

San Gabriel Valley on Twenty-Five Buses A Day
A Proposal for Implementing "Foothill Transit" Service

Prepared for: Southern California Rapid Transit District
Los Angeles County Transportation Commission
San Gabriel Valley Transportation Zone
Peter Schabarum, Supervisor, Los Angeles County

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1. Introduction

This is a proposal to reduce the costs of public transportation in the San Gabriel Valley Area by using private carriers. However, this proposal differs from most of the previous proposals in that private carriers would be used only to:

1. replace SCRTD local-circulation lines which currently receive relatively light use
2. provide expanded service on SCRTD lines. (SCRTD and private carrier vehicles would share operation on the same line in some cases.)
3. create new services.

In general, most SCRTD bus runs currently on more lightly-used lines would be re-assigned to more heavily used lines. This proposal intends to consider the concerns of the SCRTD, Los Angeles County Transportation Commission, and the cities served.

2. Background - SCRTD

The SCRTD was formed in 1964 in order to provide improved public transportation service in the Los Angeles metropolitan area. One of the goals of the SCRTD (and its predecessor, the Los Angeles Metropolitan Transit Authority) was to provide a single operator for the area to replace the several private and municipal operators that then existed. Eventually, most of these smaller lines were acquired by the SCRTD. This led to more cohesive and convenient service throughout the region.

Until the late 1970's, SCRTD operations in the San Gabriel Valley area were limited to a few lines operating between Los Angeles or Pasadena and Pomona. Service on north-south arteries such as Grand Av. or Azusa Ave. was minimal. Almost no north-south arterial or local-circulation services were provided in this area by SCRTD until 1976, although some local lines formerly operated by the city of Pomona were acquired in 1972.

Most of the San Gabriel Valley local-circulation services, as well as some of the newer arterial lines (178, 185, 192-194, 274-276, and 291-293) provided by SCRTD have provided weekday, daytime service with headways of 40 to 60 minutes. Due to various budgetary problems over the years, much of this service has either been eliminated or has been considered for elimination. In addition, service has also been reduced on arterial lines such as 187 and 484.

Another problem with current San Gabriel Valley bus service is the limited and often inconvenient connections with nearby San Bernadino County, and particularly to Montclair Plaza, a popular shopping center and Omnitrans transfer point. In the past, the old SCRTD Line 60 provided frequent service to this area from the San Gabriel Valley; but currently, the only services operating to Montclair Plaza (the main Omnitrans transfer point) are: Line 185, which runs hourly, weekday service only and generally connects poorly with other services; and Line 496, which has only a few stops in the San Gabriel Valley area, no connecting service in Pomona on weekends, and requires payment of a SCRTD base fare, a one-zone express fare, and a San Bernadino County base fare. ($\$1.10 + \$0.40 + \$0.60 = 2.10$ at current rates!). Service to Montclair Plaza is also available via Omnitrans Route 60 at Holt Ave. and Indian Hill Blvd., but this too requires payment of an additional fare, requires at least an additional 30 minutes (often more), and does not operate evenings or Sundays.

In addition to the SCRTD, several cities in the San Gabriel Valley operate dial-a-ride or fixed route systems, or have proposed such systems. These systems are funded with a particular city's share of Proposition A local return funds and generally operate within the confines of that city. Since most of these systems would probably be unaffected by the transportation zone, they will not be explored in detail within this proposal.

3. Background - Foothill Transit

The idea of the "transportation zone" was developed in late 1986 by the Los Angeles County Transportation Commission. Any group of three or more cities can form a transportation zone, and assume responsibility for any bus routes that are totally or mostly contained within the zone, according to certain guidelines. Bus lines traveling from the zone to a Central Business District outside the zone may also be operated by the zone.

Implementation of a transportation zone often involves replacing SCRTD (or other public operator) service with that of subsidized private bus companies. Although

privately owned local transit companies were quite common until the late 1960's, these services were unsubsidized, were going bankrupt, and were all eventually acquired by the SCRTD. However, there are several subsidized private operators currently providing services that would be uneconomical for the SCRTD to provide. These services include suburban demand response and fixed route local services, services in outlying areas of the county, and several freeway express lines.

The San Gabriel Valley Transportation Zone, or "Foothill Transit", was formed by the cities of the San Gabriel Valley and the County of Los Angeles in order to provide a level of transit service that was perceived to be lacking in existing SCRTD service. In late 1987, four local circulation lines (192,194,291,293) and two express lines (492,494) were discontinued by SCRTD and subsequently operated by Los Angeles County, using private carriers as a three-year experiment. The private carriers provide the service at a cost approximately 50 percent less than that of SCRTD. These lines will eventually be operated by the transportation zone.

Foothill Transit was scheduled to take over two more express lines from the SCRTD, as well as several other lines at six month intervals. Twenty-five buses were purchased to be used on lines 495 and 498. Although the SCRTD was not initially opposed to the transfer, internal pressure from unions caused the SCRTD to be opposed to the plan. SCRTD eventually obtained a court order temporarily restraining the zone from operating the two express routes, or taking over any of its routes without its permission.

The concerns of the SCRTD and its unions are legitimate. The concern is that the effectiveness of the SCRTD in providing regional service may be lessened if major routes are assigned to other carriers. However, SCRTD still has generally not provided good service throughout the San Gabriel Valley - particularly the Pomona Valley, and often, because of budgetary constraints and commitments to other areas, SCRTD service has been often eliminated or reduced in the San Gabriel Valley. The lack of local control over transit service has been a concern of San Gabriel Valley officials, and in fact was the reasoning behind the formation of the transportation zone. Meanwhile, twenty-five new buses remain unused.

4. Implementation-The Proposal.

While the legality of transferring lines from the SCRTD to the transportation zone without the consent of the former is still in question, and in case such a transfer is determined unlawful, this alternate plan should prove satisfactory in finding a use for

the existing twenty-five buses to establish Foothill Transit service in the San Gabriel Valley, thereby realizing cost savings, improved service and local control, while avoiding a possible regional breakup of the SCRTD.

All of the SCRTD lines considered for transfer in this proposal are local-circulation lines that have often been considered for elimination at various times. The SCRTD buses currently operating these lines will be re-assigned to arterial lines such as 185, 187 and 480 in order to provide improved service on these lines. Although the number of SCRTD buses operating in the area would remain at nearly the current level, some cost savings should be obtained because cost-effectiveness of the arterial lines are generally higher than on the local lines. Also, an express line between Pomona/Montclair and Burbank/Glendale/Pasadena has been proposed, to demonstrate the flexibility of the transportation zone in creating totally new services not provided by SCRTD. Several of the lines have been re-routed to provide better local and sub-regional service, as well as improved connections with Omnitrans in Montclair.

Line 178:

This line will be operated by Foothill Transit; at least two of the three SCRTD buses currently used on this line will be reassigned to Line 480 for service extensions to Montclair.

The trip leaving Cal Poly at 10:10 p.m. will be extended to originate at Montclair Plaza, leaving at 9:10 p.m. operating to Cal Poly via Arrow, 6th, Indian Hill, Bonita, Towne, Foothill, Garey, Arrow, White, Foothill, "D", Bonita, San Dimas, Via Verde, Interstate 10 and Kellogg, and then via regular route of line. Optionally, an additional bus could be added, and service extended from Cal-Poly to San Dimas via Interstate 10 and Via Verde. (There is a possibility, however, that regular service along Via Verde would be operated by the Pomona Valley Transportation Authority.)

Lines 185-187:

These two lines will continue to be operated by the SCRTD; with the following modifications:

Line 185:

The route of line 185 will remain unchanged. The frequency of service, however, will increase to every 30 minutes on weekdays and every 60 minutes on

Saturday. (Saturday service on Line 185 may be provided by Foothill Transit) Sunday service may be provided if demand warrants.

Line 187:

On weekdays, most line 187 trips will be re-rerouted to the Montclair Plaza via: Foothill Blvd; Central Blvd; and then to the Montclair Plaza, stopping at the Transcenter. Some Line 187 trips will continue to operate via the current route of Towne Avenue in Pomona. These trips are the 4:35 and 5:50 a.m. trips from Pomona and the 7:10 p.m. trip from Pasadena. (Regular weekday service on Towne Ave. would be operated by a modified Line 274-276.) In the interest of improving night service in this area, a trip leaving the Montclair Plaza at 8:10 p.m, possibly operated by Foothill Transit, may be provided if warranted.

Also, all weekday Line 187 trips currently terminating in Glendora will operate to either Montclair Plaza or Pomona, providing 30 minute service along Foothill Blvd. On Saturdays, the route of trips currently operating between Pasadena and Pomona would remain unchanged. However, trips currently operating between Pasadena and Arcadia will be extended to operate to the Montclair Plaza. This additional service may be provided on Sundays also, if such a demand is there. The use of Foothill Transit buses for any or all weekend service improvements should be investigated.

Lines 274-276:

Current SCRTD service would be replaced by Foothill Transit. The five SCRTD buses currently operating these lines would be re-assigned to Lines 185, 187 and 488. There are two different versions of the modifications for Lines 274-276. These routes would be significantly modified as follows:

Version A:

Both lines would follow their current routes between their respective western terminals and Eastland Center. From Eastland Center, both lines would follow the route of Line 276 to San Dimas Av. and Foothill Blvd. From that point, lines 274-276 would assume the route currently operated by Line 187: operating on Foothill Blvd., Towne Ave, Third Ave and Garey to Mission. This replaces most weekday Line 187 service, which would be re-routed to operate to the Montclair Plaza. As many Line 274-276 trips as possible would be scheduled to connect with Line 187 along Foothill Blvd. This line would initially run weekdays only; weekend service may be warranted at a later date. Service

on Citrus Ave. and Foothill Blvd. currently provided by line 274 would be provided by new Foothill Transit Line 284.

Version B:

Line 276 would provide service over the extended route described in Version A. Service would operate at 30-minute intervals between Pomona and West Covina Fashion Plaza, and at 60 minute intervals between Bassett and West Covina.

The route of line 274 would be modified to provide hourly service between Rio Hondo College and Duarte via Irwindale.

Lines 284-288: (New Lines)

This new service, operated by Foothill Transit, replaces Line 274 and 488 service between Eastland Center and East Glendora via Citrus, Foothill, Sierra Madre, Glendora, Alhambra, and Grand Aves. Service would (initially) be operated weekdays only, every 30 minutes during peak hours, and every 60 minutes during the mid-day. All-day 30-minute service and weekend service may be easily provided later, if there is sufficient demand.

Line 480:

This line will continue to be operated by the SCRTD, with service extended to the Montclair Plaza from Holt and Indian Hill, via; Indian Hill; 6th St; Claremont Bl; Arrow Hwy; and then to the Montclair Plaza with stops at the Montclair Transcenter. The first bus would arrive at Montclair Plaza at approximately 7:00 a.m.; the last bus would leave around 9:00 p.m. On weekends and holidays, the extended schedule to/from Montclair Plaza would be operated generally during the hours that the Plaza is open. There is a possibility that two Foothill Transit buses would be used in order to provide the extra runs needed on weekend/holiday service.

Line 488:

The portion operating between Eastland Center and East Glendora would be replaced by Foothill Transit Line 288. Buses would be re-assigned to provide 30 minute service throughout the day on the portion of this line between El Monte Station and Eastland Center. Some rush-hour buses could be re-assigned to Line 490 in either direction, providing improved connections with other lines.

7. References

Pomona Valley transit needs study: final report, prepared for Claremont . . . [et. al].
[Los Angeles : Schimpeler-Corradino Associates, 1983]

Various pamphlets produced by the SCRTD detailing proposed service changes.
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Craig Quintana,"Foothill Transit 'In Limbo' After 2 Legal Setbacks". *Los Angeles Times*, SGV, July 28, 1988, p. 1, col. 6.

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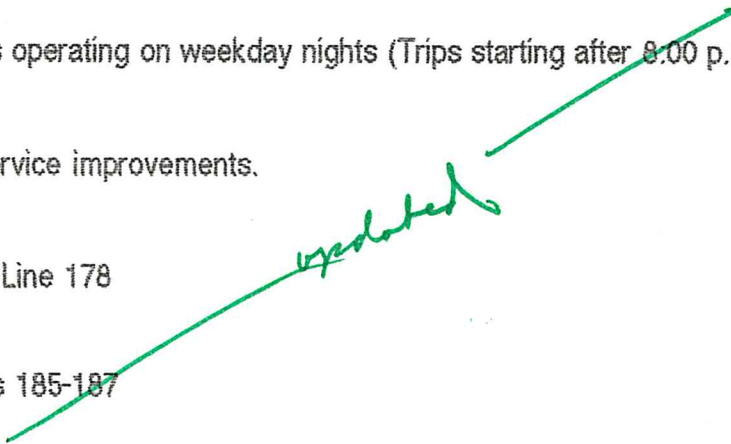
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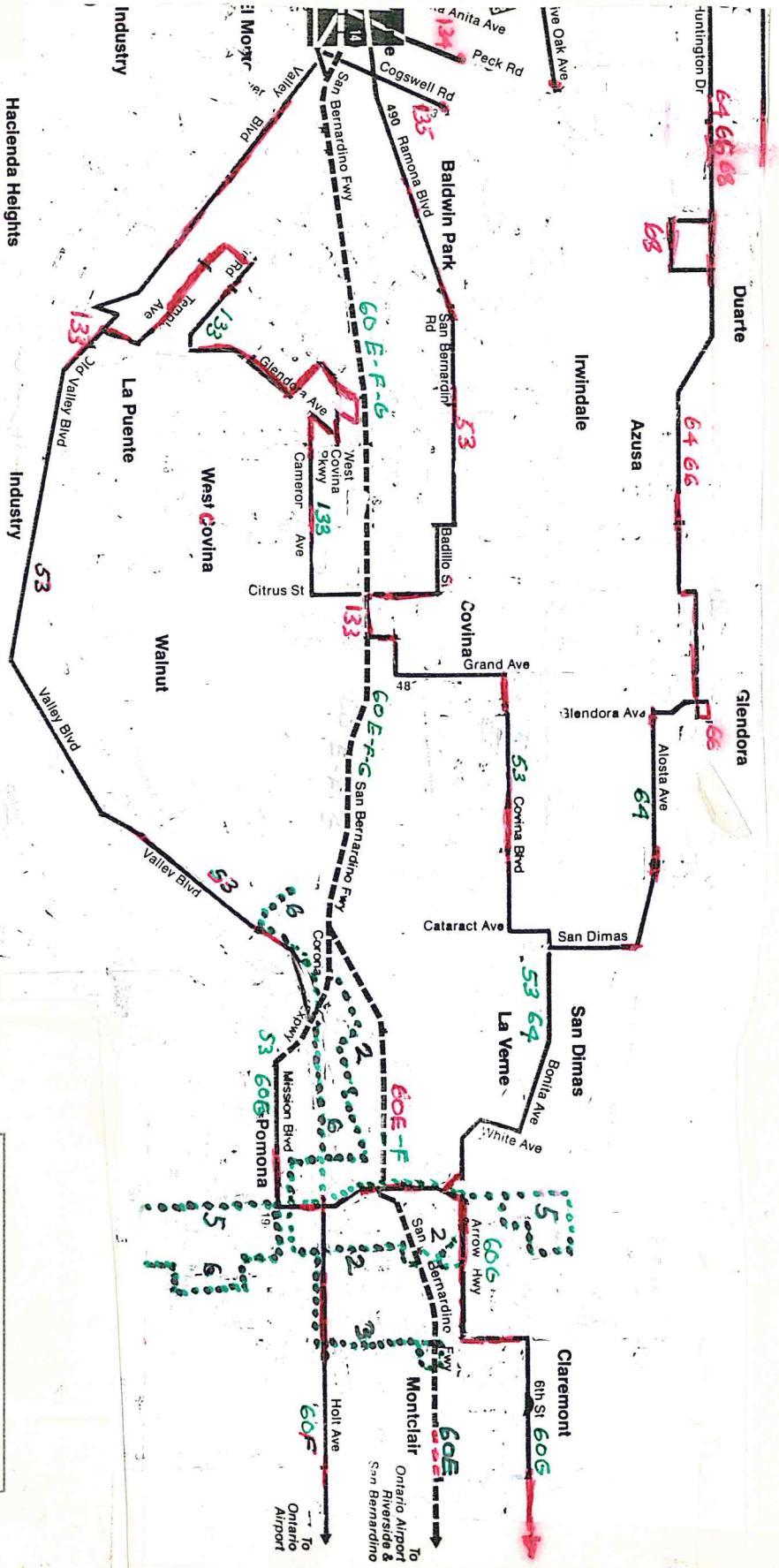
A public transportation improvement program: a summary report of consultants'
recommendations : prepared for the Southern California Rapid Transit District.
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Implementation schedule for a public transportation improvement program: prepared
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8. Appendix - Maps and Schedules

Please note that the following maps and schedules are for illustrative use only. Maps are not to scale and the schedules may require modification due to traffic loading, etc.

1. SCRTD and Pomona Valley Municipal Transit Services, *circa* 1970.
 2. Current SCRTD services in San Gabriel Valley Transportation Zone.
 3. Current SCRTD services operating on weekends
 4. Current SCRTD services operating on weekday nights (Trips starting after 8:00 p.m.)
 5. Overview of proposed service improvements.
 6. Proposed extensions of Line 178
 5. Proposed route of Lines 185-187
 6. Proposed route and schedule of Lines 274-276 (Version A.)
 8. Proposed route and schedule of Lines 274-276 (Version B)
 9. Proposed route and schedule of Lines 284-288
 10. Proposed extension of Line 480
 11. Proposed route and schedule of Line 580
 12. Total number of peak buses needed.
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Transit Service in The
San Gabriel Valley
ca. 1970

———— SCRTD lines

..... Pomona Valley
Municipal Transit
(acquired by SCRTD
in 1972)

1	Ambassador College (177, 180, 181)	7	City of Hope (177, 187, 188)	23	Washington City College (177, 187, 188, 256, 267, 401)	39	San Gabriel Mission (78, 179, 378, 487)
2	Azusa Pacific College (187, 274)	8	Citrus College (187, 274, 494, 498)	14	El Monte Shopping Center (2, 1494)	40	Santa Anita Fashion Park (79, 188, 266, 379)
3	Azusa Park, n. Ride Lot (498)	9	Claremont Colleges (185, † 293)	15	Huntington Library (79, 264, 379)	41	Santa Anita Racetrack (79, 187, 188, 266, 379)
4	Cal Poly Pomona (178, 482, 484, 490)	10	Claremont Village (185, † 393)	16	Huntington Memorial Hospital (177, 256, 483)	42	Santa Anita Fashion Plaza (178, 185, 274, 276, 480, 481, 488)
5	Cal State Los Angeles (All busway lines 65, 170, 256)	11	Diamond Bar Park, n. Ride Lot (482, 490, 495)	17	La Verne College (185)	43	Whittier Narrows Recreation Area (266)
6	Caltech (177, 181, 267)	12	Eastland Center (274, 276, 480, 481, 488, 490, 496, 499)	18	Lanham State Hospital (482, 490)	44	
		13	El Monte Busway Station (All)	19	L.A. County Arboretum (268)	45	

FTD line numbers providing service to points of interest are shown in parentheses.

FTD line numbers providing service to points of interest are shown in parentheses.

Line	Beginning or ending point of an RTD bus line	Peak hour	Freeways	Line continues beyond main area
187	The beginning or ending point of an RTD bus line.			
492	The beginning or ending point of an RTD bus line during peak rush hours	492		
280	The number of a line providing service throughout the day.	280		
78	The number of a line providing service during peak rush hours only.	78		
493	The number of a line providing service during peak rush hours only.	493		
492	Freeways.	492		
280	Freeways.	280		
497	Green numbers indicate express and peak hour service.	497		
78	Orange numbers indicate RTD bus routes serving downtown Los Angeles.	78		
187	Blue numbers indicate west to east RTD bus routes. No downtown service.	187		
280	Pink numbers indicate south to north RTD bus routes. No downtown service.	280		

Points of Interest

- Ambassador College (177, 180, 181)
- Azusa Pacific College (187, 214)
- Azusa Park "n' Ride Lot (498)
- Cal Poly Pomona (178, 482, 484, 490)
- Cal State Los Angeles (All busway lines 65, 170, 256)
- Caltech (177, 181, 267)

- 7 City of Hope (177, 187, 188)
- 8 Citrus College (187, 274, 494, 498)
- 9 Claremont Colleges (185, †293)
- 10 Claremont Village (185, †393)
- 11 Diamond Bar Park 'n' Ride Lot (482, 490, 495)
- 12 Eastland Center (274, 276, 480, 491, 498, 499, 496, 498)
- 13 El Monte Busway Station (All busway lines and 70, 76, 170, 176, 178, 257, 268, 270)

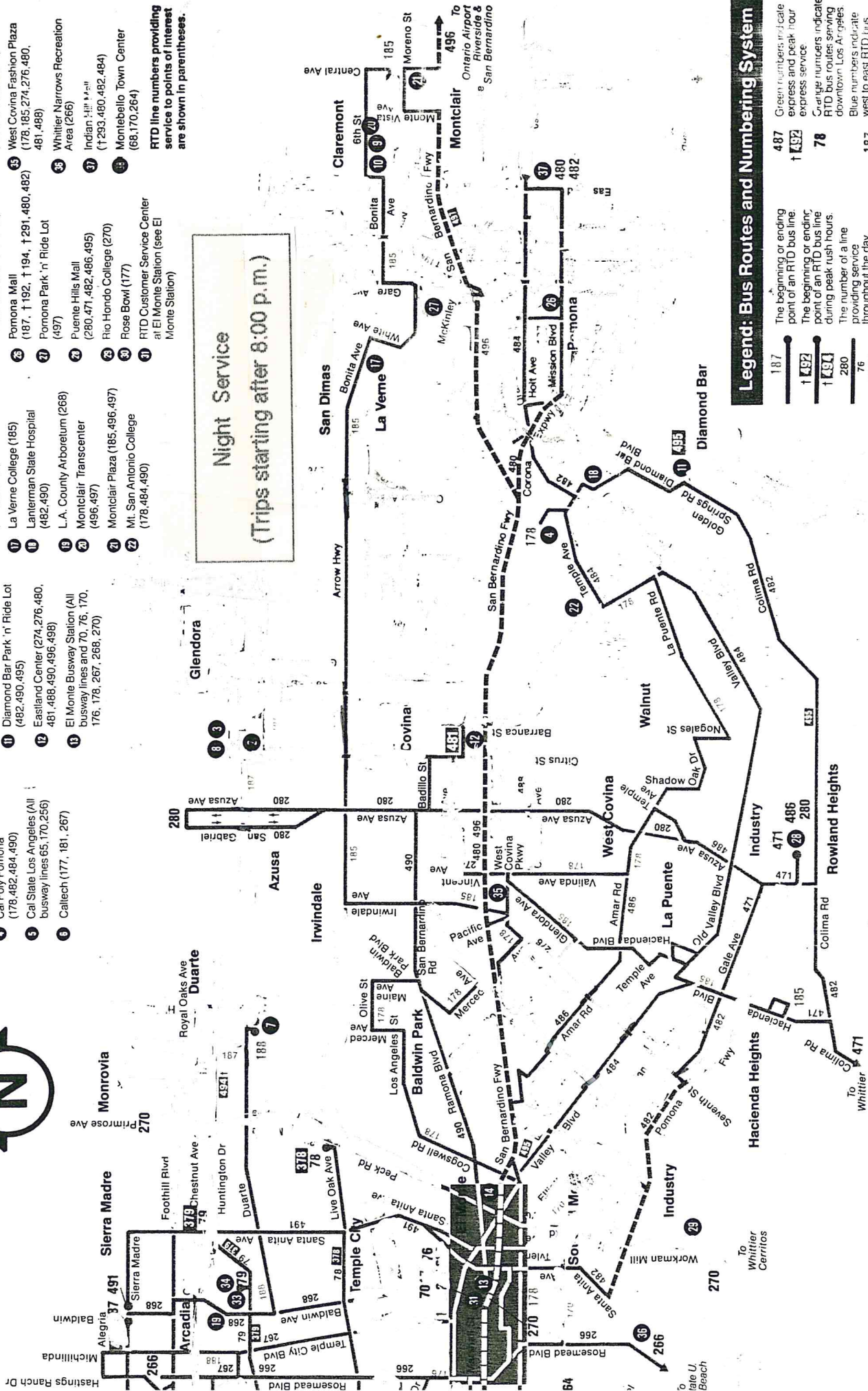
- 21** Pasadena City College
(177, 187, 188, 256, 267, 401)
- 24** Pasadena (Ralph M. Parsons
Co.) Park 'n' Ride Lot (402)
- 25** Plaza Pasadena (180, 181, 187,
188, 256, 260, 267, 401, 402)
- 26** Pomona Mall
(187, † 192, † 194, † 291, 480)
- 27** Pomona Park 'n' Ride Lot
(497)
- 28** Puente Hills Mall
(280, 471, 482, 486, 495)
- 29** Port Hondo College (270)
- 30** Rose Bowl (177)
- 31** RTD Customer Service Center
at El Monte Station (see El
Monte Station)

- 32 San Gabriel Mission
(76, 176, 378, 487)
- 33 Santa Anita Fashion Park
(79, 188, 268, 379)
- 34 Santa Anita Racetrack
(79, 187, 188, 268, 379)
- 35 West Covina Fashion Plaza
(178, 185, 274, 276, 480,
481, 488)
- 36 Whittier Narrows Recreation
Area (266)
- 37 Indian ^{Native} Fair
(1293, 480, 482, 484)
- 38 Montebello Town Center
(68, 170, 264)

RTD line numbers providing service to points of interest are shown in parentheses.

Night Service

(Trips starting after 8:00 p.m.)



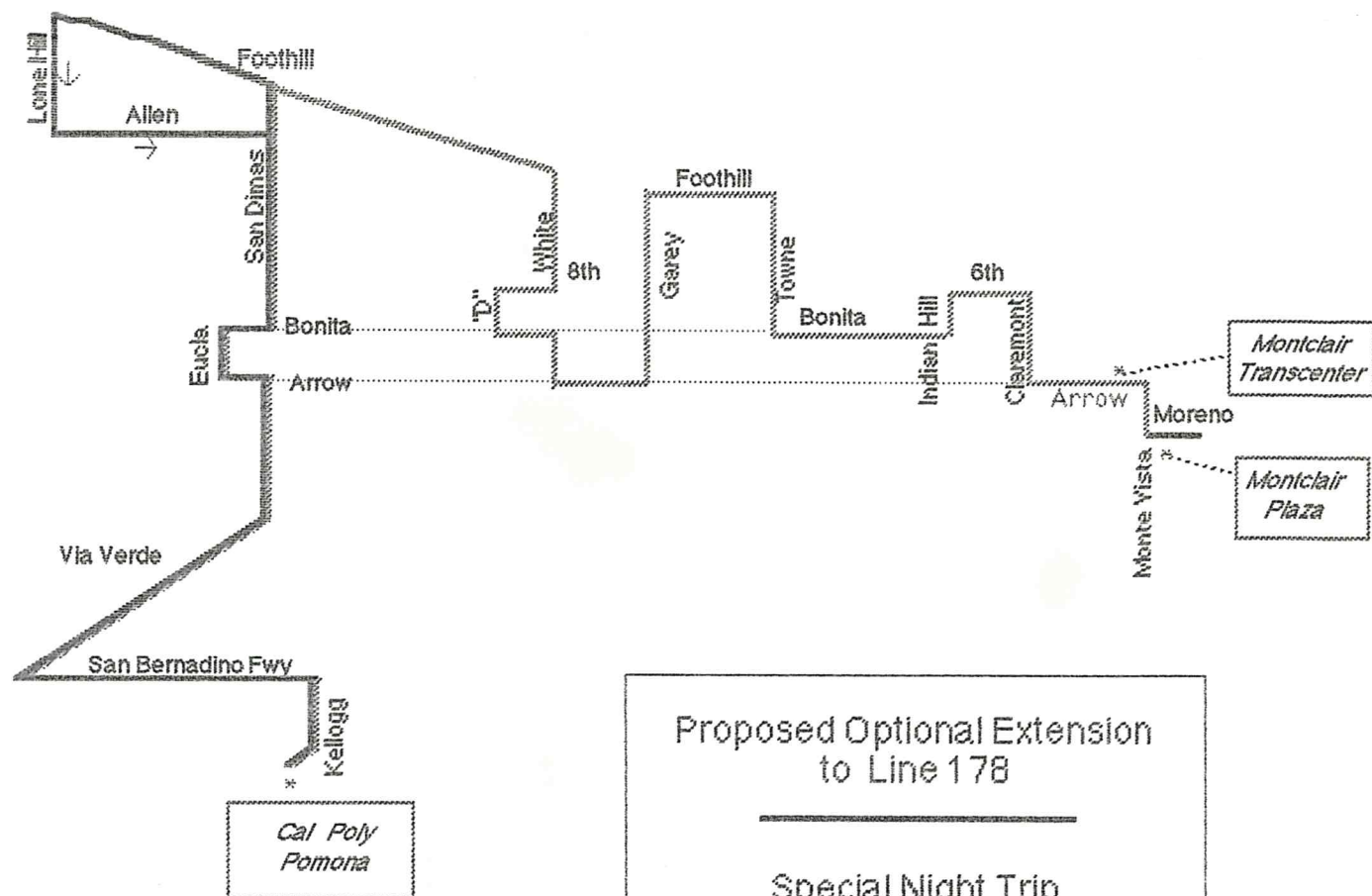
Legend: Bus Routes and Numbering System

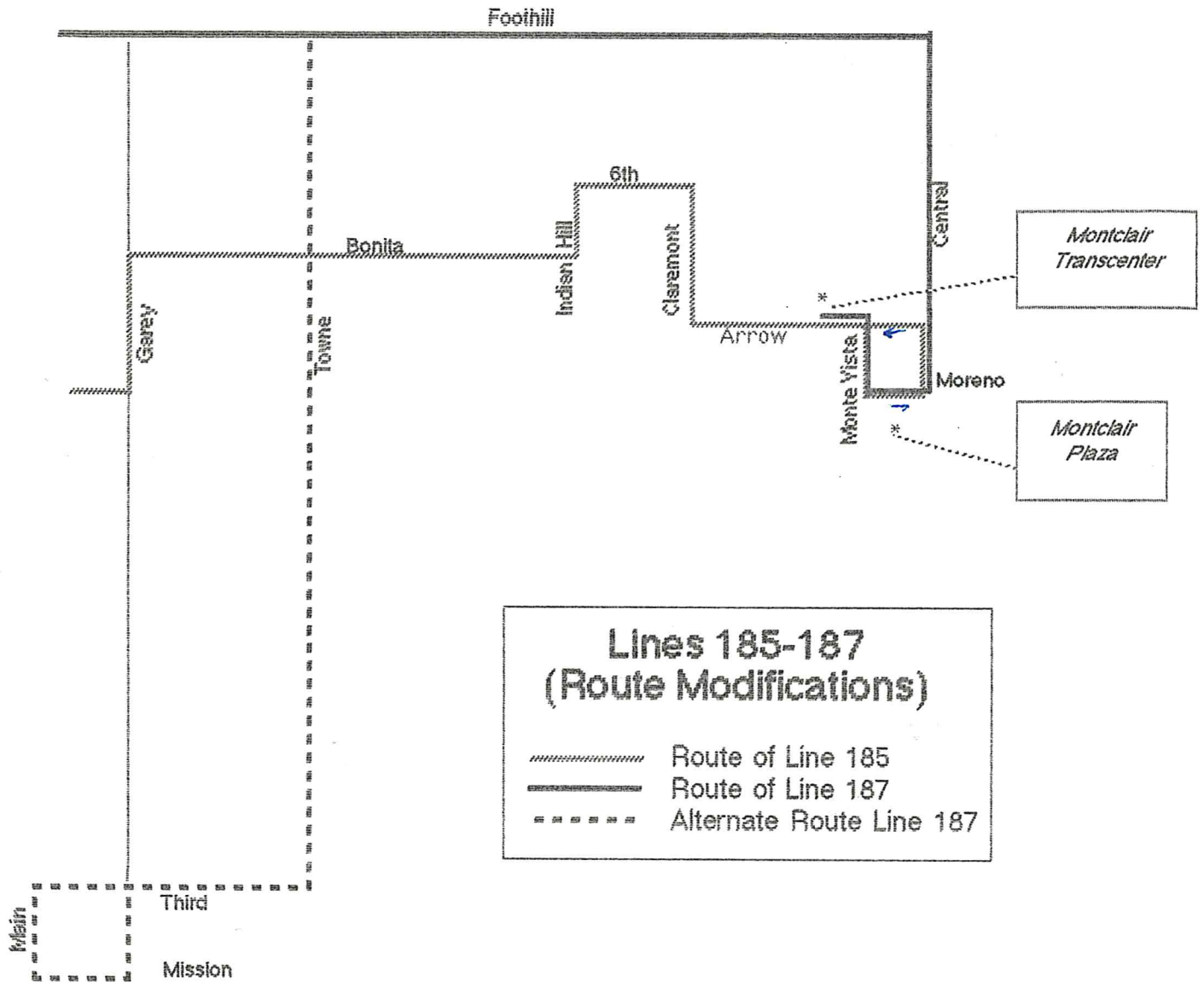
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- 187 The beginning or ending point of an RTD bus line.
- 192 Green numbers indicate express and peak hour express service.
- 194 Change numbers indicate RTD bus routes serving downtown Los Angeles.
- 280 Blue numbers indicate west to east RTD bus routes. No downtown service.
- 286 Red numbers indicate south to north RTD bus routes. No downtown service.
- Freeways.
- Line continues beyond map area.

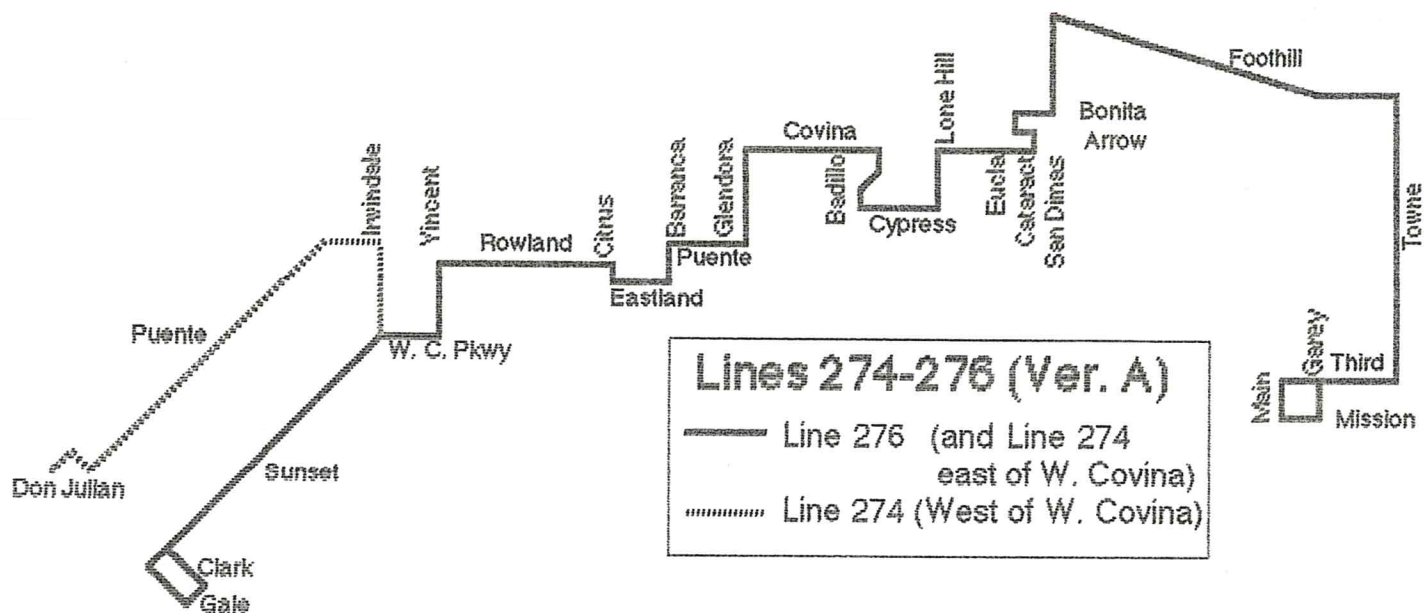
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|----|---|----|--|
| 7 | City of Hope (177, 187, 188) | 14 | El Monte Shopping Center (270, † 494) |
| 8 | Citrus College (187, 274, 494, 498) | 15 | Huntington Library (79, 264, 379) |
| 9 | Claremont Colleges (185, † 293) | 16 | Huntington Memorial Hospital (177, 256, 483) |
| 10 | Claremont Village (185, † 393) | 17 | La Verne College (185) |
| 11 | Diamond Bar Park 'n' Ride Lot (482, 490, 495) | 18 | Lanierman State Hospital (482, 490) |
| 12 | Eastland Center (274, 276, 480, 481, 488, 490, 496, 498) | 19 | L.A. County Arboretum (268) |
| 13 | El Monte Busway Station (All busway lines and 70, 76, 170, 176, 178, 267, 268, 270) | 20 | Mountclair Transcenter (496, 497) |

- 32** San Gabriel Mission
(78, 176, 378, 487)
- 33** Santa Anita Fashion Park
(79, 188, 268, 374)
- 34** Santa Anita Race track
(79, 187, 199, 269, 379)
- 35** West County Fashion Plaza
(178, 185, 274, 276, 480,
481, 485)
- 36** Whittier Narrows Recreation
Area (266)
- 37** Indian Hill Mall
(1293, 490, 492, 534)
- 38** Montebello Civic Center
(68, 170, 264)

187	The beginning or ending point of an RTD bus line.	487	Green numbers indicate express and peak hour express service.
182	The beginning or ending point of an RTD bus line during peak rush hours.	78	Orange numbers indicate RTD bus routes serving downtown Los Angeles.
280	The number of a line providing service throughout the day.	187	Blue numbers indicate west to east RTD bus routes. No downtown service.
485	The number of a line providing service during peak rush hours only.	280	Few numbers indicate south to north RTD bus routes. No downtown service.
183	Freeways		
	Line continues beyond map area		



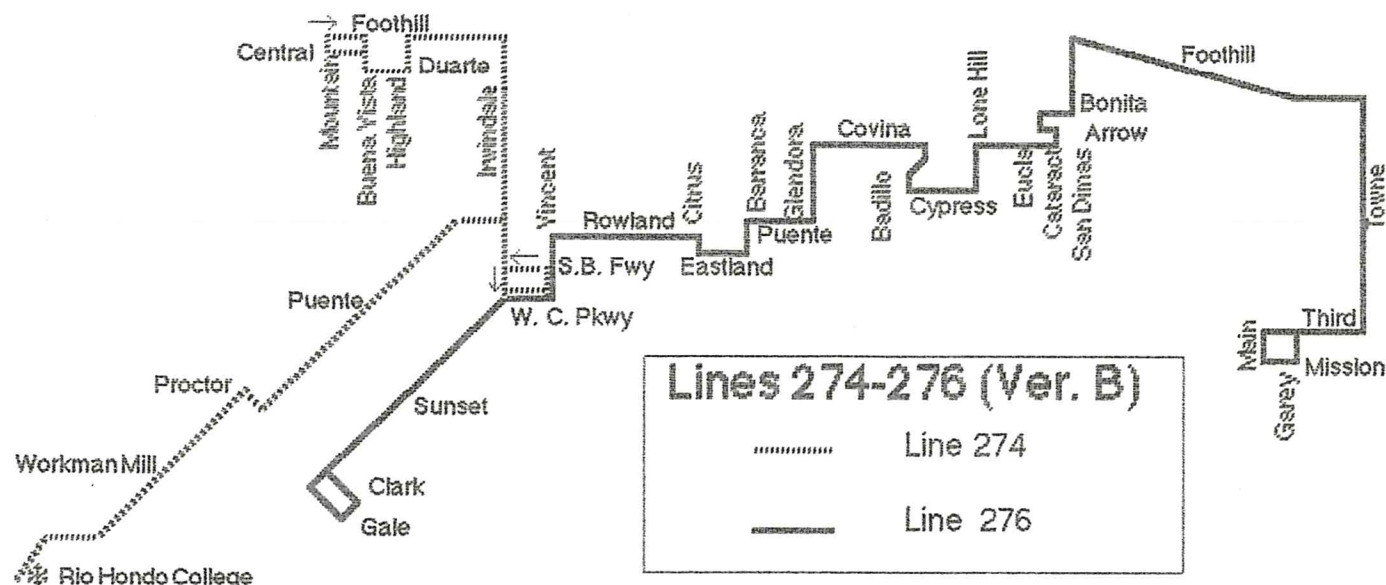




* - via route of Line 274

Bassett	W. Cov. Plaza	Eastland	San Dimas	Garey/Towne	Main/Mission
5:30a	5:48	6:01	6:20	6:40	6:55
*6:00	6:18	6:30	6:50	7:10	7:25
***** and every 30 minutes until *****					
6:30p	6:48	7:00	7:20	7:40	7:55
*7:00	7:20	7:30	7:50	8:10	8:25
(Line 187 Lv. Pasadena @ 7:10)				8:33	8:50

Main/Mission	Garey/Towne	San Dimas	Eastland	W. Cov Plaza	Bassett
4:35a	4:49	(Ar. Pasadena via Line 187 @ 6:04a)			
5:05	5:20	5:40	6:00	6:10	6:27*
5:35	5:50	6:10	6:30	6:40	6:57
5:50	6:07	(Ar. Pasadena via Line 187 @ 7:30a)			
6:05	6:20	6:40	7:00	7:10	7:27*
6:35	6:50	7:10	7:30	7:40	7:57
***** and every 30 minutes until *****					
6:05p	6:20	6:40	7:00	7:10	7:43 *
6:35	6:50	7:10	7:30	7:44	8:02
7:10	7:25	7:45	8:00	8:15	—

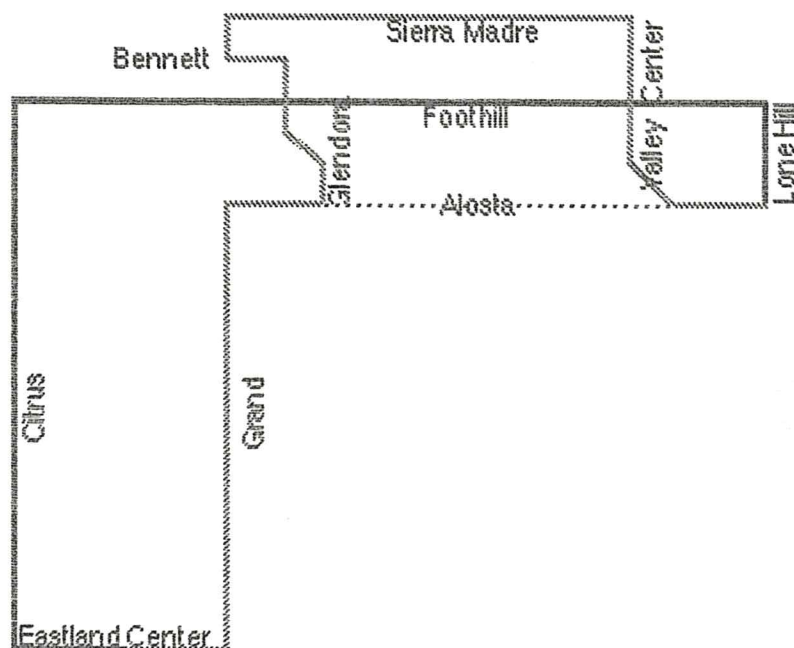


Schedule - Line 274

Rio Hondo	Wkmn Mill/Don Julian	W. Covina Plaza	Duarte	W. Covina Plaza	Wkmn Mill/Don Julian	Rio Hondo
-----	-----	-----	5:50a	6:09	6:42	6:52
-----	6:00	6:23	6:45	7:06	7:30	7:45
7:03	7:10	7:30	7:50	8:06	8:30	8:45
8:03	8:10	8:30	8:50	9:06	9:30	9:45
9:03	9:10	9:30	9:50	10:06	10:30	10:45
		***** and every 60 minutes until *****				
6:03p	6:10	6:30	6:50	7:06	7:30	7:45
7:03	7:10	7:30	7:50 (end of line)	-----	-----	-----
8:03	8:10	8:30	8:50 (end of line)	-----	-----	-----

Schedule - Line 276

Bassett	W. Cov. Plaza	Eastland	San Dimas	Garvey/Towne	Main/Mission	Main/Mission	Garvey/Towne	San Dimas	Eastland	W. Cov Plaza	Bassett
5:30a	5:48	6:01	6:20	6:40	6:55	4:35a	4:49	(Ar. Pasadena via Line 187 @ 6:04a)			
-----	6:18	6:30	6:50	7:10	7:25	5:05	5:20	5:40	6:00	6:10	-----
***** and every 30 minutes between Pomona and W. Covina; *****						5:35	5:50	6:10	6:30	6:40	6:57
***** every 60 minutes between Pomona and Bassett, until: *****						5:50	6:07	(Ar. Pasadena via Line 187 @ 7:30a)			
6:30p	6:48	7:00	7:20	7:40	7:55	6:05	6:20	6:40	7:00	7:10	-----
-----	7:20	7:30	7:50	8:10	8:25	6:35	6:50	7:10	7:30	7:40	7:57
(Line 187 Lv. Pasadena @ 7:10)				8:33	8:50	***** and every 30 minutes between Pomona and W. Covina; *****					
						***** every 60 minutes between Pomona and Bassett, until: *****					
						6:05p	6:20	6:40	7:00	7:10	-----
						6:35	6:50	7:10	7:30	7:44	8:02
						7:10	7:25	7:45	8:00	8:15	-----



Lines 284-288

——— Route of Line 284

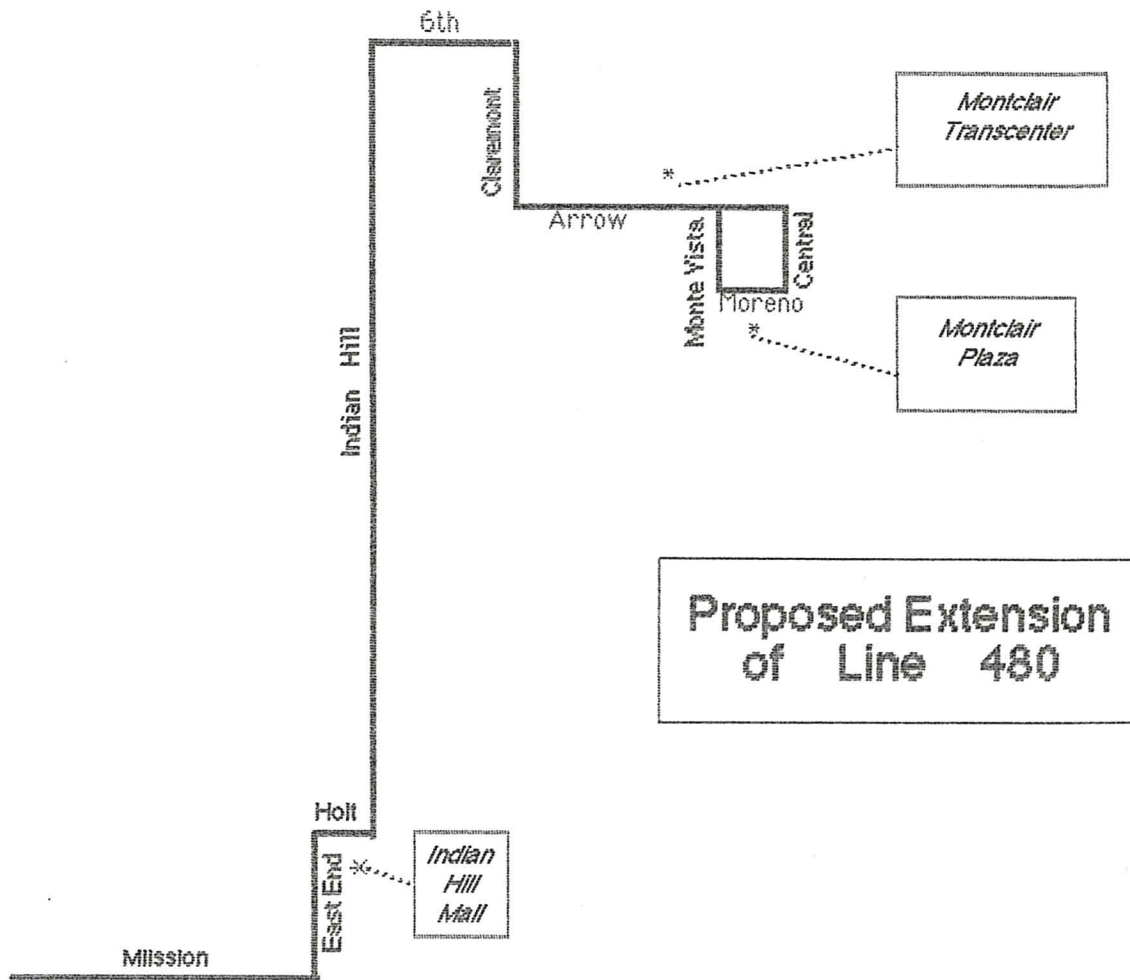
----- Route of Line 288

Alhambra/Lone Hill Grand/Arrow Eastland Center Citrus/Cypress Citrus/Alhambra Alhambra/Lone Hill

———	———	5:30	5:38	5:45	5:56
5:30a	5:50	6:00	6:08	6:15	6:26
6:00	6:20	6:30	6:38	6:45	6:50
----- and every 30 minutes until -----					
8:00	8:20	8:30	8:38	8:45	8:56
8:30	8:50	9:00	———	———	———
9:00	9:20	9:30	9:38	9:45	9:56
10:00	10:20	10:30	10:38	10:45	10:56
----- and every 60 minutes until -----					
2:00p	2:20	2:30	2:38	2:45	2:56
———	———	3:00	3:08	3:15	3:26
3:00	3:20	3:30	3:38	3:45	3:56
----- and every 30 minutes until -----					
6:00	6:20	6:30	6:38	6:45	6:56
7:00	7:20	7:30	7:38	7:45	7:56

Alhambra/Lone Hill Citrus/Alhambra Citrus/Cypress Eastland Center Grand/Arrow Alhambra/Lone Hill

5:30a	5:41	5:49	6:00	6:10	6:26
6:00	6:11	6:19	6:30	6:40	6:56
6:30	6:41	6:49	7:00	7:10	7:26
----- and every 30 minutes until -----					
8:30	8:41	8:49	9:00	9:10	9:26
9:30	9:41	9:49	10:00	10:10	10:26
----- and every 60 minutes until -----					
2:30p	2:41	2:49	3:00	3:10	3:26
3:00	3:11	3:19	3:30	3:40	3:56
----- and every 30 minutes until -----					
6:30	6:41	6:49	7:00	7:10	7:25



Total Number of Weekday Peak Buses Needed
on Foothill Transit Lines

This is a list of all the lines to be operated by Foothill Transit, and the number of weekday peak buses needed to provide service on each line. This list does not include weekend services (either totally operated by Foothill Transit or shared with SCRTD). Neither does it include "trippers" currently used on Line 178 (or needed for Line 580), as the spare buses used only for certain trips on Lines 192-194 and 291-293 can be easily reassigned to the new lines without disrupting current service.

Line	Number of Peak Buses
178	3 (4 if extended to Glendora/San Dimas)
274	4 (Version A) 2 (Version B)
276	4 (Version A) 7 (Version B)
284-288	4
580	12

10938 Palms Blvd. #2
Los Angeles, CA 90034
August 31, 1988

The Honorable Peter Schabarum
Supervisor, Los Angeles County
500 West Temple Street
Los Angeles, CA 90012

Dear Sir:

This proposal presents an example in deploying existing "Foothill Transit" equipment in the San Gabriel Valley without disrupting SCRTD operations there. In designing this proposal, special consideration has been given to the goals and needs of the SCRTD, its unions, the County of Los Angeles, and the cities of the San Gabriel Valley Transportation Zone.

I have used SCRTD bus service, as well as that of some of the cities, in the San Gabriel Valley over the past few years, and feel that some updating of bus service is called for, in view of the increasing development and traffic in the area. There have been several proposals presented in the past decade dealing with service improvements in the San Gabriel Valley area. Because of the renewed interest in San Gabriel Valley bus services, and the various problems and concerns that have surfaced, I have decided to present this proposal.

The goal of this proposal is not to discard SCRTD service, or to present an adversarial relationship between SCRTD and the San Gabriel Valley Transportation Zone. Rather, my intention is to illustrate that SCRTD, "Foothill Transit", and municipal services all have somewhat different goals and purposes, and to direct each of these carriers into a co-operative and complementary relationship, providing the most effective service for the San Gabriel Valley.

Sincerely,

Charles P. Hobbs

CPH/cph
Enclosure

cc: Byron Lee, Senior Planner, Southern California Rapid Transit District.
cc: Deane Dana, Chairman, Los Angeles County Transportation Commission
cc: Don McMillen, Mayor, City of El Monte.

10938 Palms Blvd. #2
Los Angeles, CA 90034
August 31, 1988

The Honorable Don McMillen, Mayor
City of El Monte
13333 Valley Blvd.
El Monte, California 91731

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Charles P. Hobbs

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Enclosure

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cc: Deane Dana, Chairman, Los Angeles County Transportation Commission

cc: Byron Lee, Senior Planner, Southern California Rapid Transit District.

10938 Palms Blvd. #2
Los Angeles, CA 90034
August 31, 1988

Mr. Byron Lee, Senior Planner
Southern California Rapid Transit District
425 South Main Street
Los Angeles, CA 90001

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Charles P. Hobbs

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Enclosure

cc: Peter Schabarum, County Supervisor

cc: Deane Dana, Chairman, Los Angeles County Transportation Commission

cc: Don McMillien, Mayor, City of El Monte.

10938 Palms Blvd. #2
Los Angeles, CA 90034
August 31, 1988

The Honorable Deane Dana, Chairman
Los Angeles County Transportation Commission
403 West Eighth Street.
Los Angeles, California 90014

Dear Sir:

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