:32	7:42	7:47	7:57
7:15	7:24	7:41	7:48	8:00	8:09	...	8:25	8:30	8:40
8:00	8:09	8:26	8:33	8:45	8:54	...	9:10	9:15	9:25
8:45	8:54	9:11	9:18	9:30	9:39	...	9:55	10:00	10:10
9:30	9:42	10:00	10:07	10:19	10:29	...	10:45	10:50	11:00
10:15	10:27	10:44	10:52	11:04	11:14	...	11:30	11:34	11:44
11:00	11:12	11:29	11:37	11:49	11:59	...	12:15 PM	12:20 PM	12:30 PM
11:45	11:58	12:17 PM	12:26 PM	12:38 PM	12:46 PM	...	1:02	1:07	1:17
12:30 PM	12:43 PM	1:00	1:09	1:21	1:33	...	1:49	1:54	2:04
1:10	1:23	1:42	1:51	2:03	2:15	...	2:31	2:36	2:46
1:50	2:03	2:22	2:31	2:43	2:55	...	3:11	3:16	3:26
2:30	2:43	3:02	3:11	3:23	3:35	...	3:51	3:56	4:06
3:10	3:26	3:45	3:54	4:06	4:18	...	4:34	4:39	4:49
3:45	4:01	4:20	4:29	4:41	4:53	5:01	5:11	5:16	5:26
4:30	4:46	5:05	5:14	5:26	5:38	5:46	5:56	6:01	6:11
5:10	5:26	5:45	5:54	6:06	6:18	6:26	6:36	6:41	6:51
5:50	6:06	6:25	6:34	6:46	6:58	7:06	7:16	7:21	7:31
6:30	6:46	7:05	7:14	7:26	7:38	7:46	7:56	8:01	8:11


SATURDAY

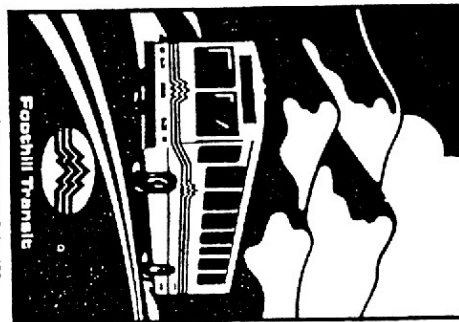
Leave Hacienda Heights (La Monde St. & Hacienda Bl.)	Leave Glendora Av. & Stafford St.	Leave W. Covina (W. Covina Pkwy. & Sunset Av.)	Leave Irwindale (Irwindale Av. & Arrow Hwy.)	Leave Arrow Hwy. & Grand Av.	Leave San Dimas (Bonita & San Dimas Aves.)	Leave Pomona (Bonita & Towne Aves.)	Arrive Montclair	
							Claremont Transit Center	Montclair Transit Center
6:05 AM	6:15 AM	6:27 AM	6:36 AM	6:46 AM	6:56 AM	7:06 AM	7:11 AM	7:21 AM
7:05	7:15	7:27	7:36	7:46	7:56	8:06	8:11	8:21
8:05	8:15	8:27	8:36	8:46	8:56	9:06	9:11	9:21
9:05	9:15	9:27	9:36	9:46	9:56	10:06	10:11	10:21
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11:05	11:15	11:27	11:36	11:46	11:56	12:06 PM	12:11 PM	12:21 PM
12:05 PM	12:15 PM	12:27 PM	12:36 PM	12:46 PM	12:56 PM	1:06	1:11	1:21
1:05	1:15	1:27	1:36	1:46	1:56	2:06	2:11	2:21
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5:05	5:15	5:27	5:36	5:46	5:56	6:06	6:11	6:21
6:05	6:15	6:27	6:36	6:46	6:56	7:06	7:11	7:21

No service operated on Sunday and the following holidays:
New Year's Day, Memorial Day, Independence Day, Labor Day,
Thanksgiving Day and Christmas Day.

Foothill Transit is your mass transit provider for the San Gabriel and
Pomona Valleys, and is a component of the METRO System,
the region's integrated transportation system.



 All trips accessible to the disabled



100 N. Burbank Avenue, Suite 480
West Covina, CA 91791-1000

For information, 5:30 AM to Midnight:
1-800/952-7433, English-Español
TTY 1-800/952-9010, Hearing Impaired
Subject to change without notice

Effective December 7, 1992

LINE 185

Hacienda Boulevard-
Irwindale Avenue
Arrow Highway

NOTE: Schedule change to occur on April 18, 1993

OCTOBER 7, 1991

**MONDAY THROUGH FRIDAY SCHEDULE
EASTBOUND - PASADENA TO POMONA**

LEAVE PASADENA		LV ARCADIA		LV DUARTE	LV GLENDORA	LV SAN DIMAS	ARRIVE POMONA	
(Raymond Av. & Walnut St.)	(Colorado Bl. & Lake Ave.)	(Colorado & Sierra Madre Bls)	(Huntington Dr. & Sierra Ania Ave.)	(City of Hope)	(Alosta & Glendora Aves.)	(Foothill Blvd & Walnut Ave.)	(Foothill Blvd. & Garey Ave.)	(Main St. & Mission Blvd.)
5:22AM	5:32AM	5:38AM	5:49AM	6:03AM	6:27AM	6:38AM	6:45AM	7:00AM
6:15	6:25	6:31	6:42	6:56	7:20	7:31	7:38	7:53
6:40	6:50	6:56	7:07	7:21	7:45	8:10	8:28	8:43
7:05	7:15	7:21	7:32	7:46	8:10	8:21	8:28	8:43
7:40	7:50	7:56	8:07	8:21	8:45	9:13	9:24	9:39
8:05	8:15	8:24	8:38	8:51	9:13	9:24	9:32	9:49
8:40	8:50	8:59	9:13	9:26	9:45	10:13	10:24	10:49
9:05	9:15	9:24	9:38	9:51	10:13	10:24	10:32	10:49
9:40	9:52	10:01	10:15	10:28	10:53	11:16	11:27	11:52
10:05	10:17	10:26	10:40	10:53	11:28	11:28	11:35	11:52
10:40	10:52	11:01	11:15	11:28	12:16PM	12:27PM	12:35PM	12:52PM
11:05	11:17	11:26	11:40	11:53	12:16PM	12:27PM	12:35PM	12:52PM
11:40	11:52	12:01PM	12:15PM	12:28PM	1:16	1:27	1:35	1:52
12:05PM	12:17PM	12:26	12:40	12:53	1:23	1:35	1:43	1:59
12:35	12:47	12:56	1:10	1:23	2:12	2:23	2:31	2:48
1:01	1:13	1:22	1:36	1:49	2:12	2:23	2:31	2:48
1:31	1:43	1:52	2:06	2:21	3:09	3:19	3:28	3:47
1:54	2:06	2:15	2:29	2:44	3:13	3:24	3:33	3:52
2:20	2:33	2:42	2:56	3:13	4:10	4:21	4:30	4:49
2:50	3:03	3:12	3:26	3:43	4:10	4:21	4:30	4:49
3:20	3:33	3:42	3:56	4:13	4:40	4:51	5:00	5:19
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6:10	6:21	6:29	6:42	6:55	7:18	7:26	7:33	7:47
7:10	7:21	7:29	7:42	7:55	8:18	8:26	8:33	8:47

**SATURDAY SCHEDULE
EASTBOUND - PASADENA TO POMONA**

LEAVE PASADENA		LV ARCADIA		LV DUARTE	LV GLENDORA	LV SAN DIMAS	ARRIVE POMONA	
(Raymond Av. & Walnut St.)	(Colorado Bl. & Lake Ave.)	(Colorado & Sierra Madre Bls)	(Huntington Dr. & Sierra Ania Ave.)	(City of Hope)	(Alosta & Glendora Aves.)	(Foothill Blvd & Walnut Ave.)	(Foothill Blvd. & Garey Ave.)	(Main St. & Mission Blvd.)
5:40AM	5:48AM	5:55AM	6:08AM	6:20AM	6:37AM	6:45AM	6:51AM	7:04AM
6:10	6:18	6:25	6:38	6:48	7:07	7:15	7:21	7:34
6:40	6:48	6:55	7:08	7:20	7:37	7:45	7:51	8:04
7:10	7:18	7:25	7:38	7:48	8:07	8:15	8:21	8:34
7:40	7:48	7:55	8:08	8:22	8:41	8:49	8:56	9:11
8:10	8:18	8:25	8:38	8:52	9:11	9:19	9:26	9:41
8:40	8:48	8:55	9:08	9:22	9:41	9:49	9:56	10:11
9:10	9:19	9:26	9:39	9:52	10:11	10:19	10:26	10:41
9:40	9:49	9:56	10:10	10:23	10:43	10:52	10:59	11:15
10:10	10:19	10:26	10:39	10:52	11:12	11:21	11:28	11:44
10:40	10:49	10:56	11:10	11:23	11:43	11:52	11:59	12:15PM
11:10	11:20	11:27	11:40	11:53	12:13	12:22	12:29	12:45
11:40	11:50	11:57	12:10PM	12:23PM	12:43PM	12:52PM	1:06PM	1:22
12:13PM	12:23PM	12:30PM	12:43	12:56	1:16	1:25	1:32	1:48
12:40	12:50	12:57	1:12	1:28	1:49	1:58	2:06	2:22
1:15	1:25	1:32	1:45	1:58	2:19	2:28	2:36	2:52
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3:19	3:29	3:36	3:49	4:04	4:32	4:41	4:49	5:05
3:43	3:53	4:00	4:15	4:31	4:52	5:01	5:09	5:25
4:19	4:29	4:36	4:49	5:05	5:26	5:35	5:43	6:00
4:47	4:57	5:04	5:19	5:35	5:56	6:05	6:13	6:29
5:19	5:28	5:35	5:48	6:04	6:25	6:34	6:42	7:00
5:48	5:57	6:04	6:17	6:30	6:49	6:58	7:05	7:20
6:18	6:27	6:34	6:47	7:00	7:19	7:28	7:35	7:50
6:48	6:57	7:04	7:17	7:30	7:49	7:58	8:05	8:20
7:18	7:27	7:34	7:47	7:59	8:18	8:27	8:34	8:49

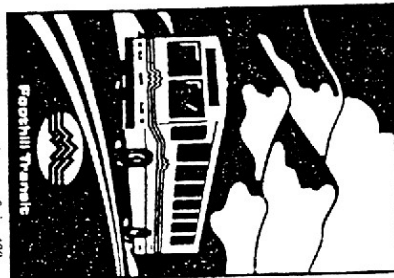
**SUNDAY AND HOLIDAY SCHEDULE
Sunday schedule will be operated on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day**

EASTBOUND - PASADENA TO POMONA

LEAVE PASADENA		LV ARCADIA		LV DUARTE	LV GLENDORA	LV SAN DIMAS	ARRIVE POMONA	
(Raymond Av. & Walnut St.)	(Colorado Bl. & Lake Ave.)	(Colorado & Sierra Madre Bls)	(Huntington Dr. & Sierra Ania Ave.)	(City of Hope)	(Alosta & Glendora Aves.)	(Foothill Blvd & Walnut Ave.)	(Foothill Blvd. & Garey Ave.)	(Main St. & Mission Blvd.)
6:52AM	7:00AM	7:07AM	7:21AM	7:34AM	7:53AM	8:02AM	8:09AM	8:22AM
7:52	8:00	8:07	8:21	8:34	8:53	9:02	9:09	9:22
8:50	9:00	9:08	9:22	9:37	9:56	10:07	10:14	10:27
9:50	10:00	10:08	10:22	10:37	10:56	11:07	11:14	11:27
10:50	11:00	11:08	11:22	11:37	11:56	12:07	12:14	12:27
11:52	12:02PM	12:10PM	12:25PM	12:40PM	1:03	1:13	1:20	1:34
12:52PM	1:02	1:10	1:25	1:40	2:03	2:13	2:20	2:34
1:52	2:02	2:10	2:25	2:40	3:03	3:13	3:20	3:34
2:52	3:02	3:10	3:25	3:40	4:03	4:13	4:20	4:34
3:54	4:02	4:10	4:22	4:36	4:55	5:04	5:11	5:24
4:53	5:01	5:09	5:21	5:35	5:54	6:03	6:10	6:23
5:52	6:00	6:08	6:20	6:34	6:53	7:02	7:09	7:22
6:57	7:05	7:13	7:25	7:39	7:57	8:05	8:12	8:24

* - Trip terminates at Alosta and Vermont Aves. approximately 24 minutes after time shown at City of Hope. **♿ ALL BUSES ASSIGNED ARE ACCESSIBLE TO THE DISABLED**

For Information, 5:30 AM to Midnight
1-800-752-7433 English, Spanish
TTY: 1-800-752-9040, Hearing Impaired
Subject to change without notice.



All trips are accessible to the disabled.

Effective October 7, 1991
187-Pasadena - Pomona via
Foothill Boulevard
1 8 7
L I N E

OTE: Schedule change to occur on April 18, 1993

LINE 187

OCTOBER 7, 1991

MONDAY THROUGH FRIDAY SCHEDULE WESTBOUND - POMONA TO PASADENA

LEAVE POMONA		LV SAN DIMAS	LV GLENDORA	LV DUARTE	LV ARCADIA	ARRIVE PASADENA		
(Main St. & Mission Blvd.)	(Foothill Blvd. & Garey Ave.)	(Foothill Blvd. & Walnut Ave.)	(Altoia & Glendora Aves.)	(City of Hope)	(Huntington Dr. & Santa Anita Ave.)	(Colorado & Sierra Madre Bls.)	(Colorado Bl. & Lake Ave.)	(Raymond Av. & Walnut St.)
4:35AM	4:49AM	4:56AM	5:03AM	5:23AM	5:37AM	5:50AM	5:58AM	6:04AM
5:05	5:19	5:26	5:33	5:53	6:07	6:20	6:28	6:34
5:50	6:07	6:14	6:21	6:43	6:58	7:12	7:20	7:28
6:15	6:32	6:39	6:46	7:08	7:23	7:37	7:45	7:53
6:40	6:57	7:04	7:11	7:33	7:48	8:02	8:10	8:18
7:10	7:27	7:34	7:42	8:04	8:19	8:34	8:45	8:54
8:10	8:27	8:34	8:42	9:04	9:19	9:34	9:45	9:54
9:10	9:27	9:34	9:42	10:04	10:19	10:34	10:45	10:54
10:10	10:27	10:34	10:42	11:04	11:19	11:34	11:45	11:54
11:10	11:30	11:38	11:47	12:10PM	12:25PM	12:39	12:50	12:59
12:10PM	12:30PM	12:38PM	12:47	1:10	1:25	1:39	1:50	1:59
1:10	1:30	1:38	1:47	2:10	2:25	2:39	2:50	2:59
2:05	2:25	2:33	2:43	3:08	3:26	3:43	4:00	4:29
3:00	3:20	3:28	3:38	4:03	4:21	4:38	4:46	4:55
4:00	4:20	4:28	4:37	5:02	5:20	5:37	5:45	5:54
5:07	5:26	5:34	5:43	6:07	6:23	6:38	6:46	6:54
6:10	6:28	6:35	6:43	7:07	7:21	7:35	7:43	7:50
7:10	7:28	7:35	7:43	8:07	8:21	8:35	8:43	8:50

SATURDAY SCHEDULE

WESTBOUND - POMONA TO PASADENA

LEAVE POMONA		LV SAN DIMAS	LV GLENDORA	LV DUARTE	LV ARCADIA	ARRIVE PASADENA		
(Main St. & Mission Blvd.)	(Foothill Blvd. & Garey Ave.)	(Foothill Blvd. & Walnut Ave.)	(Altoia & Glendora Aves.)	(City of Hope)	(Huntington Dr. & Santa Anita Ave.)	(Colorado & Sierra Madre Bls.)	(Colorado Bl. & Lake Ave.)	(Raymond Av. & Walnut St.)
5:00AM	5:15AM	5:21AM	5:29AM	5:47AM	5:59AM	6:11	6:17	6:23
6:22	6:37	6:43	6:51	7:09	7:21	7:33	7:39	7:45
7:26	7:41	7:47	7:55	8:13	8:25	8:37	8:43	8:49
8:22	8:38	8:45	8:53	9:12	9:28	9:41	9:48	9:54
9:21	9:38	9:46	9:54	10:14	10:32	10:46	10:53	11:00
10:24	10:41	10:49	10:57	11:17	11:35	11:49	11:56	12:03PM
11:25	11:42	11:50	11:58	12:18PM	12:36PM	12:50	12:57	1:04
12:25PM	12:42PM	12:51PM	12:59PM	1:17	1:35	1:49	1:56	2:03
1:31	1:48	1:57	2:05	2:23	2:41	2:55	3:02	3:09
2:32	2:49	2:58	3:06	3:24	3:41	3:55	4:02	4:09
3:32	3:49	3:58	4:06	4:24	4:41	4:55	5:02	5:09
4:31	4:48	4:57	5:05	5:23	5:40	5:54	6:01	6:08
5:35	5:52	6:00	6:08	6:26	6:43	6:57	7:04	7:11
6:39	6:55	7:02	7:09	7:26	7:43	7:57	8:04	8:11

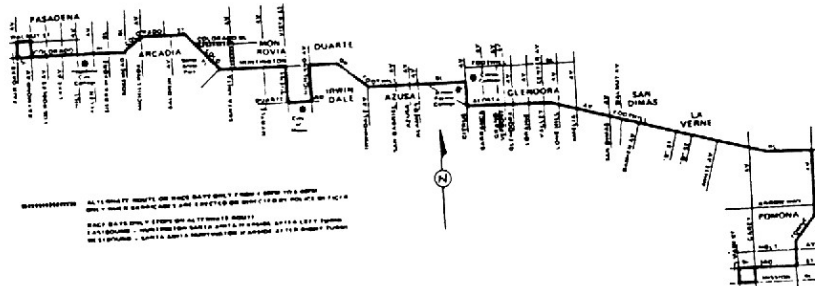
SUNDAY AND HOLIDAY SCHEDULE

Sunday schedule will be operated on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

WESTBOUND - POMONA TO PASADENA

LEAVE POMONA		LV SAN DIMAS	LV GLENDORA	LV DUARTE	LV ARCADIA	ARRIVE PASADENA		
(Main St. & Mission Blvd.)	(Foothill Blvd. & Garey Ave.)	(Foothill Blvd. & Walnut Ave.)	(Altoia & Glendora Aves.)	(City of Hope)	(Huntington Dr. & Santa Anita Ave.)	(Colorado & Sierra Madre Bls.)	(Colorado Bl. & Lake Ave.)	(Raymond Av. & Walnut St.)
6:52AM	7:06AM	7:12AM	7:21AM	7:39AM	7:52AM	8:05AM	8:12AM	8:19AM
7:52	8:06	8:12	8:21	8:39	8:52	9:05	9:12	9:19
8:45	9:02	9:09	9:18	9:38	9:52	10:06	10:14	10:21
9:47	10:04	10:11	10:20	10:40	10:54	11:08	11:16	11:23
10:47	11:04	11:11	11:20	11:40	11:54	12:08PM	12:16PM	12:23PM
11:45	12:02PM	12:09PM	12:18PM	12:40PM	12:54PM	1:08	1:17	1:25
12:45PM	1:02	1:09	1:18	1:40	1:54	2:08	2:17	2:25
1:45	2:02	2:09	2:18	2:40	2:54	3:08	3:17	3:25
2:44	3:01	3:08	3:17	3:39	3:53	4:07	4:16	4:24
3:44	3:59	4:06	4:16	4:34	4:50	5:05	5:14	5:22
4:44	4:59	5:06	5:16	5:34	5:50	6:05	6:14	6:22
5:47	6:02	6:08	6:15	6:33	6:48	7:03	7:11	7:18
6:47	7:02	7:08	7:15	7:33	7:48	8:03	8:11	8:18

* - Originates at Colorado & Rosemead Bls. 6 minutes earlier than time shown. ALL BUSES ASSIGNED ARE ACCESSIBLE TO THE DISABLED.



LINE 192

FEBRUARY 15, 1993

No service operated on Sunday and the following holidays:
 New Year's Day, Memorial Day, Independence Day, Labor Day,
 Thanksgiving Day and Christmas Day

EASTBOUND MONDAY THROUGH FRIDAY SCHEDULE

Leave Ridgeway St & Valley Bl ...	Leave Arroyo Av & Fairplex Bl ...	Leave Mission Bl & Gates Av ...	Leave San Antonio & Holt Ave ...	Leave San Bernardino Av & Indian Hill Bl ...	Arrive Claremont Transit Center
6:13 AM	6:17 AM	6:26	6:30	6:35	6:39
6:53	6:57	7:06	7:10	7:15	7:19
7:26	7:32	7:41	7:45	7:50	7:54
8:03	8:07	8:16	8:20	8:25	8:29
8:43	8:47	8:56	9:00	9:05	9:09
9:23	9:27	9:36	9:40	9:45	9:49
10:03	10:07	10:16	10:20	10:25	10:29
10:47	10:51	11:01	11:05	11:11	11:15
11:27	11:31	11:41	11:45	11:51	11:55
12:07 PM	12:11 PM	12:21 PM	12:25 PM	12:31 PM	12:35 PM
12:47	12:51	1:01	1:05	1:11	1:15
1:27	1:31	1:41	1:45	1:51	1:55
2:07	2:11	2:21	2:25	2:31	2:35
2:17	2:21	2:31	2:35	2:41	2:45
2:47	2:51	3:01	3:05	3:11	3:15
3:27	3:31	3:41	3:45	3:51	3:55
4:07	4:11	4:21	4:25	4:31	4:35
4:47	4:51	5:01	5:05	5:11	5:15
5:27	5:31	5:41	5:45	5:51	5:55
6:13	6:17	6:26	6:30	6:35	6:39
6:56	7:02	7:11	7:15	7:20	7:24

EASTBOUND SATURDAY SCHEDULE

Leave Ridgeway St & Valley Bl	Leave Arroyo Av & Fairplex Bl	Leave Mission Bl & Gates Av	Leave San Antonio & Holt Ave	Leave San Bernardino Av & Indian Hill Bl	Arrive Claremont Transit Center
6:45 AM	6:49 AM	6:58 AM	7:02 AM	7:07 AM	7:12 AM
7:35	7:39	7:48	7:52	7:57	8:02
8:25	8:29	8:38	8:42	8:47	8:52
9:15	9:19	9:28	9:32	9:37	9:42
10:05	10:09	10:18	10:22	10:27	10:32
10:55	10:59	11:08	11:12	11:17	11:22
11:45	11:49	11:58	12:02 PM	12:07 PM	12:12 PM
12:35 PM	12:39 PM	12:48 PM	12:52	12:57	1:02
1:25	1:29	1:38	1:42	1:47	1:52
2:15	2:19	2:28	2:32	2:37	2:42
3:05	3:09	3:18	3:22	3:27	3:32
3:55	3:59	4:08	4:12	4:17	4:22
4:45	4:49	4:58	5:02	5:07	5:12
5:35	5:39	5:48	5:52	5:57	6:02
6:25	6:29	6:38	6:42	6:47	6:52

LINE S 192/194

Effective February 15, 1993

192 Arroyo Avenue-
 North White Avenue-
 San Bernardino Avenue

194 West Ninth Street-
 South Towne Avenue-
 Arrow Highway

 All trips accessible to the disabled



For Information, 5:30 AM to Midnight:
 1-800/252-7433, English-Espanol
 TTY 1-800/252-9040, Hearing Impaired
 Subject to change without notice

WESTBOUND MONDAY THROUGH FRIDAY SCHEDULE

Leave Claremont Transit Center	Leave San Bernardino Av. & Indian Hill Bl	Leave San Antonio & Holt Ave	Leave Mission Bl & Garey Av.	Leave Arroyo Av. & Fairplex Bl	Arrive Ridgeway St & Valley Bl
***	***	***	5:55 AM	6:03 AM	6:07 AM
6:10 AM	6:15 AM	6:20 AM	6:24	6:32	6:36
6:40	6:45	6:50	6:54	7:02	7:06
6:50	6:55	7:00	7:04	7:12	7:16
7:30	7:35	7:40	7:44	7:52	7:56
8:10	8:15	8:20	8:24	8:32	8:36
8:50	8:55	9:00	9:04	9:12	9:16
9:30	9:35	9:40	9:44	9:52	9:56
10:10	10:15	10:20	10:25	10:34	10:38
10:50	10:55	11:00	11:05	11:14	11:18
11:30	11:35	11:40	11:45	11:54	11:57
12:10 PM	12:15 PM	12:20 PM	12:25 PM	12:34 PM	12:38 PM
12:50	12:55	1:00	1:05	1:14	1:18
1:30	1:35	1:40	1:45	1:54	1:58
2:10	2:15	2:20	2:25	2:34	2:38
2:50	2:55	3:00	3:05	3:14	3:18
3:30	3:35	3:40	3:45	3:54	3:58
4:10	4:15	4:20	4:25	4:34	4:38
4:50	4:55	5:00	5:05	5:14	5:18
5:30	5:35	5:40	5:44	5:52	5:56
6:10	6:15	6:20	6:24	6:32	6:36
6:50	6:55	7:00	7:04	7:12	7:16

WESTBOUND SATURDAY SCHEDULE

Leave Claremont Transit Center	Leave San Bernardino Av. & Indian Hill Bl	Leave San Antonio & Holt Ave	Leave Mission Bl & Garey Av.	Leave Arroyo Av. & Fairplex Bl	Arrive Ridgeway St & Valley Bl
6:30 AM	6:37 AM	6:42 AM	6:46 AM	6:54 AM	6:58 AM
7:20	7:27	7:32	7:36	7:44	7:48
8:10	8:17	8:22	8:26	8:34	8:38
9:00	9:07	9:12	9:16	9:24	9:28
9:50	9:57	10:02	10:06	10:14	10:18
10:40	10:47	10:52	10:56	11:04	11:08
11:30	11:37	11:42	11:46	11:54	11:58
12:20 PM	12:27 PM	12:32 PM	12:36 PM	12:44 PM	12:48 PM
1:10	1:17	1:22	1:26	1:34	1:38
2:00	2:07	2:12	2:16	2:24	2:28
2:50	2:57	3:02	3:06	3:14	3:18
3:40	3:47	3:52	3:56	4:04	4:08
4:30	4:37	4:42	4:46	4:54	4:58
5:20	5:27	5:32	5:36	5:44	5:48
6:10	6:17	6:22	6:26	6:34	6:38

* Supplemental service operates on school days only. Subject to change or cancellation without notice.

Foothill Transit is your mass transit provider for the San Gabriel and
Pomona Valleys, and is a component of the METRO System,
the region's integrated transportation system.



LINE 194

FEBRUARY 15, 1993

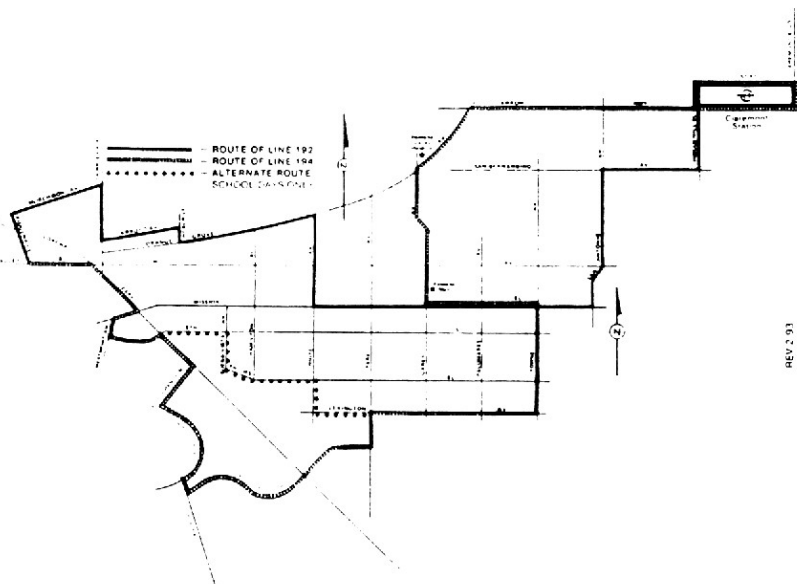
No service operated on Sunday and the following holidays:
 New Year's Day, Memorial Day, Independence Day, Labor Day,
 Thanksgiving Day and Christmas Day.

EASTBOUND - NORTHBOUND MONDAY THROUGH FRIDAY SCHEDULE

Leave Ridgeway St & Valley Bl	Leave Westmont Av & 9th St	Leave Village Loop & N. Ranch Bl	Leave Lexington St & Garey Av	Leave Mission Hwy & Garey Av	Leave Arrow Claremont Towne Av	Arrive Claremont Transit Center
...	...	...	...	5:58 AM	6:07 AM	6:10 AM
6:09 AM	6:14 AM	6:20 AM	6:26 AM	6:31	6:42	6:47
6:38	6:43	6:49	6:55	7:02	7:11	7:16
7:08	7:13	...	7:25	...	...	...
7:18	7:23	7:29	7:36	7:42	7:51	7:56
7:58	8:03	8:09	8:15	8:22	8:31	8:36
8:38	8:43	8:49	8:55	9:02	9:11	9:16
9:18	9:23	9:29	9:35	9:42	9:51	9:56
9:58	10:03	10:07	10:15	10:22	10:31	10:36
10:40	10:45	10:52	10:58	11:05	11:15	11:21
11:20	11:25	11:32	11:35	11:45	11:55	12:00 PM
11:59	12:05 PM	12:12 PM	12:18 PM	12:26 PM	12:35 PM	12:40
12:40 PM	12:45	12:52	12:58	1:06	1:15	1:20
1:20	1:25	1:32	1:38	1:47	1:55	2:00
2:00	2:05	2:12	2:18	2:27	2:35	2:40
2:40	2:45	2:52	2:58	3:06	3:15	3:20
3:20	3:25	3:32	3:38	3:46	3:55	4:00
4:00	4:05	4:12	4:18	4:26	4:35	4:40
4:40	4:45	4:52	4:58	5:06	5:15	5:20
5:20	5:25	5:32	5:38	5:46	5:55	6:00
6:40	6:45	6:52	6:58	7:06	7:15	7:20
7:18	7:23	7:29	7:35	7:42	7:51	7:56

EASTBOUND - NORTHBOUND SATURDAY SCHEDULE

Leave Ridgeway St & Valley Bl	Leave Westmont Av & 9th St	Leave Village Loop & N. Ranch Rd	Leave Lexington St & Garey Av	Leave Mission Hwy & Garey Av	Leave Arrow Hwy & Towne Av	Arrive Claremont Transit Center
6:58 AM	7:03 AM	7:09 AM	7:15 AM	7:22 AM	7:31 AM	7:36 AM
7:48	7:53	7:59	8:05	8:12	8:21	8:26
8:38	8:43	8:49	8:55	9:02	9:11	9:16
9:28	9:33	9:39	9:45	9:52	10:01	10:06
10:18	10:23	10:29	10:35	10:42	10:51	10:56
11:08	11:13	11:19	11:25	11:32	11:41	11:46
11:58	12:03 PM	12:09 PM	12:15 PM	12:22 PM	12:31 PM	12:36 PM
12:48 PM	12:53	12:59	1:05	1:12	1:21	1:26
1:38	1:43	1:49	1:55	2:02	2:11	2:16
2:28	2:33	2:39	2:45	2:52	3:01	3:06
3:18	3:23	3:29	3:35	3:42	3:51	3:56
4:08	4:13	4:19	4:25	4:32	4:41	4:46
4:58	5:03	5:09	5:15	5:22	5:31	5:36
5:48	5:53	5:59	6:05	6:12	6:21	6:26
6:38	6:43	6:49	6:55	7:02	7:11	7:16



MONDAY THROUGH FRIDAY SCHEDULE

Leave Claremont Transit Center	Leave Arrow Hwy. & Towne Av.	Leave Mission Bl. & Garey Av.	Leave Lexington St & Garey Av.	Leave Village Loop & N. Ranch Rd.	Leave Westmont Av. & 9th St.	Arrive Ridgeway St. & Valley Bl.
...	...	5:49 AM	5:56 AM	6:02 AM	6:08 AM	6:13 AM
6:15 AM	6:21 AM	6:29	6:36	6:42	6:48	6:53
6:50	6:56	7:04	7:11	7:17	7:23	7:28
7:25	7:31	7:39	7:46	7:52	7:58	8:03
8:05	8:11	8:19	8:26	8:32	8:38	8:43
8:45	8:51	8:59	9:06	9:12	9:18	9:23
9:25	9:31	9:39	9:46	9:52	9:58	10:03
10:05	10:12	10:21	10:29	10:35	10:41	10:47
10:45	10:52	11:01	11:09	11:15	11:21	11:27
11:25	11:32	11:41	11:49	11:55	12:01 PM	12:07 PM
12:05 PM	12:12 PM	12:21 PM	12:29 PM	12:35 PM	12:41	12:47
12:45	12:52	1:01	1:09	1:15	1:21	1:27
1:25	1:32	1:41	1:49	1:55	2:01	2:07
* 1:35	1:42	1:51	1:59	...	2:11	2:17
2:05	2:12	2:21	2:29	2:35	2:41	2:47
2:45	2:52	3:01	3:09	3:15	3:21	3:27
3:25	3:32	3:41	3:49	3:55	4:01	4:07
4:05	4:12	4:21	4:29	4:35	4:41	4:47
4:45	4:52	5:01	5:09	5:15	5:21	5:27
5:35	5:42	5:50	5:57	6:02	6:08	6:13
6:20	6:27	6:35	6:42	6:47	6:53	6:58

SOUTHBOUND - WESTBOUND SATURDAY SCHEDULE

Leave Claremont Transit Center	Leave Arrow Hwy & Towne Av.	Leave Mission Bl. & Garey Av.	Leave Lexington St & Garey Av.	Leave Village Loop & N. Ranch Rd.	Leave Westmont Av. & 9th St.	Arrive Ridgeway St. & Valley Bl.
6:55 AM	7:02 AM	7:10 AM	7:18 AM	7:24 AM	7:30 AM	7:35
7:45	7:52	8:00	8:08	8:14	8:20	8:25
8:35	8:42	8:50	8:58	9:04	9:10	9:15
9:25	9:32	9:40	9:48	9:54	10:00	10:05
10:15	10:22	10:30	10:38	10:44	10:50	10:55
11:05	11:12	11:20	11:28	11:34	11:40	11:45
11:55	12:02 PM	12:10 PM	12:18 PM	12:24 PM	12:30 PM	12:35 PM
12:45 PM	12:52	1:00	1:08	1:14	1:20	1:25
1:35	1:42	1:50	1:58	2:04	2:10	2:15
2:25	2:32	2:40	2:48	2:54	3:00	3:05
3:15	3:22	3:30	3:38	3:44	3:50	3:55
4:05	4:12	4:20	4:28	4:34	4:40	4:45
4:55	5:02	5:10	5:18	5:24	5:30	5:35
5:45	5:52	6:00	6:08	6:14	6:20	6:25
6:35	6:42	6:50	6:58	7:04	7:10	7:15

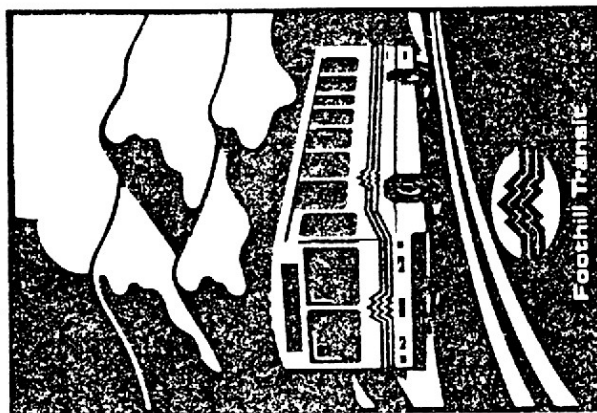
* Supplemental service operates on school days only. Subject to change or cancellation without notice.
+ - This trip ends at Mission & Towne, 4 minutes after time at Lexington & Garey.

L I N E S 192/194

Effective February 15, 1993

- 192 Arroyo Avenue-
North White Avenue-
San Bernardino Avenue
- 194 West Ninth Street-
South Towne Avenue-
Arrow Highway

 All trips accessible to the disabled



For Information, 5:30 AM to Midnight:
1-800/252-7433, English-Español
TTY 1-800/252-9040, Hearing Impaired
Subject to change without notice

NOTE: Schedule change to occur on April 18, 1993

November 9, 1992

LINE 274

No service operated on Sunday and the following holidays:
New Year's Day, Memorial Day, Independence Day, Labor Day,
Thanksgiving Day and Christmas Day.

MONDAY THROUGH FRIDAY SCHEDULE

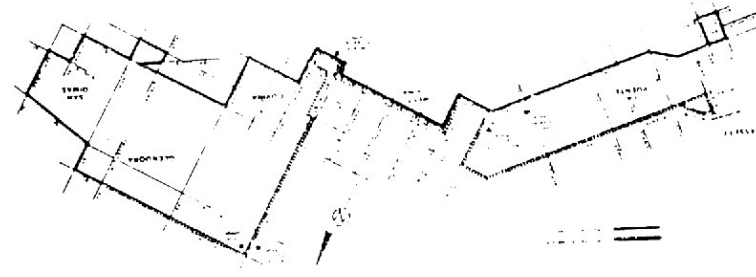
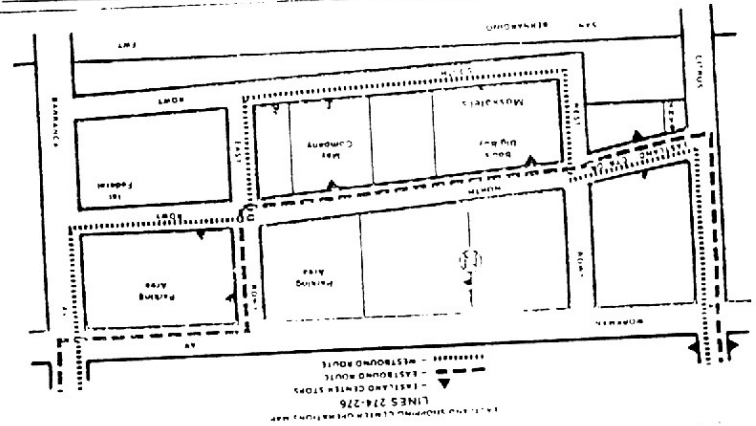
NORTHBOUND - EASTBOUND FROM BASSETT TO GLENDORA

Leave Bassett (Don Julian & Workman Mill Rds.)	Leave West Covina				Leave Covina (Center St.)	Leave Citrus & Alosta Ave.	Arrive Glendora (Foothill Bl. & Valley Center Ave.)
	Leave Puenite Av. & Amar Rd.	(Sunset & Puenite Ave.)	(Vincent Av. & W. Covina Pky.)	(Eastland Shipping Center)			
***	***	***	***	***	5:25 AM	5:32 AM	5:51 AM
6:00 AM	6:05 AM	6:15 AM	6:19 AM	6:29	6:36	6:44	6:55
6:34	6:39	6:49	6:53	7:05	7:13	7:23	7:39
7:53	8:00	8:12	8:19	8:34	8:42	8:49	9:00
9:00	9:07	9:18	9:23	9:34	9:41	9:49	10:00
10:00	10:07	10:18	10:23	10:34	10:41	10:49	11:00
11:00	11:07	11:18	11:23	11:34	11:41	11:49	12:00 PM
12:00	12:07 PM	12:18 PM	12:23 PM	12:34 PM	12:41 PM	12:49 PM	1:00
1:00 PM	1:07	1:18	1:23	1:34	1:41	1:49	2:00
2:00	2:07	2:18	2:23	2:34	2:41	2:49	3:00
3:00	3:07	3:18	3:23	3:34	3:42	3:50	4:01
3:48	3:55	4:06	4:11	4:22	4:30	4:38	4:49
5:00	5:06	5:16	5:20	5:30	5:39	5:46	5:56
6:00	6:06	6:16	6:20	6:30	6:38	6:46	6:56
7:00	7:06	7:16	7:20	7:30	7:39	7:46	7:56

SATURDAY SCHEDULE

NORTHBOUND - EASTBOUND

Leave Bassett (Don Julian & Workman Mill Rds.)	Leave West Covina				Leave Covina (Citrus Av. & Shipping Center St.)	Leave Citrus & Alosta Ave.	Arrive Glendora (Foothill Bl. & Valley Center Ave.)
	Leave Puenite Av. & Amar Rd.	(Sunset & Puenite Ave.)	(Vincent Av. & W. Covina Pky.)	(Eastland Shipping Center)			
6:34 AM	6:39 AM	6:49 AM	6:53 AM	7:05 AM	7:13 AM	7:23 AM	7:39 AM
7:53	8:00	8:12	8:19	8:34	8:42	8:49	9:00
9:00	9:07	9:18	9:23	9:34	9:41	9:49	10:00
10:00	10:07	10:18	10:23	10:34	10:42	10:49	11:00
11:00	11:07	11:18	11:23	11:34	11:42	11:49	12:00 PM
12:00 PM	12:07 PM	12:18 PM	12:23 PM	12:34 PM	12:42 PM	12:49 PM	1:00
1:00	1:07	1:18	1:23	1:34	1:42	1:49	2:00
2:00	2:07	2:18	2:23	2:34	2:42	2:49	3:00
3:00	3:07	3:18	3:23	3:34	3:42	3:50	4:01
4:00	4:07	4:18	4:23	4:34	4:42	4:50	5:01
5:00	5:06	5:16	5:20	5:30	5:39	5:46	5:56
6:00	6:06	6:16	6:20	6:30	6:39	6:46	6:56
7:00	7:06	7:16	7:20	7:30	7:39	7:46	7:56



NOTE: Schedule change to occur on April 18, 1993
MONDAY THROUGH FRIDAY SCHEDULE

SOUTHBOUND - WESTBOUND FROM GLENDORA TO BASSETT

Leave Glendora (Foothill Bl. & Valley Center Av.)	Leave Citrus & Alostia Avs.	Leave Covina Station	Leave West Covina			Leave Puente Av. & Amar Rd.	Arrive Bassett (Don Julian & Workman Mill Rds.)
			(Eastland Shopping Center)	(Vincent W. Covina Pky.)	Sunset Av. & Puente Avs.)		
5:10 AM	5:21 AM	5:30 AM	5:36 AM	5:46 AM	5:50 AM	6:02 AM	6:09 AM
6:22	6:33	6:43	6:51	7:04	7:09	7:20	7:28
7:30	7:41	7:50	7:56	8:06	8:10	8:22	8:29
8:30	8:41	8:50	8:56	9:06	9:10	9:22	9:29
9:35	9:47	9:56	10:03	10:14	10:19	10:30	10:37
10:35	10:47	10:56	11:03	11:14	11:19	11:30	11:37
11:35	11:47	11:56	12:03 PM	12:14 PM	12:19 PM	12:30 PM	12:37 PM
12:35 PM	12:47 PM	12:56 PM	1:03	1:14	1:19	1:30	1:37
1:35	1:47	1:56	2:03	2:14	2:19	2:30	2:37
2:25	2:37	2:46	2:53	3:04	3:09	3:20	3:27
3:38	3:50	4:00	4:08	4:19	4:25	4:36	4:43
4:38	4:50	5:00	5:08	5:19	5:25	5:36	5:43
5:38	5:50	6:00	6:08	6:19	6:25	6:36	6:43
6:48	7:00	7:10	7:18	7:29	7:35	7:46	7:53

SATURDAY SCHEDULE

SOUTHBOUND - WESTBOUND FROM GLENDORA TO BASSETT

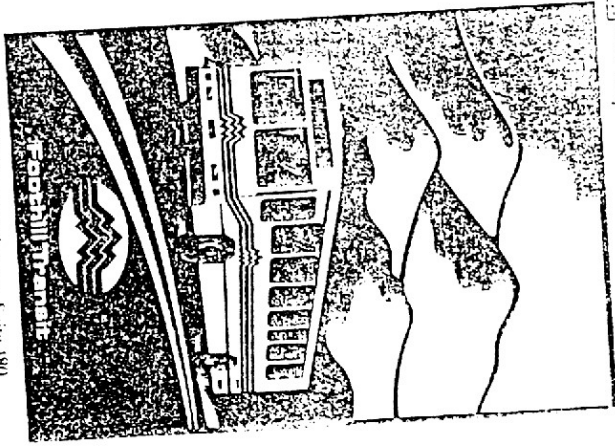
Leave Glendora (Foothill Bl. & Valley Center Av.)	Leave Citrus & Alostia Avs.	Leave Covina (Covina Bl. & Cypress St.)	Leave West Covina			Leave Puente Av. & Amar Rd.	Arrive Bassett (Don Julian & Workman Mill Rds.)
			(Eastland Shopping Center)	(Vincent W. Covina Pky.)	Sunset Av. & Puente Avs.)		
6:30 AM	6:41 AM	6:49 AM	6:55 AM	7:06 AM	7:10 AM	7:22 AM	7:29 AM
7:30	7:41	7:49	7:56	8:06	8:10	8:22	8:29
8:30	8:41	8:49	8:56	9:06	9:10	9:22	9:29
9:35	9:47	9:55	10:03	10:14	10:19	10:30	10:37
10:35	10:47	10:55	11:03	11:14	11:19	11:30	11:37
11:35	11:47	11:55	12:03 PM	12:14 PM	12:19 PM	12:30 PM	12:37 PM
12:35 PM	12:47 PM	12:55 PM	1:03	1:14	1:19	1:30	1:37
1:35	1:47	1:55	2:03	2:14	2:19	2:30	2:37
2:25	2:47	2:55	3:03	3:14	3:19	3:20	3:27
3:35	3:47	3:55	4:03	4:14	4:19	4:30	4:37
4:35	4:47	4:55	5:03	5:14	5:19	5:30	5:37
5:35	5:47	5:55	6:03	6:14	6:19	6:30	6:37
6:35	6:47	6:55	7:03	7:14	7:19	7:30	7:37

L I N E S

274/276

Effective November 9, 1992

- 274 Puente Avenue - Citrus Avenue
- 276 Sunset Avenue - Covina Boulevard - San Dimas Avenue



For Information: 5:30 AM to Midnight:
 1-800/252-7433, English-Espanol
 TTY: 1-800/252-9040, Hearing Impaired
 Subject to change without notice

100 N. Barranca Avenue, Suite 480
 West Covina, CA 91791-1600

All trips accessible to the disabled

NOTE: Schedule change to occur on April 18, 1993

November 9, 1992

LINE 276

No service operated on Sunday and the following holidays:
 New Year's Day, Memorial Day, Independence Day, Labor Day,
 Thanksgiving Day and Christmas Day.

NORTHBOUND - EASTBOUND FROM BASSETT TO GLENDORA

Leave Bassett (Gale & Latchford Aves.)	Leave Sunset Av. & Amar Rd.	Leave West Covina		Leave Covina (Covina Bl. & Glendora Av.)	Leave San Dimas (San Dimas & Bonita Aves.)	Arrive Glendora (Foothill Bl. & Valley Center Av.)
		(Vincent Av. & W. Covina Pky.)	(Eastland Shopping Center)			
5:22 AM	5:31 AM	5:39 AM	5:50 AM	6:00 AM	6:12 AM	6:27 AM
6:30	6:39	6:48	7:01	7:09	7:20	7:30
7:30	7:39	7:48	8:01	8:09	8:20	8:30
8:30	8:39	8:48	9:03	9:12	9:24	9:35
9:30	9:39	9:48	10:03	10:12	10:24	10:35
10:30	10:39	10:48	11:03	11:12	11:24	11:35
11:30	11:39	11:48	12:03 PM	12:12 PM	12:24 PM	12:35 PM
12:30 PM	12:39 PM	12:48 PM	1:03	1:12	1:24	1:35
1:20	1:29	1:38	1:53	2:02	2:14	2:25
2:30	2:41	2:50	3:04	3:14	3:27	3:38
3:30	3:41	3:50	4:04	4:14	4:27	4:38
4:30	4:41	4:50	5:04	5:14	5:27	5:38
5:30	5:41	5:50	6:04	6:14	6:27	6:38
6:33	6:44	6:53	7:07	7:17	7:30	7:41

SATURDAY SCHEDULE

NORTHBOUND - EASTBOUND FROM BASSETT TO GLENDORA

Leave Bassett (Gale & Latchford Aves.)	Leave Sunset Av. & Amar Rd.	Leave West Covina		Leave Covina (Covina Bl. & Glendora Av.)	Leave San Dimas (San Dimas & Bonita Aves.)	Arrive Glendora (Foothill Bl. & Valley Center Av.)
		(Vincent Av. & W. Covina Pky.)	(Eastland Shopping Center)			
6:30 AM	6:39 AM	6:48 AM	7:01 AM	7:09 AM	7:20 AM	7:30 AM
7:30	7:39	7:48	8:01	8:09	8:20	8:30
8:30	8:39	8:48	9:03	9:12	9:24	9:35
9:30	9:39	9:48	10:03	10:12	10:24	10:35
10:30	10:39	10:48	11:03	11:12	11:24	11:35
11:30	11:39	11:48	12:03 PM	12:12 PM	12:24 PM	12:35 PM
12:30 PM	12:39 PM	12:48 PM	1:03	1:12	1:24	1:35
1:30	1:39	1:48	1:03	2:12	2:24	2:35
2:30	2:39	2:48	3:03	3:12	3:24	3:35
3:30	3:39	3:48	4:03	4:12	4:24	4:35
4:30	4:39	4:48	5:03	5:12	5:24	5:35
5:30	5:39	5:48	6:03	6:12	6:24	6:35
6:30	6:39	6:48	7:03	7:12	7:24	7:35

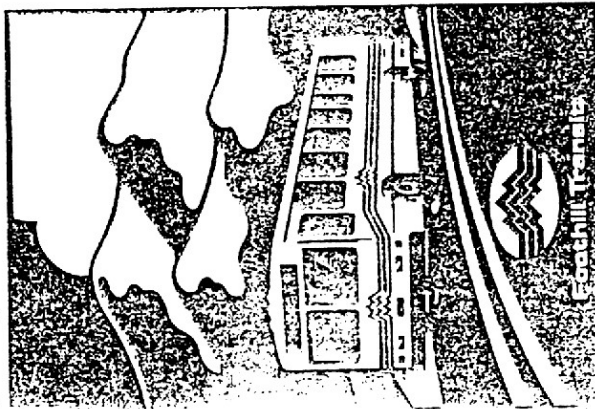
LINE S 274/276

Effective November 9, 1992

274 Puente Avenue - Citrus Avenue

276 Sunset Avenue - Covina Boulevard - San Dimas Avenue

All trips accessible to the disabled



100 N. Barranca Avenue, Suite 180
 West Covina, CA 91791-1690

For Information, 5:30 AM to Midnight:

1-800/252-7433, English-Español

TTY 1-800/252-9040, Hearing Impaired

Subject to change without notice

NOTE: Schedule change to occur on April 18, 1993

November 9, 1992

LINE 276

No service operated on Sunday and the following holidays:
 New Year's Day, Memorial Day, Independence Day, Labor Day,
 Thanksgiving Day and Christmas Day.

MONDAY THROUGH FRIDAY SCHEDULE

SOUTHBOUND - WESTBOUND FROM GLENDORA TO BASSETT

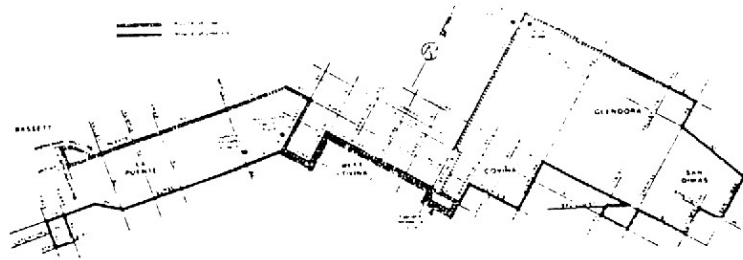
Leave Glendora (Foothill Bl. & Valley Center Av.)	Leave San Dimas (San Dimas & Bonita Aves.)	Leave Covina (Covina Bl. & Glendora Av.)	Leave West Covina		Leave Sunset Av. & Amar Rd.	Arrive Bassett (Gile & Litchford Aves.)
			(Eastland Shopping Center)	(Vincent Av. & W. Covina Pkwy.)		
5:56 AM	6:07 AM	6:18 AM	6:27 AM	6:40 AM	6:48 AM	6:57 AM
6:55	7:06	7:17	7:26	7:39	7:47	7:56
7:44	7:55	8:06	8:15	8:28	8:36	8:45
8:33	8:44	8:55	9:04	9:17	9:25	9:34
9:22	9:33	9:44	9:53	10:06	10:14	10:23
10:11	10:22	10:33	10:42	10:55	11:03	11:12
11:00	11:11	11:22	11:31	11:44	11:52	12:01
11:59	12:10	12:21	12:30	12:43	12:51	1:00
1:00 PM	1:11	1:22	1:31	1:44	1:52	2:01
2:00	2:11	2:22	2:31	2:44	2:52	3:01
3:00	3:11	3:22	3:31	3:44	3:52	4:01
4:01	4:12	4:23	4:32	4:45	4:53	5:02
4:49	5:01	5:12	5:21	5:34	5:42	5:51
5:56	6:08	6:21	6:30	6:44	6:53	7:02
6:56	7:08	7:21	7:30	7:44	7:53	8:02

SATURDAY SCHEDULE

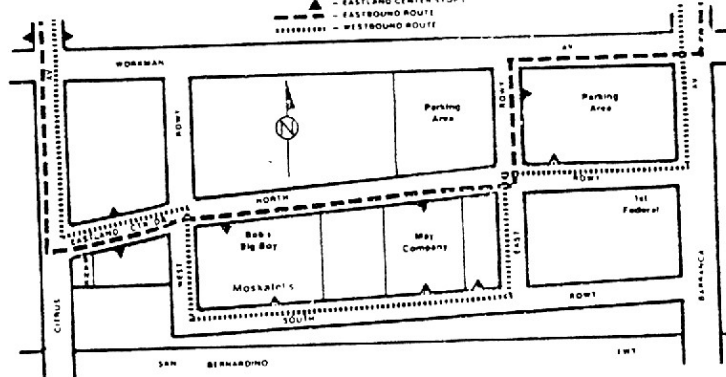
SOUTHBOUND - WESTBOUND FROM GLENDORA TO BASSETT

Leave Glendora (Foothill Bl. & Valley Center Av.)	Leave San Dimas (San Dimas & Bonita Aves.)	Leave Covina (Covina Bl. & Glendora Av.)	Leave West Covina		Leave Sunset Av. & Amar Rd.	Arrive Bassett (Gile & Litchford Aves.)
			(Eastland Shopping Center)	(Vincent Av. & W. Covina Pkwy.)		
6:55 AM	7:06 AM	7:17 AM	7:26 AM	7:39 AM	7:47 AM	7:56 AM
7:44	7:55	8:06	8:15	8:28	8:36	8:45
8:33	8:44	8:55	9:04	9:17	9:25	9:34
9:22	9:33	9:44	9:53	10:06	10:14	10:23
10:11	10:22	10:33	10:42	10:55	11:03	11:12
11:00	11:11	11:22	11:31	11:44	11:52	12:01
12:00 PM	12:11 PM	12:22 PM	12:31 PM	12:44 PM	12:52 PM	1:01
1:00	1:11	1:22	1:31	1:44	1:52	2:01
2:00	2:11	2:22	2:31	2:44	2:52	3:01
3:00	3:11	3:22	3:31	3:44	3:52	4:01
4:00	4:12	4:23	4:32	4:45	4:53	5:02
4:56	5:08	5:21	5:30	5:44	5:53	6:02
5:56	6:08	6:21	6:30	6:44	6:53	7:02
6:56	7:08	7:21	7:30	7:44	7:53	8:02

Foothill Transit is your mass transit provider for the San Gabriel and Pomona Valleys, and is a component of the METRO System, the region's integrated transportation system.



EASTLAND SHOPPING CENTER OPERATING MAP
 LINES 274-276
 - EASTLAND CENTER STOPS
 - EASTBOUND ROUTE
 - WESTBOUND ROUTE



Revised 11/92/20M

NOTE: Schedule change to occur on April 18, 1993

**LINE 280
MONDAY THROUGH FRIDAY SCHEDULE**

January 3, 1993

NORTHBOUND

Leave Industry (Puente Hills Mall)	Leave Azusa (Azusa Ave. & Amar Rd.)	Leave West Covina (Azusa Ave. & Cameron Ave.)	Leave Covina (Azusa Ave. & San Bernardino Rd.)	Arrive Azusa (Sierra Madre Ave. & San Gabriel Ave.)
5:45 AM	6:00 AM	6:07 AM	6:13 AM	6:23 AM
6:15	6:30	6:37	6:43	6:53
6:45	7:00	7:07	7:13	7:23
7:15	7:30	7:37	7:43	7:53
7:45	8:00	8:07	8:13	8:23
8:15	8:30	8:37	8:43	8:53
8:45	9:00	9:07	9:13	9:23
9:15	9:30	9:37	9:43	9:53
9:45	10:00	10:07	10:13	10:23
10:15	10:30	10:37	10:43	10:53
10:45	11:00	11:07	11:13	11:23
11:15	11:30	11:37	11:43	11:53
11:45	12:00 PM	12:08 PM	12:15 PM	12:25 PM
12:15 PM	12:30	12:38	12:45	12:55
12:45	1:00	1:08	1:15	1:25
1:15	1:30	1:38	1:45	1:55
1:45	2:00	2:08	2:15	2:25
2:15	2:30	2:38	2:45	2:55
2:45	3:00	3:08	3:15	3:25
3:15	3:30	3:38	3:45	3:55
3:45	4:00	4:08	4:15	4:25
4:15	4:30	4:38	4:45	4:55
4:45	5:00	5:08	5:15	5:25
5:15	5:30	5:38	5:45	5:55
5:45	6:00	6:08	6:15	6:25
6:15	6:30	6:38	6:45	6:55
6:45	6:58	7:05	7:11	7:21
7:25	7:38	7:45	7:51	8:01
8:15	8:28	8:35	8:41	8:51
8:55	9:08	9:15	9:21	9:31
9:45	9:58	10:05	10:11	10:21
10:30	10:43	10:50	10:56	11:06

SATURDAY, SUNDAY AND HOLIDAY SCHEDULE

Saturday, Sunday and Holiday schedule will be operated on the following Holidays:
New Year's Day, Memorial Day, Independence Day,
Labor Day, Thanksgiving Day and Christmas Day.

NORTHBOUND

Leave Industry (Puente Hills Mall)	Leave Azusa (Azusa Ave. & Amar Rd.)	Leave West Covina (Azusa Ave. & Cameron Ave.)	Leave Covina (Azusa Ave. & San Bernardino Rd.)	Arrive Azusa (Sierra Madre Ave. & San Gabriel Ave.)
6:15 AM	6:26 AM	6:31 AM	6:37 AM	6:48 AM
7:00	7:11	7:16	7:22	7:33
7:45	7:56	8:01	8:07	8:18
8:30	8:41	8:46	8:52	9:03
9:15	9:26	9:31	9:37	9:48
10:05	10:16	10:21	10:27	10:38
10:50	11:04	11:09	11:17	11:29
11:35	11:49	11:54	12:02 PM	12:14 PM
12:25 PM	12:39 PM	12:44 PM	12:52	1:04
1:15	1:29	1:34	1:42	1:54
2:05	2:19	2:24	2:32	2:44
2:55	3:09	3:14	3:22	3:34
3:45	4:00	4:07	4:15	4:27
4:35	4:50	4:57	5:05	5:17
5:25	5:40	5:47	5:55	6:07
6:15	6:30	6:37	6:45	6:57
7:05	7:20	7:27	7:35	7:47
7:55	8:10	8:17	8:25	8:37

For Information, 5:30 AM to Midnight:
1-800-252-7433, English-Spanish
TTY: 1-800-252-9040, Hearing Impaired

100 N. Barranca Avenue, Suite 400
West Covina, CA 91791-1800



All trips accessible to the disabled

Azusa Avenue

LINE 280
Effective January 3, 1993

NOTE: Schedule change to occur on April 18, 1993

**LINE 280
MONDAY THROUGH FRIDAY SCHEDULE**

January 3, 1993

SOUTHBOUND

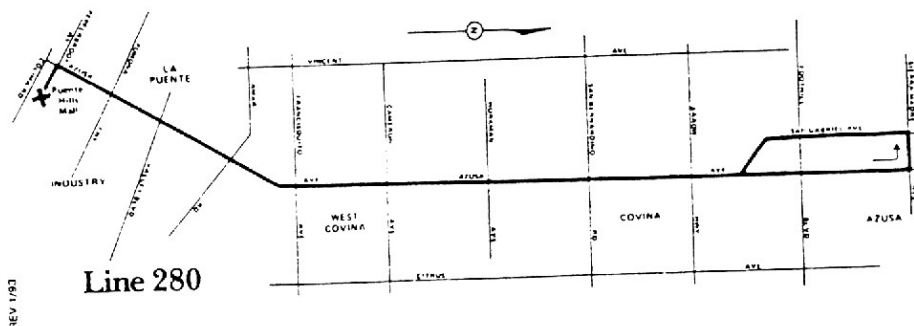
Leave Azusa (Sierra Madre Ave. & San Gabriel Ave.)	Leave Covina (Azusa Ave. & In Bernardino Rd)	Leave West Covina (Azusa Ave. & Cameron Ave.)	Leave Azusa (Azusa Ave. & Amar Rd)	Arrive Industry (Puente Hills Mall)
6:00 AM	6:12 AM	6:18 AM	6:25 AM	6:38 AM
6:30	6:42	6:48	6:55	7:08
7:00	7:12	7:18	7:25	7:38
7:30	7:42	7:48	7:55	8:08
8:00	8:12	8:18	8:25	8:38
8:30	8:42	8:48	8:55	9:08
9:00	9:12	9:18	9:25	9:38
9:30	9:42	9:48	9:55	10:08
10:00	10:12	10:18	10:25	10:38
10:30	10:42	10:48	10:55	11:08
11:00	11:12	11:18	11:25	11:38
11:30	11:42	11:48	11:55	12:08 PM
12:00 PM	12:12 PM	12:19 PM	12:26 PM	12:40
12:30	12:42	12:49	12:56	1:10
1:00	1:12	1:19	1:26	1:40
1:30	1:42	1:49	1:56	2:10
2:00	2:12	2:19	2:26	2:40
2:30	2:42	2:49	2:56	3:10
3:00	3:12	3:19	3:26	3:40
3:30	3:42	3:49	3:56	4:10
4:00	4:12	4:19	4:26	4:40
4:30	4:42	4:49	4:56	5:10
5:00	5:12	5:19	5:26	5:40
5:30	5:42	5:49	5:56	6:10
6:00	6:12	6:19	6:26	6:39
6:30	6:42	6:49	6:56	7:09
7:00	7:12	7:19	7:26	7:39
7:30	7:42	7:49	7:56	8:09
8:10	8:22	8:29	8:36	8:49
9:00	9:12	9:19	9:16	9:39
9:40	9:52	9:59	10:06	10:19

SATURDAY, SUNDAY AND HOLIDAY SCHEDULE

Saturday, Sunday and Holiday schedule will be operated on the following Holidays:
New Year's Day, Memorial Day, Independence Day,
Labor Day, Thanksgiving Day and Christmas Day.

SOUTHBOUND

Leave Azusa (Sierra Madre Ave. & San Gabriel Ave.)	Leave Covina (Azusa Ave. & San Bernardino Rd)	Leave West Covina (Azusa Ave. & Cameron Ave.)	Leave Azusa (Azusa Ave. & Amar Rd)	Arrive Industry (Puente Hills Mall)
6:15 AM	6:26 AM	6:32 AM	6:37 AM	6:47 AM
7:00	7:11	7:17	7:22	7:32
7:45	7:56	8:02	8:07	8:17
8:30	8:41	8:47	8:52	9:02
9:15	9:26	9:33	9:39	9:54
10:00	10:11	10:18	10:24	10:39
10:45	10:56	11:03	11:09	11:24
11:35	11:46	11:53	11:59	12:14 PM
12:25 PM	12:36 PM	12:43 PM	12:49 PM	1:04
1:15	1:26	1:33	1:39	1:54
2:05	2:17	2:24	2:31	2:47
2:55	3:07	3:14	3:21	3:37
3:45	3:57	4:04	4:11	4:27
4:35	4:47	4:54	5:01	5:17
5:25	5:37	5:44	5:51	6:07
6:15	6:27	6:34	6:41	6:57
7:05	7:17	7:24	7:31	7:47
7:55	8:07	8:14	8:21	8:37



Line 280

REV 1/93

LINE 291-293

December 7, 1992

MONDAY THROUGH FRIDAY SCHEDULE
 No service operated on Sunday and the following holidays
 New Year's Day, Memorial Day, Independence Day, Labor Day,
 Thanksgiving Day and Christmas Day

NORTH ON GAREY VIA LINE 291

SOUTH ON INDIAN HILL VIA LINE 293

Leave Pomona				Leave Claremont				Arrive Pomona			
(County Rd & Garey Av.)	(Garey Av. & Mission Bl.)	Pomona Station	(Garey Av. & Foothill Bl.)	(Indian Hill Bl. & Baseline Rd.)	(Indian Hill & Foothill Bls.)	(Indian Hill Bl. & San Bernardino Rd.)	Reservoir St. & Mission Bl.)	County Rd & Garey Av.)	(County Rd & Garey Av.)	(County Rd & Garey Av.)	(County Rd & Garey Av.)
***	***	***	***	***	5:25 AM	5:32 AM	5:39 AM	5:45 AM	***	***	***
***	5:44 AM	5:52 AM	5:55 AM	6:03 AM	6:09	6:16	6:23	6:32	***	***	***
5:55 AM	6:01	6:09	6:13	6:20	6:26	6:33	6:40	6:49	***	***	***
6:30	6:37	6:47	6:51	6:57	7:03	7:10	7:17	7:26	***	***	***
7:20	7:27	7:37	7:41	7:47	7:53	8:00	8:07	8:16	***	***	***
8:00	8:07	***	8:21	8:27	8:33	8:40	8:47	8:56	***	***	***
8:40	8:47	***	9:01	9:07	9:13	9:20	9:27	9:36	***	***	***
9:20	9:27	***	9:41	9:47	9:53	10:00	10:07	10:16	***	***	***
10:00	10:07	***	10:23	10:29	10:35	10:42	10:49	10:58	***	***	***
10:40	10:47	***	11:03	11:09	11:15	11:22	11:29	11:38	***	***	***
11:20	11:27	***	11:43	11:49	11:55	12:02 PM	12:09 PM	12:18 PM	***	***	***
11:59	12:07 PM	***	12:21 PM	12:30 PM	12:36 PM	12:43	12:50	1:00	***	***	***
12:40 PM	12:47	***	1:03	1:10	1:16	1:23	1:30	1:40	***	***	***
1:20	1:27	***	1:43	1:50	1:56	2:03	2:10	2:20	***	***	***
***	***	***	***	A 2:17	2:20	***	***	***	***	***	***
***	***	***	***	A 2:20	2:23	***	***	***	***	***	***
2:00	2:07	***	2:23	2:30	2:36	2:43	2:50	3:00	***	***	***
***	***	***	***	B 2:42	2:45	2:52	2:59	3:09	***	***	***
***	***	***	***	B 2:46	2:49	2:56	3:03	3:13	***	***	***
2:40	2:47	***	3:03	3:10	3:16	3:23	3:30	3:40	***	***	***
3:20	3:28	***	3:45	3:53	3:40	4:07	4:16	4:24	***	***	***
4:00	4:08	***	4:25	4:33	4:40	4:47	4:56	5:04	***	***	***
4:40	4:48	5:01	5:05	5:13	5:20	5:27	5:36	5:44	***	***	***
5:20	5:27	5:37	5:41	5:49	5:55	6:02	6:10	6:18	***	***	***
6:00	6:07	6:17	6:21	6:29	6:35	6:42	6:50	6:58	***	***	***
6:40	6:47	6:57	7:01	7:09	7:15	7:22	7:30	7:38	***	***	***

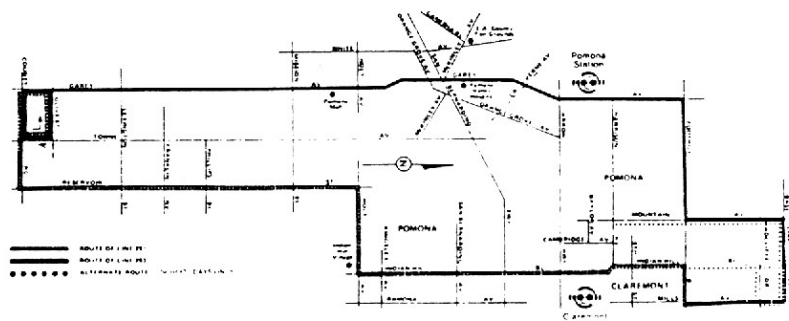
SATURDAY

NORTH ON GAREY VIA LINE 291

SOUTH ON INDIAN HILL VIA LINE 293

Leave Pomona				Leave Claremont				Arrive Pomona			
(County Rd & Garey Av.)	(Garey Av. & Mission Bl.)	(Garey Av. & Arrow Hwy)	(Garey Av. & Foothill Bl.)	(Indian Hill Bl. & Baseline Rd.)	(Indian Hill & Foothill Bls.)	(Indian Hill Bl. & San Bernardino Rd.)	(Reservoir St. & Mission Bl.)	County Rd & Garey Av.)	(County Rd & Garey Av.)	(County Rd & Garey Av.)	(County Rd & Garey Av.)
6:15 AM	6:22 AM	6:30 AM	6:34 AM	6:42 AM	6:45 AM	6:55 AM	7:02 AM	7:10 AM	***	***	***
7:00	7:07	7:15	7:19	7:27	7:33	7:40	7:47	7:55	***	***	***
7:45	7:52	8:00	8:04	8:12	8:18	8:25	8:32	8:40	***	***	***
8:30	8:37	8:45	8:49	8:57	9:03	9:10	9:17	9:25	***	***	***
9:15	9:22	9:30	9:34	9:42	9:48	9:55	10:02	10:10	***	***	***
10:00	10:07	10:15	10:19	10:27	10:33	10:40	10:47	10:55	***	***	***
10:45	10:52	11:00	11:04	11:12	11:18	11:25	11:32	11:40	***	***	***
11:30	11:37	11:45	11:49	11:57	12:03 PM	12:10 PM	12:17 PM	12:25 PM	***	***	***
12:15 PM	12:22 PM	12:30 PM	12:34 PM	12:42 PM	12:48	12:55	1:02	1:10	***	***	***
1:00	1:07	1:15	1:19	1:27	1:33	1:40	1:47	1:55	***	***	***
1:45	1:52	2:00	2:04	2:12	2:18	2:25	2:32	2:40	***	***	***
2:30	2:37	2:45	2:49	2:57	3:03	3:10	3:17	3:25	***	***	***
3:15	3:22	3:30	3:34	3:42	3:48	3:55	4:02	4:10	***	***	***
4:00	4:07	4:15	4:19	4:27	4:33	4:40	4:47	4:55	***	***	***
4:45	4:52	5:00	5:04	5:12	5:18	5:25	5:32	5:40	***	***	***
5:30	5:37	5:45	5:49	5:57	6:03	6:10	6:17	6:25	***	***	***
6:15	6:22	6:30	6:34	6:42	6:48	6:55	7:02	7:10	***	***	***

- A - Originates at Mountain and Harrison Ave. 21 minutes before time shown at Indian Hill & Baseline and terminates at Indian Hill & Foothill Bls. Operates via alternate route (see map) On School Days only
- B - Originates at Mountain and Harrison Ave. 16 minutes before time shown at Indian Hill & Baseline and terminates at Indian Hill & Kingsley St. Operates via alternate route (see map) On School Days only
- S - Originates at Indian Hill Bl. & Kingsley St. 3 minutes before time shown at Indian Hill & San Bernardino. Operates via alternate route (see map) On School Days only
- @ - Originates at Indian Hill and Foothill Bls. and operates on alternate route. (see map) On School Days only
- % - Via alternate route (see map). Operates 7 minutes later than time shown after leaving Indian Hill & Foothill.



REV. 12/92

LINE 293-291

December 7, 1992

MONDAY THROUGH FRIDAY SCHEDULE
 No service operated on Sunday and the following holidays:
 New Year's Day, Memorial Day, Independence Day, Labor Day,
 Thanksgiving Day and Christmas Day

NORTH ON INDIAN HILL VIA LINE 293					SOUTH ON GAREY VIA LINE 291				
Leave Pomona					Arrive Pomona				
Leave Claremont									
(County Rd & Garey Av.)	(Reservoir St & Mission Bl.)	(Indian Hill Bl & San Bernardino Rd)	(Indian Hill & Foothill Bl's)	(Indian Hill Bl & Baseline Rd)	(Garey Av & Foothill Bl)	(M) Pomona Station	(Garey Av & Mission Bl)	(County Rd 3 & Garey Av.)	
5:55 AM	6:05 AM	6:12 AM	6:19 AM	6:25 AM	6:34 AM	6:38 AM	6:47 AM	6:55 AM	
6:38	6:48	6:56	7:03	7:09	7:19	7:25	7:33	7:41	
...	...	C 7:15	7:22	7:33	...	...	...	...
7:13	7:23	7:31	7:38	7:42	7:52	7:58	8:06	8:15	
...	...	...	7:43	7:54	...	...	...	...
8:00	8:10	7:38	7:45	7:55	8:09	...	8:23	...	
8:40	8:50	8:18	8:25	8:31	8:41	...	8:55	9:04	
9:20	9:30	8:58	9:05	9:11	9:21	...	9:34	9:43	
10:00	10:10	9:38	9:45	9:51	10:01	...	10:14	10:23	
10:40	10:50	10:18	10:25	10:31	10:41	...	10:54	11:03	
11:20	11:30	10:58	11:06	11:12	11:22	...	11:35	11:44	
11:59	12:10 PM	11:46	11:52	12:02 PM	12:12	...	12:15 PM	12:24 PM	
12:40 PM	12:50	12:18 PM	12:26 PM	12:32 PM	12:42	...	12:55	1:04	
1:20	1:30	1:06	1:12	1:22	1:32	...	1:35	1:44	
2:00	2:10	1:38	1:46	1:52	2:02	...	2:15	2:24	
2:40	2:50	2:18	2:26	2:32	2:42	...	2:55	3:04	
3:20	3:30	3:07	3:13	3:23	3:33	...	3:36	3:46	
4:05	4:15	3:39	3:47	3:53	4:03	...	4:18	4:26	
4:48	4:58	4:24	4:32	4:38	4:48	4:51	5:03	5:11	
5:30	5:40	5:07	5:15	5:21	5:31	5:34	5:46	5:54	
6:08	6:18	5:49	5:57	6:03	6:13	6:16	6:28	6:36	
6:48	6:58	6:25	6:33	6:39	6:49	6:52	7:05	7:13	
7:29	7:39	7:05	7:13	7:19	7:29	7:32	7:45	7:53	

SATURDAY

NORTH ON INDIAN HILL VIA LINE 293					SOUTH ON GAREY VIA LINE 291				
Leave Pomona					Arrive Pomona				
Leave Claremont									
(County Rd & Garey Av.)	(Reservoir St & Mission Bl.)	(Indian Hill Bl & San Bernardino Rd)	(Indian Hill & Foothill Bl's)	(Indian Hill Bl & Baseline Rd)	(Garey Av & Foothill Bl)	(Garey Av & Arrow Hwy)	(Garey Av & Mission Bl)	(County Rd 3 & Garey Av.)	
6:40 AM	6:50 AM	6:58 AM	7:05 AM	7:11 AM	7:21 AM	7:25 AM	7:33 AM	7:41 AM	
7:25	7:35	7:43	7:50	7:56	8:06	8:10	8:18	8:26	
8:10	8:20	8:28	8:35	8:41	8:51	8:55	9:03	9:11	
8:55	9:05	9:13	9:20	9:26	9:36	9:40	9:48	9:56	
9:40	9:50	9:58	10:05	10:11	10:21	10:25	10:33	10:41	
10:25	10:35	10:43	10:50	10:56	11:06	11:10	11:18	11:26	
11:10	11:20	11:28	11:35	11:41	11:51	11:55	12:03 PM	12:11 PM	
11:55	12:05 PM	12:13 PM	12:20 PM	12:26 PM	12:36 PM	12:40 PM	12:48	12:56	
12:40 PM	12:50	12:58	1:05	1:11	1:21	1:25	1:33	1:41	
1:25	1:35	1:43	1:50	1:56	2:06	2:10	2:18	2:26	
2:10	2:20	2:28	2:35	2:41	2:51	2:55	3:03	3:11	
2:55	3:05	3:13	3:20	3:26	3:36	3:40	3:48	3:56	
3:40	3:50	3:58	4:05	4:11	4:21	4:25	4:33	4:41	
4:25	4:35	4:43	4:50	4:56	5:06	5:10	5:18	5:26	
5:10	5:20	5:28	5:35	5:41	5:51	5:55	6:03	6:11	
5:55	6:05	6:13	6:20	6:26	6:36	6:40	6:48	6:56	

- C - Originates at Indian Hill & San Bernardino and operates via alternate route (see map). On School Days only
- S - Originates at Indian Hill Bl and Kingsley St 3 minutes before time shown at Indian Hill & San Bernardino. Operates via alternate route (see map). On School Days only
- W - Originates at Indian Hill and Foothill Blvds and operates via alternate route (see map). On School Days only
- * - Via alternate route (see map). Operates 7 minutes later than time shown after leaving Indian Hill & Foothill

Foothill Transit is your mass transit provider for the San Gabriel and Pomona Valley, and is a component of the METRO System, the region's integrated transportation system.



100 N. Barranca Avenue, Suite 400
 West Covina, CA 91791-1760
 For Information, 5:30 AM to Midnight
 1-800-952-7433, English-Espanol
 TTY 1-800-952-9040, Hearing Impaired
 Subject to change without notice.

All trips accessible to the disabled
 291- Garey Ave.-Foothill Blvd
 293- Indian Hill Boulevard -
 Reservoir Street.

Effective December 7, 1992

LINE S 291/293

LINE 482 WESTBOUND

January 3, 1993

MONDAY THROUGH FRIDAY SCHEDULE

Leave Diamond Bar		Approximate Times							Arrive Los Angeles	
Leave Pomona (Holl Ave. & Indian Hill Blvd)	Leave Diamond Bar Blvd & Golden Springs Dr	Leave Colima Rd & Nogales St	Leave Industry (Pueño Hills Mall)	Leave Hacienda Blvd & Gale Ave	Leave Santa Anita & Fawcett Aves	Leave El Monte (El Monte Station)	Leave CSULA Busway Station	Leave LAC/USC Busway Station	(Spring St & 1st St)	(Grand Ave & Venice Blvd)
***	4:34 AM	4:50 AM	4:59 AM	5:13 AM	5:30 AM	5:41 AM	5:49 AM	5:52 AM	5:58 AM	6:10 AM
4:49 AM	5:14	5:30	5:39	5:53	6:10	6:21	6:29	6:32	6:38	6:50
***	5:25	5:45	5:55	6:10	6:29	6:41	6:49	6:52	7:00	7:11
5:12	5:37	5:52	6:03	6:20	6:41	6:53	7:01	7:04	7:15	7:25
***	5:57	6:12	6:23	6:40	7:01	7:13	7:21	7:24	7:35	7:45
5:52	6:17	6:32	6:43	7:00	7:21	7:33	7:41	7:44	7:55	8:05
6:20	6:51	7:08	7:19	7:37	7:56	8:07	8:15	8:18	8:29	8:40
6:55	7:26	7:43	7:54	8:12	8:31	8:42	8:50	8:53	9:04	9:15
7:40	8:11	8:28	8:39	8:57	9:16	9:27	***	***	***	***
8:40	9:11	9:28	9:39	9:57	10:16	10:27	***	***	***	***
9:30	10:01	10:18	10:29	10:47	11:06	11:17	***	***	***	***
10:20	10:51	11:08	11:19	11:37	11:56	12:07	***	***	***	***
11:00	11:31	11:47	11:58	12:16 PM	12:36 PM	12:48 PM	***	***	***	***
12:00 PM	12:31 PM	12:47 PM	12:58 PM	1:16	1:36	1:48	***	***	***	***
1:00	1:31	1:47	1:58	2:16	2:36	2:48	2:57 PM	3:00 PM	3:07 PM	3:17 PM
1:30	2:01	2:17	2:28	2:46	3:06	3:18	3:27	3:30	3:37	3:47
2:00	2:31	2:47	2:58	3:16	3:36	3:48	3:57	4:00	4:07	4:17
2:30	3:01	3:17	3:28	3:46	4:06	4:18	4:27	4:30	4:37	4:47
3:00	3:31	3:47	3:58	4:16	4:36	4:48	4:57	5:00	5:07	5:17
3:30	4:01	4:17	4:28	4:46	5:06	5:18	5:27	5:30	5:37	5:47
4:10	4:45	5:02	5:14	5:32	5:47	6:02	***	***	***	***
5:00	5:30	5:52	6:04	6:22	6:37	6:52	***	***	***	***
5:39	6:05	6:23	6:34	6:50	7:08	7:17	***	***	***	***
6:27	6:53	7:11	7:22	7:38	7:54	8:05	***	***	***	***
7:46	8:09	8:22	8:30	8:42	8:57	9:05	***	***	***	***
8:46	9:09	9:22	9:30	9:42	9:57	10:05	***	***	***	***
9:46	10:09	10:22	10:30	10:42	10:57	11:05	***	***	***	***
10:46	11:09	11:22	11:30	11:42	11:57	12:05 AM	***	***	***	***

WESTBOUND PASSENGERS RESTRICTIONS - FROM THE EAST TERMINAL TO AND INCLUDING ARCADIA & LOS ANGELES STS - UNION STATION - PASSENGERS MAY BOARD & ALIGHT AT ANY STOP FROM ARCADIA & LOS ANGELES STS. TO THE WEST TERMINAL PASSENGERS WILL BE DISCHARGED ONLY.

SATURDAY SCHEDULE

NO SERVICE OPERATED WEST OF EL MONTE STATION ON SATURDAY

Leave Pomona		Approximate Times							Arrive El Monte	
(Holl Ave. & Indian Hill Blvd)	(Holl Ave. & Garey Ave)	Leave Diamond Bar Blvd & Golden Springs Dr	Leave Colima Rd & Nogales St	Leave Industry (Pueño Hills Mall)	Leave Hacienda Blvd & Gale Ave	Leave Santa Anita & Fawcett Aves	Leave El Monte (El Monte Station)	Leave El Monte (El Monte Station)	Leave El Monte (El Monte Station)	
5:40 AM	5:47 AM	6:02 AM	6:13 AM	6:25 AM	6:36 AM	6:50 AM	6:58 AM	6:58 AM	6:58 AM	
6:40	6:47	7:02	7:13	7:25	7:36	7:50	7:58	7:58	7:58	
7:40	7:47	8:02	8:13	8:25	8:36	8:50	8:58	8:58	8:58	
8:50	8:57	9:17	9:31	9:43	9:57	10:14	10:22	10:22	10:22	
9:55	10:02	10:22	10:36	10:48	11:02	11:19	11:27	11:27	11:27	
10:55	11:02	11:22	11:36	11:48	12:02 PM	12:19 PM	12:27 PM	12:27 PM	12:27 PM	
12:00 PM	12:09 PM	12:28 PM	12:42 PM	12:55 PM	1:14	1:33	1:41	1:41	1:41	
1:05	1:14	1:33	1:47	2:00	2:19	2:38	2:46	2:46	2:46	
2:10	2:18	2:37	2:50	3:00	3:18	3:35	3:43	3:43	3:43	
3:10	3:18	3:37	3:50	4:00	4:18	4:35	4:43	4:43	4:43	
4:10	4:18	4:37	4:50	5:00	5:18	5:35	5:43	5:43	5:43	
5:10	5:16	5:35	5:47	5:57	6:13	6:29	6:36	6:36	6:36	
6:10	6:16	6:35	6:47	6:57	7:13	7:29	7:36	7:36	7:36	
7:10	7:16	7:35	7:47	7:57	8:13	8:29	8:36	8:36	8:36	
8:10	8:16	8:33	8:43	8:51	9:04	9:19	9:26	9:26	9:26	
9:10	9:16	9:33	9:43	9:51	10:04	10:19	10:26	10:26	10:26	
10:10	10:16	10:33	10:43	10:51	11:04	11:19	11:26	11:26	11:26	

SUNDAY AND HOLIDAY SCHEDULE

SUNDAY SCHEDULE WILL BE OPERATED ON NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY AND CHRISTMAS DAY.

NO SERVICE OPERATED WEST OF EL MONTE STATION ON SUNDAY AND ABOVE HOLIDAYS

Leave Pomona		Approximate Times							Arrive El Monte	
(Holl Ave. & Indian Hill Blvd)	(Holl Ave. & Garey Ave)	Leave Diamond Bar Blvd & Golden Springs Dr	Leave Colima Rd & Nogales St	Leave Industry (Pueño Hills Mall)	Leave Hacienda Blvd & Gale Ave	Leave Santa Anita & Fawcett Aves	Leave El Monte (El Monte Station)	Leave El Monte (El Monte Station)	Leave El Monte (El Monte Station)	
5:40 AM	5:45 AM	5:59 AM	6:10 AM	6:18 AM	6:30 AM	6:46 AM	6:54 AM	6:54 AM	6:54 AM	
6:40	6:45	6:59	7:10	7:18	7:30	7:46	7:54	7:54	7:54	
7:40	7:45	7:59	8:10	8:18	8:30	8:46	8:54	8:54	8:54	
8:46	8:51	9:07	9:20	9:31	9:44	10:01	10:09	10:09	10:09	
9:45	9:51	10:07	10:20	10:31	10:44	11:01	11:09	11:09	11:09	
10:45	10:51	11:11	11:22	11:35	11:49	12:05 PM	12:13 PM	12:13 PM	12:13 PM	
11:45	11:51	12:11 PM	12:22 PM	12:35 PM	12:49 PM	1:05	1:13	1:13	1:13	
12:50 PM	12:51 PM	1:11	1:22	1:35	1:49	2:05	2:18	2:18	2:18	
1:55	1:56	2:16	2:27	2:40	2:54	3:10	3:23	3:23	3:23	
2:55	3:01	3:21	3:32	3:45	3:59	4:15	4:23	4:23	4:23	
3:55	4:01	4:21	4:32	4:45	4:59	5:15	5:23	5:23	5:23	
4:55	5:01	5:21	5:32	5:45	5:59	6:15	6:23	6:23	6:23	
5:55	6:01	6:21	6:32	6:45	6:59	7:15	7:23	7:23	7:23	
6:55	7:01	7:21	7:32	7:45	7:59	8:15	8:23	8:23	8:23	
7:55	8:01	8:21	8:32	8:45	8:59	9:15	9:23	9:23	9:23	

PASSENGERS WHOSE ORIGIN IS WEST OF EL MONTE MAY TRANSFER TO OTHER BUSWAY SERVICES AT EL MONTE STATION.

100 N. Burbank Avenue, Suite 400
West Covina, CA 91791-0600
or Information: 3:30 AM to Midnight
1-800-252-7433, English & Spanish
TV 1-800-252-9040, Hearing Impaired
Monday through Saturday



All trips accessible to the disabled

Los Angeles -
Hacienda Heights -
Pomona -
Via Colima Road

Effective January 3, 1993

482

L I N E I

NOTE: Schedule change to occur on April 10, 1993
LINE 486

MONDAY THROUGH FRIDAY SCHEDULE

DIRECT SERVICE FROM LOS ANGELES IS OPERATED ONLY AS SHOWN. AT ALL OTHER TIMES, THROUGH SERVICE FROM LOS ANGELES IS AVAILABLE BY RIDING OTHER BUSWAY SERVICES AND TRANSFERRING AT EL MONTE STATION.

EASTBOUND FROM LOS ANGELES

Los Angeles		LACUSC	CSULA	El Monte	Garvey & Durlee	Amar & Puente	La Puente Amar & Hacienda	Amar & Temple	Puente Hills Mall
Olive & Venice	Spring 1st	Busway Station	Busway Station	El Monte Station					
.....	.....	.....	.....	510AM	520AM	527AM	532AM	540AM	551AM
.....	.....	.....	.....	600	610	617	624	632	643
.....	.....	.....	.....	630	640	647	656	704	715
.....	.....	.....	.....	700	710	717	726	734	745
.....	.....	.....	.....	729	739	746	755	803	814
702AM	712AM	717AM	720AM	805	815	822	831	839	850
738	748	753	756	845	855	902	911	919	930
817	827	833	836	845	855	902	1010	1018	1029
915	926	933	936	945	955	1002	1110	1118	1129
.....	.....	.....	.....	1045	1055	1102	1213PM	1221PM	1233PM
.....	.....	.....	.....	1145	1157	1205PM	101	109	117
.....	.....	.....	.....	1240PM	1253PM	131	141	149	157
.....	.....	.....	.....	120	133	141	149	157	210
.....	.....	.....	.....	200	213	221	229	237	250
.....	.....	.....	.....	230	243	251	259	307	320
.....	.....	.....	.....	305	318	326	334	342	356
.....	.....	.....	.....	339	352	400	408	416	430
.....	.....	.....	.....	408	423	431	439	452	506
333PM	346PM	354PM	358PM	423	438	446	454	507	521
348	401	409	413	423	438	446	454	507	535
402	415	423	427	437	452	500	508	521	555
426	440	446	450	500	514	522	530	543	607
440	453	459	503	513	527	535	543	556	637
.....	.....	.....	.....	543	557	605	613	626	647
.....	.....	.....	.....	546	556	609	617	624	636
523	536	542	546	620	632	640	647	657	708
547	600	606	610	620	632	640	647	657	743
.....	.....	.....	.....	655	707	715	722	732	837
.....	.....	.....	.....	750	802	809	816	826	837
.....	.....	.....	.....	851	901	907	914	923	933
.....	.....	.....	.....	951	1001	1007	1014	1023	1033
.....	.....	.....	.....	1045	1055	1101	1108	1117	1127

Passenger Restrictions -- Outbound from Los Angeles -- From Olive & Venice to Aliso & Los Angeles passengers may board only. At Aliso & Los Angeles and all stops to Puente Hills Mall, passengers may board and alight at any stop.

SATURDAY SCHEDULE

NO SERVICE OPERATED WEST OF EL MONTE STATION ON SATURDAY

EASTBOUND FROM EL MONTE

El Monte El Monte Station	Garvey & Durlee	Amar & Puente	La Puente Amar & Hacienda	Amar & Temple	Puente Hills Mall
600AM	609AM	617AM	624AM	631AM	639AM
700	709	717	724	731	739
800	809	817	824	831	839
900	910	918	925	933	941
1000	1011	1019	1026	1035	1043
1100	1111	1119	1126	1135	1146
1159	1211PM	1219PM	1226PM	1235PM	1246PM
100PM	111	119	126	135	146
200	211	219	226	235	246
300	311	319	326	335	346
400	411	419	426	435	446
500	511	519	526	535	544
600	611	619	627	635	643
650	701	709	717	724	732
750	801	808	815	822	830
852	903	910	917	924	932
951	1002	1009	1016	1023	1031
1045	1056	1103	1110	1117	1125

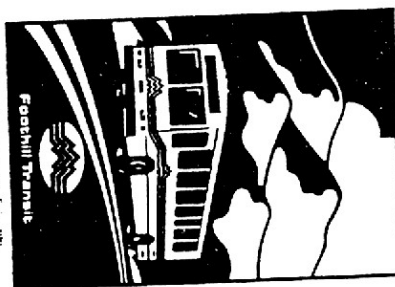
SUNDAY AND HOLIDAY SCHEDULE

NO SERVICE OPERATED WEST OF EL MONTE STATION ON SUNDAY AND THE FOLLOWING HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY AND CHRISTMAS DAY

EASTBOUND FROM EL MONTE

El Monte El Monte Station	Garvey & Durlee	Amar & Puente	La Puente Amar & Hacienda	Amar & Temple	Puente Hills Mall
550AM	559AM	606AM	612AM	620AM	627AM
645	654	701	707	715	722
745	754	801	807	815	823
845	854	901	907	915	925
945	955	1002	1009	1018	1028
1045	1057	1104	1113	1122	1132
1145	1157	1204PM	1213PM	1222PM	1233PM
1245PM	1257PM	105	114	123	135
145	157	205	214	223	235
245	257	305	314	323	335
345	357	405	414	423	435
445	457	505	514	522	532
545	556	604	613	620	629
650	701	709	717	724	732
745	756	803	810	817	825
852	903	910	917	924	932
951	1002	1009	1016	1023	1031
1045	1056	1103	1110	1117	1125

For Information: 3:30 AM to Midnight:
 1-800-929-7434, English-Spanish
 TTY: 1-800-929-9040, Hearing Impaired
 *Subject to change without notice.



All stops accessible to the disabled

Los Angeles-
 El Monte-
 Puente Hills Mall
 Via Amar Road

Effective June 21, 1992

4 8 6
 L I N E

NOTE: Schedule change to occur on April 18, 1993

6/21/92

LINE 486
MONDAY THROUGH FRIDAY SCHEDULE

DIRECT SERVICE TO LOS ANGELES IS OPERATED ONLY AS SHOWN AT ALL OTHER TIMES, THROUGH SERVICE TO LOS ANGELES IS AVAILABLE BY TRANSFERRING TO OTHER BUSWAY SERVICES AT EL MONTE STATION

WESTBOUND TO LOS ANGELES

Puente Hills Mail	Amar & Temple	La Puente Amar & Hacienda	Amar & Puente	Garvey & Durfee	El Monte El Monte Station	CSULA Busway Station	LAC USC Busway Station	Los Angeles	
								Spring & 1st	Grand & Venice
445AM	455AM	503AM	510AM	520AM	531AM	538AM	541AM	547AM	557AM
515	525	533	540	550	601	608	611	617	627
531	541	550	557	607	619	626	629	636	647
549	559	608	615	625	637	644	647	654	705
605	616	625	631	641	654	701	704	712	725
622	633	642	648	658	711	718	721	729	742
635	646	655	701	711	724	731	734	742	755
649	700	709	715	725	738	745	748	756	809
705	716	725	731	741	754	801	804	812	825
723	734	743	749	759	812	819	822	830	843
740	751	801	807	817	830	837	840	848	903
802	813	823	829	839	852	.....	.....	.....	.....
836	846	856	902	911	923	930	933	941	953
940	950	957	1003	1012	1023	.....	.....	.....	.....
1040	1050	1057	1103	1112	1123	.....	.....	.....	.....
1140	1150	1157	1203PM	1212PM	1223PM	.....	.....	.....	.....
1240PM	1250PM	1257PM	103	112	123	.....	.....	.....	.....
140	150	157	203	212	223	.....	.....	.....	.....
226	237	245	252	302	313	320PM	323PM	330PM	338PM
256	309	318	326	337	348	355	358	406	414
330	343	352	400	411	422	429	432	440	448
405	418	427	435	446	457	504	507	515	523
445	458	507	515	526	537	.....	.....	.....	.....
545	559	608	616	626	637	.....	.....	.....	.....
640	654	703	711	721	732	.....	.....	.....	.....
740	753	801	808	818	829	.....	.....	.....	.....
845	857	904	909	918	929	.....	.....	.....	.....
945	957	1004	1009	1018	1029	.....	.....	.....	.....
1045	1057	1104	1109	1118	1129	.....	.....	.....	.....

Passenger Restrictions -- Inbound to Los Angeles -- From Puente Hills Mail to and including Arcadia & Los Angeles passengers may board and alight at any stop. From Arcadia & Los Angeles to Grand & Venice passengers will be discharged only.

SATURDAY SCHEDULE
NO SERVICE OPERATED WEST OF EL MONTE STATION ON SATURDAY

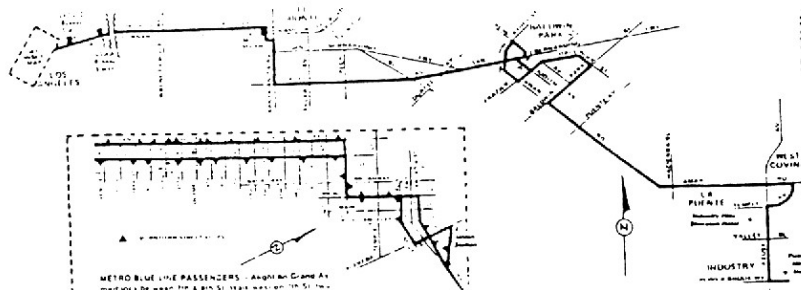
WESTBOUND TO EL MONTE

Puente Hills Mail	Amar & Temple	La Puente Amar & Hacienda	Amar & Puente	Garvey & Durfee	El Monte El Monte Station
555AM	604AM	610AM	616AM	625AM	634AM
654	703	710	716	725	734
755	804	812	818	827	836
852	902	910	917	926	936
953	1004	1012	1019	1029	1040
1055	1106	1114	1121	1131	1142
1155	1206PM	1214PM	1221PM	1231PM	1242PM
1255PM	106	114	121	131	142
156	206	214	221	231	242
256	309	318	325	335	346
356	409	418	425	435	446
456	509	518	525	533	543
558	610	618	625	633	642
703	713	720	725	733	742
753	803	810	815	823	832
845	855	902	907	915	924
945	955	1002	1007	1015	1024
1045	1055	1102	1107	1115	1124

SUNDAY AND HOLIDAY SCHEDULE
NO SERVICE OPERATED WEST OF EL MONTE STATION ON SUNDAY AND THE FOLLOWING HOLIDAYS: NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY AND CHRISTMAS DAY

WESTBOUND TO EL MONTE

Puente Hills Mail	Amar & Temple	La Puente Amar & Hacienda	Amar & Puente	Garvey & Durfee	El Monte El Monte Station
544AM	553AM	559AM	607AM	615AM	624AM
644	653	659	707	715	724
746	755	801	809	817	826
844	854	900	908	917	926
946	957	1003	1011	1021	1030
1048	1059	1105	1113	1123	1132
1146	1158	1205PM	1213PM	1223PM	1232PM
1244PM	1257PM	106	113	123	132
144	157	206	213	223	232
243	256	305	312	322	331
343	356	405	412	422	431
445	456	504	511	522	531
548	600	607	614	623	632
653	703	710	715	723	732
753	803	810	815	823	832
845	855	902	907	915	924
945	955	1002	1007	1015	1024
1045	1055	1102	1107	1115	1124



LINE 488

SATURDAY SCHEDULE

SERVICE WILL BE OPERATED ONLY BETWEEN EL MONTE STATION AND EASTLAND SHOPPING CENTER ON SATURDAY.

EL MONTE TO WEST COVINA					WEST COVINA TO EL MONTE				
El Monte El Monte Station	Ramona & Francisquito	Hacienda & Francisquito	West Covina Cameron & Valinda	Eastland Shopping Center	West Covina Eastland Shopping Center	Valinda & Cameron	Hacienda & Francisquito	Ramona & Francisquito	El Monte El Monte Station
507AM	516AM	525AM	531AM	541AM	* 607AM	618AM	626AM	636AM	647AM
607	616	625	631	641	* 707	718	726	736	747
705	716	725	731	741	* 807	818	826	836	847
805	816	825	831	841	907	918	926	936	947
905	916	925	931	941	1007	1018	1026	1036	1047
1005	1017	1028	1036	1046	1106	1117	1125	1136	1147
1105	1117	1128	1136	1146	1206PM	1217PM	1225PM	1236PM	1247PM
1205PM	1217PM	1228PM	1236PM	1246PM	105	116	125	136	147
105	117	128	136	146	206	217	226	237	247
205	217	228	235	245	306	317	326	337	347
305	317	328	335	345	406	417	426	437	447
405	416	427	434	444	510	521	529	538	547
505	516	526	532	541	610	621	629	638	647
605	616	626	632	641	710	721	729	738	747
705	716	726	732	741					

SUNDAY AND HOLIDAY SCHEDULE

SUNDAY SCHEDULE WILL BE OPERATED ON NEW YEAR'S DAY, MEMORIAL DAY, INDEPENDENCE DAY, LABOR DAY, THANKSGIVING DAY AND CHRISTMAS DAY. SERVICE WILL BE OPERATED ONLY BETWEEN EL MONTE STATION AND EASTLAND SHOPPING CENTER ON SUNDAY AND ABOVE HOLIDAYS.

EL MONTE TO WEST COVINA					WEST COVINA TO EL MONTE				
El Monte El Monte Station	Ramona & Francisquito	Hacienda & Francisquito	West Covina Cameron & Valinda	Eastland Shopping Center	West Covina Eastland Shopping Center	Valinda & Cameron	Hacienda & Francisquito	Ramona & Francisquito	El Monte El Monte Station
510AM	519AM	528AM	534AM	544AM	* 600AM	611AM	619AM	629AM	640AM
610	619	628	634	644	* 700	711	719	729	740
710	721	730	736	746	* 800	811	819	829	840
810	821	830	836	846	900	911	919	929	940
910	921	930	936	946	1000	1011	1019	1029	1040
1010	1022	1033	1041	1051	1100	1111	1119	1130	1141
1110	1122	1133	1141	1151	1159	1211PM	1219PM	1230PM	1241PM
1210PM	1222PM	1233PM	1241PM	1251PM	100PM	111	120	131	142
110	122	133	141	151	200	211	220	231	241
210	222	233	240	250	300	311	320	331	341
310	322	333	340	350	400	411	420	431	441
410	421	432	439	449	500	511	519	528	537
510	521	531	537	546	605	616	624	633	642
614	625	635	641	650	705	716	724	733	742
714	725	735	741	750	805	816	824	833	842

Passengers whose origin or destination is west of El Monte Station may ride other busway services and transfer at El Monte Station.

* -- All westbound trips departing Eastland shopping center from 12:01 a.m. to 8:30 a.m. will operate along the roadway north of the shopping center.

For Information, 5:30 AM to Midnight:
1-800/252-7433, English-Español
TTY: 1-800/252-9040, Hearing Impaired
Subject to change without notice.

100 N. Barranca Avenue, Suite 480
West Covina, CA 91791-1600



All trips accessible to the disabled.

4 8 8
L I N E
Effective February 21, 1993
Los Angeles-
West Covina-
Glendora

LINE 488

MONDAY THROUGH FRIDAY SCHEDULE

EASTBOUND FROM LOS ANGELES

Los Angeles			West Covina				Grand & Arrow Hwy.	Glendora Valley Ctr. & Foothill	
Olive & Venice	Union Station METROLINK	LAC/USC Busway Station	CSULA Busway Station	El Monte El Monte Station	Ramona & Francisquito	Valinda & Cameron	Eastland Shopping Center		
....	....	....	....	610A	625A	645A	656A	707A	729A
627A	642A	645A	648A	654	709	729	740	751	813
657	714	717	720	726	740	800	811	822	844
731	748	751	754	800	814	834	845	856	818
827	844	847	850	856	910	930	941	952	1014
....	....	....	....	1000	1012	1032	1042	1053	1112
....	....	....	....	1100	1112	1132	1142	1153	1212P
....	....	....	....	1159	1212P	1232P	1242P	1253P	112
....	....	....	....	100P	112	132	142	153	212
....	....	....	....	140	152	212	222	233	252
....	....	....	....	226	238	258	308	318	338
....	....	....	....	315	327	347	357	408	427
....	....	....	....	349	404	428	438	....	....
319P	337P	340P	343P	349	404	428	438	....	....
344	402	405	408	414	429	453	503	514	533
414	436	439	442	448	503	525	534	545	604
427	449	452	455	501	516	538	547	....	....
441	503	506	509	515	530	552	601	....	....
455	517	520	523	529	543	603	612	623	641
515	537	540	543	549	603	623	632	....	....
....	....	....	....	618	632	650	658	709	727
555	618	621	624	630	644	702	710	....	....
....	....	....	....	715	729	747	755	....	....

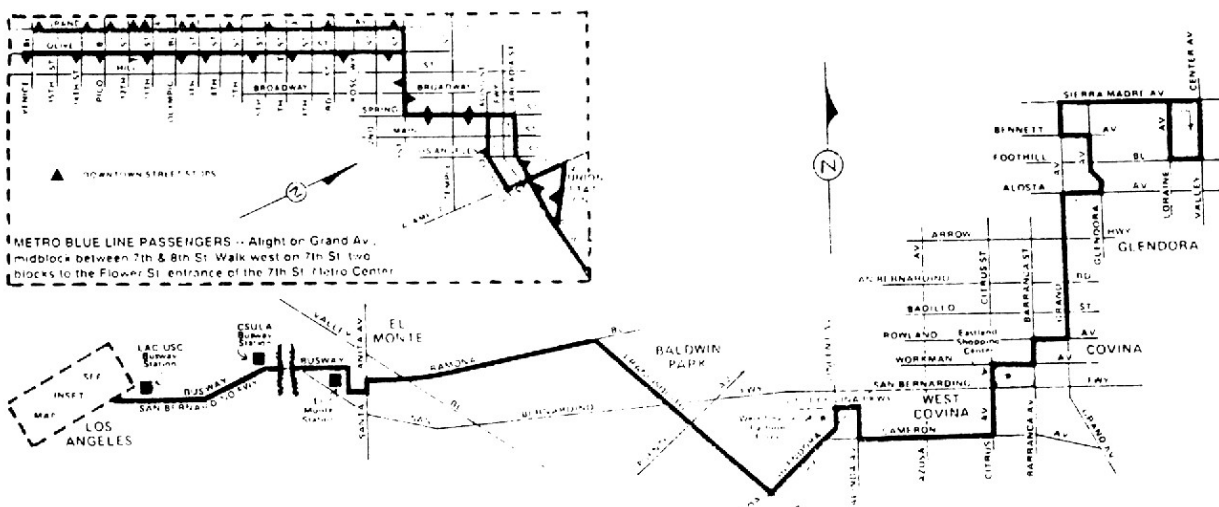
Eastbound Passenger Restrictions - From Olive & Venice to Union Station, passengers may board only whose destination is Union Station or beyond. At Union Station and at all stops to east terminal, passengers may board and alight at any stop.

WESTBOUND TO LOS ANGELES

Glendora Valley Ctr. & Foothill		Grand & Arrow Hwy.	West Covina		Ramona & Francisquito	El Monte El Monte Station	CSULA Busway Station	LAC/USC Busway Station	Los Angeles	
			Eastland Shopping Center	Valinda & Cameron					Union Station METROLINK	Grand & Venice
....	....	....	445A	455A	516A	530A	537A	540A	543A	557A
....	....	....	525	535	556	610	617	620	623	637
....	....	....	551	601	622	636	643	646	649	703
....	....	....	615	625	645	659	706	709	712	728
....	....	....	635	645	705	719	726	729	732	748
620A	640A	650	700	720	734	734	741	744	747	803
637	659	708	720	739	755	802	805	808	808	830
700	722	731	743	802	818	825	828	831	831	853
740	800	809	820	840	852	....	....	....	....	....
830	850	859	910	930	942	....	....	....	....	....
830	950	959	1010	1030	1042	....	....	....	....	....
1030	1050	1059	1110	1130	1142	....	....	....	....	....
1130	1150	1159	1210P	1230P	1242P	....	....	....	....	....
1230P	1252P	102P	113	133	146	....	....	....	....	....
129	151	201	212	232	245	252P	255P	258P	258P	312P
226	248	258	309	329	342	349	352	355	355	409
300	324	334	345	405	418	425	428	431	431	444
345	409	419	430	450	503	510	513	516	516	529
448	509	519	530	551	603	....	....	....	....	....
550	609	619	628	646	658	....	....	....	....	....

Westbound Passenger Restrictions - From Valley Center & Foothill to and including Union Station, passengers may board and alight at any stop. From Union Station to west terminal, passengers will be discharged only.

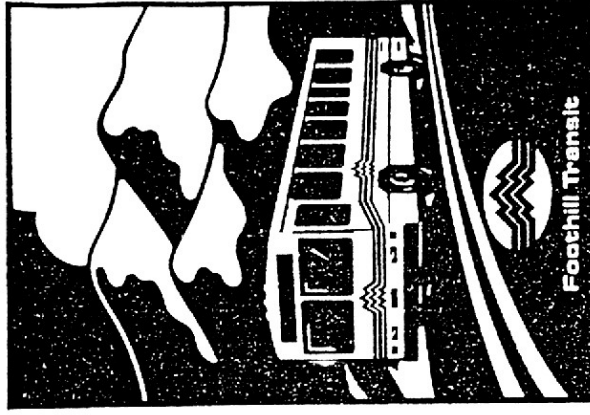
* - All westbound trips departing Eastland shopping center from 12:01 a.m. to 8:30 a.m. will operate along the roadway north of the shopping center.



L I N E 4 9 2

Effective April 1, 1991

Los Angeles-
South Arcadia-
San Dimas
Via Arrow Hwy.

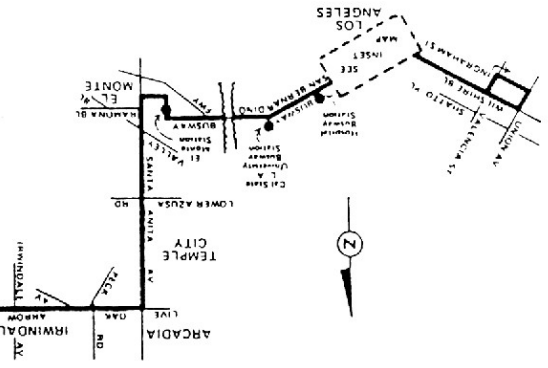
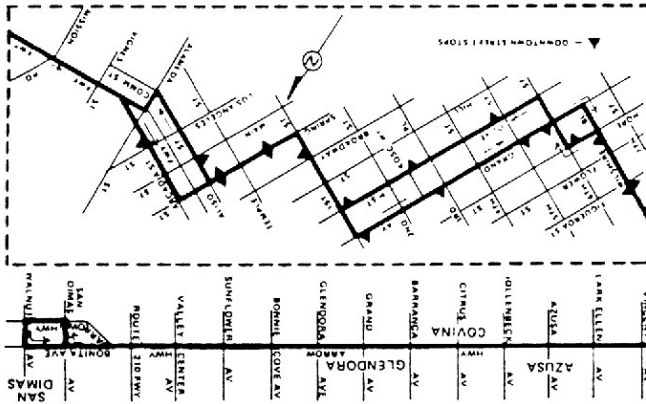


100 N. Barranca Avenue, Suite 480
West Covina, CA 91791-1600

For Information, 5:30 AM to Midnight:

1-800/252-7433, English-Español

TTY 1-800/252-9040, Hearing Impaired
Subject to change without notice



NOTE: Schedule change to occur on April 18, 1993

April 1, 1991

LINE 492

MONDAY THROUGH FRIDAY SCHEDULE

No service operated on Saturday, Sunday and the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

WESTBOUND TO LOS ANGELES

----- Approximate Times -----										
Leave San Dimas (Arrow Hwy. & Av.)	Leave Arrow Hwy. & Citrus Av.)	Leave Irwindale (Arrow Hwy. & Irwindale Av.)	Leave Live Oak Av. & Peck Rd.	Leave Arcadia (Santa Anita & Live Oak Avs.)	Leave El Monte (El Monte Station)	Leave CSULA Busway Station	Leave LAC/USC Busway Station	Arrive Los Angeles		
								(Spring & 1st Sts.)	(Wilshire Bl. & Figueroa St.)	(Wilshire Bl. & Union Av.)
5:45 AM	6:00 AM	6:08 AM	6:18 AM	6:23 AM	6:32 AM	6:39 AM	6:42 AM	6:52 AM	7:01 AM	7:04 AM
6:15	6:30	6:38	6:48	6:53	7:03	7:11	7:14	7:22	7:30	7:33
6:45	7:03	7:11	7:21	7:26	7:38	7:46	7:49	7:57	8:05	8:08

PASSENGER RESTRICTIONS - INBOUND TO LOS ANGELES - Passengers will be received and discharged at all designated stops from the east terminals to and including Arcadia & Los Angeles Sts. (Union Station). From Arcadia & Los Angeles Sts. to west terminal, passengers will be discharged only.

EASTBOUND FROM LOS ANGELES

Leave Los Angeles							Leave Arcadia (Santa Anita & Live Oak Avs.)	Leave Live Oak Av. & Peck Rd.	Leave Irwindale (Arrow Hwy. & Irwindale Av.)	Leave (Arrow Hwy. & Citrus Av.)	Arrive San Dimas (Arrow Hwy. & Av.)
(Wilshire Bl. & Union Av.)	(Wilshire Bl. & Figueroa St.)	(Spring & 1st St.)	Leave LAC/USC Busway Station	Leave CSULA Busway Station	Leave El Monte (El Monte Station)						
4:06 PM	4:10 PM	4:19 PM	4:31 PM	4:34 PM	4:43 PM	4:53 PM	4:58 PM	5:05 PM	5:13 PM	5:29 PM	
4:36	4:40	4:50	5:01	5:04	5:13	5:23	5:28	5:37	5:45	5:59	
5:10	5:15	5:25	5:36	5:39	5:49	5:58	6:03	6:10	6:17	6:31	
***	***	***	***	***	6:35	6:45	6:50	6:57	7:04	7:18	

PASSENGER RESTRICTIONS - OUTBOUND FROM LOS ANGELES - Passengers will be received only at all stops from the west terminals to Aliso & Main Sts. At Aliso & Main Sts. and at all designated stops to east terminal, passengers will be received and discharged.

L I N E

4 9 4

Effective April 1, 1991

Los Angeles-
 Monrovia-
 Glendora-
 Via Foothill Boulevard

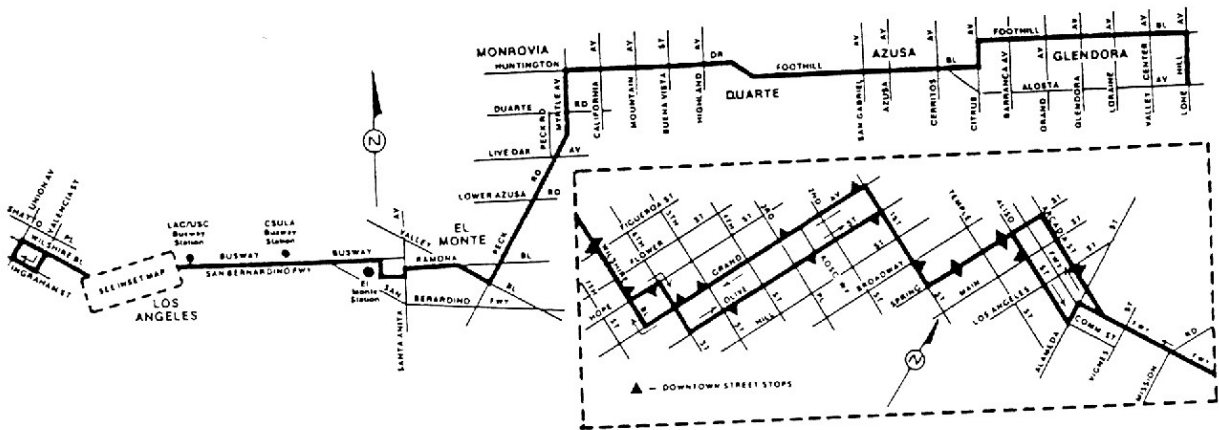
 All trips accessible to the disabled



100 N. Barranca Avenue, Suite 480
 West Covina, CA 91791-1600

For Information, 5:30 AM to Midnight
 1-800/252-7433, English-Espanol
 TTY 1-800/252-9040, Hearing Impaired
 Subject to change without notice.

REV 4/92 20m



NOTE: Schedule change to occur on April 18, 1993

April 1, 1991

LINE 494

MONDAY THROUGH FRIDAY SCHEDULE

No service operated on Saturday, Sunday and the following Holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

WESTBOUND TO LOS ANGELES

		----- Approximate Times -----									
AM	Leave	Leave	Monrovia	Leave El Monte			Arrive Los Angeles				
	Glendora	Azusa	(Hunt--	(Valley	(El	CSULA	LAC/USC	(Spring	(Wilshire	(Wilshire	
AM	(Lone	(Foothill	ington	Bl. &	Monte	Busway	Busway	&	Bl. &	Bl. &	
	Hill &	Bl. &	Dr.	Peck	Station)	Station	Station	1st Sts.)	Figuroa	Union	
	Alosta	Azusa	& Myrtle	Rd.)					St.)	Av.)	
AM	Avs.)	Av.)	Av.)								
	5:39 AM	5:55 AM	6:10 AM	6:25 AM	6:33 AM	6:40 AM	6:43 AM	6:51 AM	6:58 AM	7:01 AM	
	6:14	6:30	6:46	7:01	7:09	7:17	7:20	7:28	7:36	7:39	
	6:54	7:10	7:25	7:40	7:48	7:56	7:59	8:06	8:15	8:18	

PASSENGER RESTRICTIONS - WESTBOUND TO LOS ANGELES - From east terminal to and including Arcadia & Los Angeles Sts., passengers may board and alight at any stop. From Arcadia & Los Angeles Sts. to west terminal, passengers will be discharged only.

EASTBOUND FROM LOS ANGELES

Leave Los Angeles			Leave El Monte				Leave	Leave	Arrive
(Wilshire	(Wilshire	(1st	Leave	Leave	(Valley	Leave	Leave	Arrive	
Bl. &	Bl. &	&	LAC/USC	CSULA	(El	(Hunt-	Azusa	Glendora	
Union	Figuroa	Spring	Busway	Busway	Monte	ington	Bl. &	(Lone	
Av.)	St.)	Sts.)	Station	Station	Station)	Dr., &	Myrtle	Hill &	
						Av.)	Av.)	Alosta	
								Avs.)	
4:15 PM	4:19 PM	4:28 PM	4:39 PM	4:42 PM	4:51 PM	4:58 PM	5:14 PM	5:47 PM	
4:40	4:44	4:54	5:05	5:08	5:18	5:25	5:41	6:11	
5:15	5:20	5:31	5:42	5:45	5:55	6:02	6:16	6:46	

PASSENGER RESTRICTIONS - EASTBOUND FROM LOS ANGELES - From west terminal to Aliso & Main Sts., passengers may board only. At Aliso & Main Sts. and at all stops to east terminals, passengers may board and alight at any stop.

LINE 495

July 6, 1992

MONDAY THROUGH FRIDAY SCHEDULE

No service operated on Saturday, Sunday and the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

WEST BOUND

Leave Diamond Bar Park-Ride Lot (Diamond Bar Bl. & Pomona Fwy.)	Leave Colima Rd. & Nogales St.	Leave Puente Hills Mall (Albatross Rd. & Castleton St.)	Approximate Times			
			Leave CSULA Busway Station	Leave LAC/USC Busway Station	Arrive Los Angeles	
					(Spring & 1st Sts.)	(Hope & 9th Sts.)
5:00 AM	5:12 AM	5:20 AM	5:46 AM	5:49 AM	5:56 AM	6:06 AM
5:10	5:22	5:30	5:56	5:59	6:06	6:16
5:20	5:32	5:40	6:06	6:09	6:16	6:26
5:30	5:42	5:50	6:16	6:19	6:26	6:36
5:40	5:52	6:00	6:26	6:29	6:36	6:46
5:50	6:02	6:10	6:40	6:43	6:50	7:01
***	6:06	6:14	6:44	6:47	6:54	7:05
6:00	6:12	6:20	6:50	6:53	7:00	7:11
6:06	6:20	6:29	7:03	7:06	7:14	7:25
***	6:26	6:35	7:09	7:12	7:20	7:31
6:20	6:34	6:43	7:17	7:20	7:28	7:39
***	6:37	6:46	7:20	7:23	7:31	7:42
6:27	6:41	6:50	7:24	7:27	7:35	7:46
6:30	6:44	6:53	7:27	7:30	7:38	7:49
6:34	6:48	6:57	7:31	7:34	7:43	7:56
6:41	6:55	7:04	7:38	7:41	7:50	8:03
***	6:59	7:08	7:42	7:45	7:54	8:07
6:49	7:03	7:12	7:46	7:49	7:58	8:11
***	7:07	7:16	7:50	7:53	8:02	8:15
6:57	7:11	7:20	7:54	7:57	8:06	8:19
***	7:15	7:24	7:58	8:01	8:10	8:23
***	7:20	7:29	8:03	8:06	8:15	8:28
***	7:30	7:39	8:13	8:16	8:25	8:38
***	7:35	7:44	8:18	8:21	8:30	8:43
7:26	7:40	7:49	8:23	8:26	8:35	8:48
7:50	8:04	8:13	8:43	8:46	8:53	9:06
8:10	8:24	8:33	9:03	9:06	9:13	9:26

WESTBOUND PASSENGER RESTRICTIONS - From Diamond Bar to Puente Hills Mall, passengers may BOARD ONLY. From the CSULA Station to downtown LA, passengers will be DISCHARGED only

Foothill Transit is your mass transit provider for the San Gabriel and Pomona Valleys, and is a component of the METRO system, the region's intergrated transportation system.



100 N. Barranca Avenue, Suite 480
West Covina, CA 91791-1600

For Information, 5:30 AM to Midnight:

1-800/252-7433, English-Spanol

TTY 1-800/252-9040, Hearing Impaired

Subject to change without notice

All trips accessible to the disabled

Diamond Bar/
Rowland Heights
Express Service to
Downtown LA

Effective July 6, 1992

4 9 5

L I N E

LINE 495

July 8, 1992

MONDAY THROUGH FRIDAY SCHEDULE

No service operated on Saturday, Sunday and the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

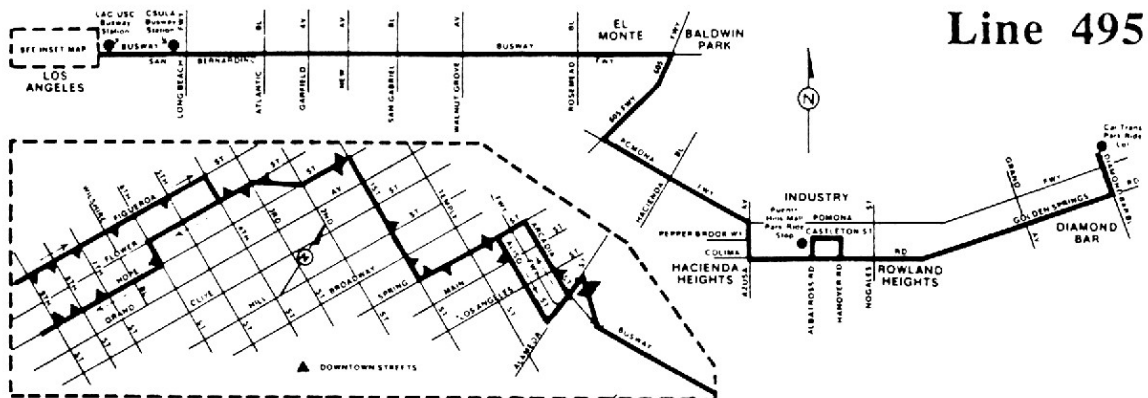
EAST BOUND

Approximate Times

Leave Los Angeles		Leave LAC/USC Busway Station	Leave CSULA Busway Station	Leave Puente Hills Mall (Albatross Rd. & Castleton)	Leave Colima Rd. & Nogales St.	Arrive Diamond Bar Park-Ride Lot (Diamond Bar Bl. & Pomona Fwy.)
(Figueroa & 9th Sts.)	(Spring & 1st Sts.)					
2:55 PM	3:05 PM	3:13 PM	3:16 PM	3:49 PM	4:01 PM	4:08 PM
3:20	3:30	3:38	3:41	4:14	4:30	4:37
3:30	3:40	3:48	3:51	4:24	4:40	4:47
3:40	3:50	3:58	4:01	4:34	4:50	4:57
3:50	4:00	4:08	4:11	4:44	5:00	5:07
3:58	4:10	4:18	4:21	4:56	5:15	5:22
4:04	4:16	4:24	4:27	5:02	5:21	5:28
4:10	4:22	4:30	4:33	5:08	5:27	5:34
4:16	4:28	4:36	4:39	5:14	5:33	5:40
4:22	4:34	4:42	4:45	5:20	5:39	5:46
4:26	4:38	4:46	4:49	5:24	5:43	5:50
4:30	4:42	4:50	4:53	5:28	5:47	5:54
4:35	4:47	4:55	4:58	5:33	5:52	5:59
4:40	4:55	5:03	5:06	5:41	6:00	6:07
4:50	5:05	5:13	5:16	5:51	6:10	6:17
4:55	5:10	5:18	5:21	5:56	6:15	6:22
5:00	5:15	5:23	5:26	6:01	6:20	6:27
5:05	5:20	5:28	5:31	6:06	6:25	6:32
5:09	5:24	5:32	5:35	6:10	6:29	6:36
5:18	5:33	5:41	5:44	6:19	6:38	6:45
5:29	5:41	5:48	5:51	6:25	6:40	6:47
5:36	5:48	5:55	5:58	6:32	6:47	6:54
5:45	5:57	6:04	6:07	6:41	6:56	7:03
5:55	6:07	6:14	6:17	6:51	7:06	7:13
6:04	6:16	6:23	6:26	7:00	7:15	7:22
6:20	6:32	6:39	6:42	7:16	7:31	7:38

EASTBOUND PASSENGER RESTRICTIONS - From downtown LA, to and including CSULA Busway Station, passengers may BOARD ONLY. From Puente Hills Mall to Diamond Bar, passengers will be DISCHARGED ONLY.

MID-DAY RETURN SERVICE FROM LOS ANGELES - Mid-day return service to Diamond Bar is available outside regular Line 495 operating hours Board Line 480, 484 or 490 in downtown Los Angeles and transfer to Line 482 at El Monte Station.



Line 495

Revised 7/92 40M

L I N E 4 9 8

Effective July 6, 1992

Citrus College/
Eastland

Express Service to
Downtown LA



All trips accessible to the disabled



100 N. Barranca Avenue, Suite 480
West Covina, CA 91791-1600

For Information, 5:30 AM to Midnight:

1-800/252-7433, English-Español

TTY 1-800/252-9040, Hearing Impaired
Subject to change without notice

LINE 498

July 6, 1992

MONDAY THROUGH FRIDAY SCHEDULE

No service operated on Saturday, Sunday and the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

WESTBOUND TO LOS ANGELES

Approximate Times

Leave Citrus College (Foothill Bl. & Citrus Av.)	Leave Covina (Grand Av. & Covina Bl.)	Leave Barranca & Workman Aves.	Leave CSULA Busway Station	Leave LAC/USC Busway Station	Arrive Los Angeles	
					(Spring & 1st Sts.)	(Hope & 9th Sts.)
5:17 AM	5:27 AM	5:37 AM	5:57 AM	6:00 AM	6:07 AM	6:17 AM
5:32	5:42	5:52	6:12	6:15	6:22	6:32
***	***	6:00	6:26	6:29	6:36	6:46
5:47	5:57	6:07	6:33	6:36	6:43	6:53
****	****	6:15	6:41	6:44	6:51	7:01
6:00	6:10	6:20	6:46	6:49	6:56	7:06
***	***	6:25	6:51	6:54	7:01	7:11
6:08	6:18	6:28	6:54	6:57	7:04	7:14
6:15	6:25	6:35	7:01	7:04	7:11	7:21
6:23	6:33	6:43	7:09	7:12	7:19	7:29
6:29	6:39	6:49	7:19	7:22	7:31	7:41
***	***	6:52	7:22	7:25	7:34	7:44
6:35	6:45	6:55	7:25	7:28	7:37	7:47
6:41	6:51	7:01	7:31	7:34	7:43	7:53
6:44	6:54	7:04	7:34	7:37	7:46	7:56
***	***	7:08	7:38	7:41	7:50	8:00
6:51	7:01	7:11	7:41	7:44	7:53	8:03
***	***	7:16	7:46	7:49	7:58	8:08
7:01	7:11	7:21	7:51	7:54	8:03	8:13
***	***	7:24	7:54	7:57	8:06	8:16
****	***	7:27	7:57	8:00	8:09	8:19
7:11	7:21	7:31	7:59	8:02	8:09	8:22
***	***	7:37	8:05	8:08	8:15	8:28
7:22	7:32	7:42	8:10	8:13	8:20	8:33
7:27	7:37	7:47	8:15	8:18	8:25	8:38
***	***	7:57	8:25	8:28	8:35	8:48
7:42	7:52	8:02	8:30	8:33	8:40	8:53
7:50	8:00	8:10	8:38	8:41	8:48	9:01
8:10	8:20	8:30	8:55	8:58	9:05	9:15
8:24	8:34	8:44	9:09	9:12	9:19	9:29
8:40	8:50	9:00	9:25	9:28	9:35	9:45

WESTBOUND PASSENGER RESTRICTIONS - From Citrus College to Eastland Center, passengers may BOARD ONLY. From the CSULA Station to downtown LA, passengers will be DISCHARGED only.

Foothill Transit is your mass transit provider for the San Gabriel and Pomona Valleys, and is a component of the METRO system, the region's intergrated transportation system.



LINE 498

July 6, 1992

MONDAY THROUGH FRIDAY SCHEDULE

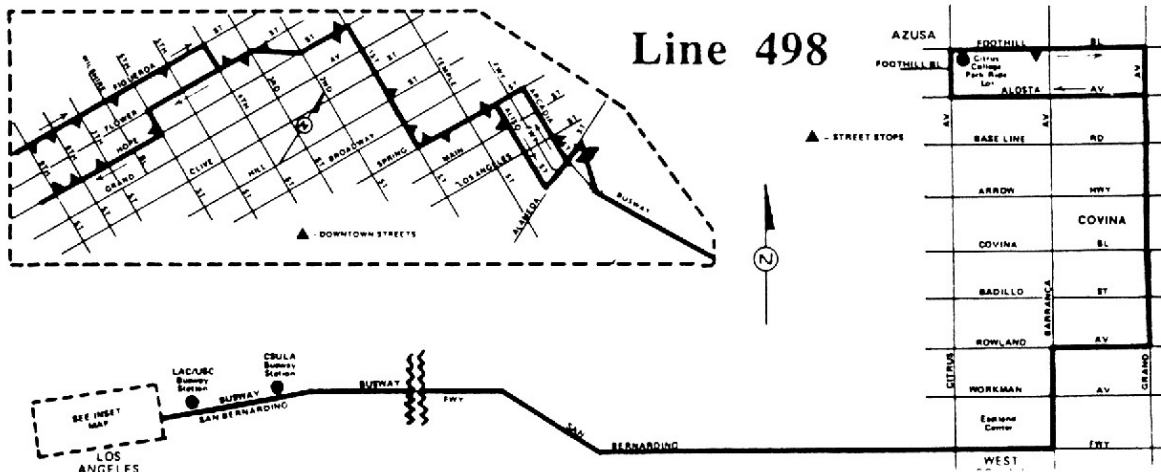
No service operated on Saturday, Sunday and the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

EASTBOUND FROM LOS ANGELES

Approximate Times

Leave Los Angeles (Figueroa & 9th Ste.)	Leave (Spring & 1st Sts.)	Leave LAC/USC Busway Station	Leave CSULA Busway Station	Leave Barranca & Workman Avs.	Leave Covina (Grand Av. & Covina Bl.)	Citrus College (Foothill Bl. & Citrus Av.)
2:55 PM	3:05 PM	3:12 PM	3:15 PM	3:43 PM	3:52 PM	3:59 PM
3:20	3:30	3:37	3:40	4:08	4:17	4:24
3:30	3:40	3:47	3:50	4:18	4:27	4:34
3:40	3:50	3:57	4:00	4:28	4:37	4:44
3:57	4:09	4:17	4:20	4:50	4:58	5:05
4:01	4:13	4:21	4:24	4:54	5:02	5:09
4:07	4:19	4:27	4:30	5:00	5:08	5:15
4:11	4:23	4:31	4:34	5:04	5:12	5:19
4:18	4:30	4:38	4:41	5:11	5:19	5:26
4:23	4:38	4:46	4:49	5:18	5:26	5:33
4:28	4:43	4:51	4:54	5:23	5:31	5:38
4:32	4:47	4:55	4:58	5:27	5:35	5:42
4:37	4:52	5:00	5:03	5:32	5:40	5:47
4:44	4:59	5:07	5:10	5:39	5:47	5:54
4:50	5:05	5:13	5:16	5:45	5:53	6:00
4:55	5:10	5:18	5:21	5:50	5:58	6:05
4:58	5:13	5:21	5:24	5:53	6:01	6:08
5:01	5:16	5:24	5:27	5:56	6:04	6:11
5:04	5:19	5:27	5:30	5:59	6:07	6:14
5:07	5:22	5:30	5:33	6:02	6:10	6:17
5:12	5:27	5:35	5:38	6:07	6:15	6:22
5:17	5:32	5:40	5:43	6:12	6:20	6:27
5:23	5:38	5:46	5:49	6:18	6:26	6:33
5:28	5:43	5:51	5:54	6:23	6:31	6:38
5:32	5:46	5:53	5:56	6:25	6:33	6:40
5:44	5:56	6:03	6:06	6:35	6:43	6:50
5:56	6:08	6:15	6:18	6:47	6:55	7:02
6:09	6:21	6:28	6:31	7:00	7:08	7:15
6:20	6:32	6:39	6:42	7:11	7:19	7:26
6:40	6:52	6:59	7:02	7:31	7:39	7:46

EASTBOUND PASSENGER RESTRICTIONS - From downtown LA, to and including CSULA Busway Station, passengers may BOARD ONLY. From Eastland Center to Citrus College passengers will be DISCHARGED ONLY.



Effective January 4, 1993

LINE 690

MONDAY THROUGH FRIDAY SCHEDULE

No service operated on Saturday, Sunday and the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

WESTBOUND TO PASADENA

Approximate Times

Leave (Claremont Station)	Leave La Verne Foothill White	Leave Glendora Lone Hill Park/Bide	Leave Glendora Grand Ave Park/Bide	Leave Azusa/ First	Monrovia Myrtle/ Pomona	Arrive Pasadena Lake/ Walnut	Arrive Pasadena Walnut/ Garfield
5:19 AM	5:36 AM	5:44 AM	5:53 AM	6:02 AM	6:12 AM	6:32 AM	6:40 AM
5:54	6:11	6:19	6:28	6:37	6:47	7:07	7:15
6:14	6:31	6:39	6:48	6:55	7:08	7:38	7:45
6:44	7:01	7:09	7:18	7:25	7:38	8:08	8:15
7:26	7:43	7:51	8:00	8:07	8:19	8:45	8:52

WESTBOUND AM PASSENGER RESTRICTIONS - From Claremont to and including the Monrovia stop, passengers may BOARD AND ALIGHT. At Pasadena stops passengers will be DISCHARGED ONLY.

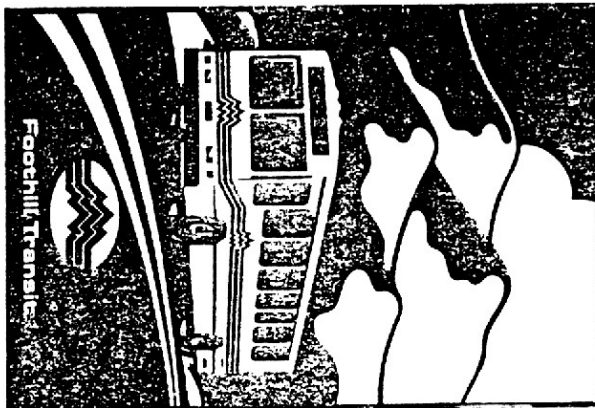
L I N E
6 9 0

Effective January 4, 1993

Claremont/
210 Freeway
Express Service to
Downtown Pasadena



All trips accessible to the disabled



100 N. Barranca Avenue, Suite 150
West Covina, CA 91799-1000

For Information, 5:30 AM to Midnight:

1-800/952-7133; English-Spanish

TTY 1-800/952-9010; Hearing Impaired

Subject to change without notice.

LINE 690

MONDAY THROUGH FRIDAY SCHEDULE

No service operated on Saturday, Sunday and the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

EASTBOUND FROM PASADENA

Leave Pasadena	Arrive Pasadena	Arrive Monrovia	Arrive Azusa	Arrive Glendora	Arrive Glendora	Arrive La Verne	Arrive Claremont
Pasadena Lake/Union	Pasadena Walnut/Garfield	Monrovia Myrtle/Pomona	Azusa Azusa/First	Glendora Grand Ave Park/Ride	Glendora Lone Hill Park/Ride	La Verne Foothill/White	Claremont Station
3:35 PM	3:43 PM	3:57 PM	4:11 PM	4:17 PM	4:24 PM	4:32 PM	4:49 PM
4:05	4:13	4:34	4:52	4:57	5:03	5:17	5:32
4:35	4:43	5:04	5:22	5:27	5:33	5:47	6:02
5:05	5:13	5:34	5:52	5:57	6:03	6:17	6:32
5:35	5:43	6:04	6:22	6:27	6:33	6:47	7:02
6:20	6:28	6:49	7:07	7:12	7:18	7:32	7:47

EASTBOUND PM PASSENGER RESTRICTIONS - At Pasadena stops passengers may BOARD ONLY. Passengers may BOARD AND ALIGHT at all stops between Monrovia and Claremont.

