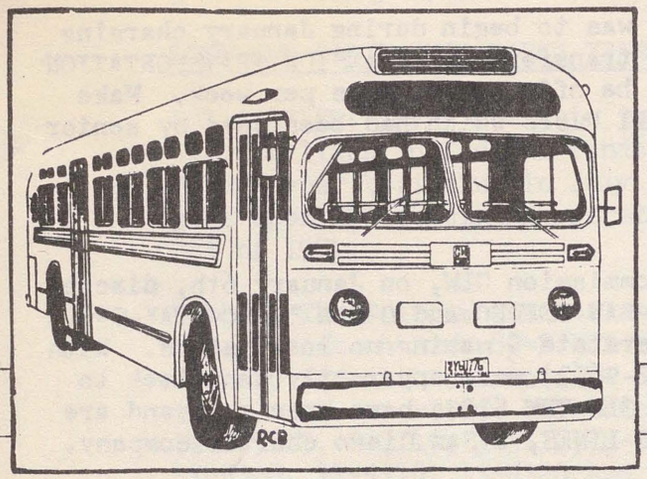


Western Transit

Monthly Publication of The Western Transit Society

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SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: On November 10th changes were made in the shuttle lines in the Mira Mesa area- Line 21 begins at Mira Mesa Shopping Center (Gemini and Black Mountain) via Black Mountain, Mira Mesa Blvd, Westonhill, Menkar, Spica, Aquarius, Westonhill, Andromeda, Sagittarius, Capricorn, Camino Ruiz, Mira Mesa and Black Mountain to MMSC. Line 22 also starts at MMSC running via Black Mountain, Mira Mesa, Montongo, Acama, Andasol, Angeleno, Berry Knoll, Tyrolean, Montongo, Mira Mesa, Reagan, Camino Ruiz, Gold Coast Drive, Greenford, Flanders, Westonhill, Mira Mesa and Black Mountain to MMSC. Line 24 starts at Miramar Naval Air Station via Miramar Way, Gemma Ave loop, Miramar Way, Mischer Way to Naval Air Station Exchange loop, Mitscher Way, Miramar Way, Gemma Ave loop, Miramar Way, Altair, Interstate 15 (U.S. 395), Pomerado Rd, Willo Creek, Aviary, Red Cedar, Ironwood, Scripps Ranch Road (Scripps Ranch), Aviary, Willow Creek, Pomerado, Interstate 15 and Altair to terminal. All of these lines operate six days a week using Mercedes. Additional SDTC lines have been renumbered (WT 10/74)- 13-ALLIED GARDENS-NATIONAL CITY (former B) effective 12/23/74, 20-RANCHO BERNARDO EXPRESS (former G) with 20A to Mira Mesa Only and 20B to Rancho Penasquitos Only effective 11/18/74, 50-UNIVERSITY CITY EXPRESS (former 5X) and 110-LOMITA VILLAGE EXPRESS (former 11X) 11/10/74. The other lettered lines are still operating by their old designations. February 3rd saw the beginning of three new lines all running hourly Monday thru Friday each using a Mercedes. 46-PARKWAY PLAZA (EL CAJON)-SANTEE VIA MAST SHUTTLE begins at Parkway Plaza via Magnolia, Fletcher Parkway, Johnson, Bradley, Magnolia, Woodside (into Mission del Magnolia Mobile Home Park), Woodside, Magnolia, El Nopal, Timberlane, Beck, Via Rita, Via Nina, Magnolia Park, Mast Blvd, Halberns, Lake Canyon and Carlton Hills Blvd to Mast and return. 47-PARKWAY PLAZA-SANTEE VIA MISSION GORGE ROAD runs via Magnolia, Prospect, Cottonwood, Mission Gorge, Big rock, Rancho Fonita, Mission Gorge, Rocky Point, Rolling Oak, Pine Ridge (Highland Mobile Home Park), Rocky Point and return. 48-PARKWAY PLAZA-LAKESIDE travels Magnolia, Broadway, Graves, Pepper, Orange Grove (Pepperwood Mobile Home Park), Orange Grove, Pepper, Winter Gardens, Woodside, Maine, Mapleview, Lake Jennings Park, Pino, Julian, Los Coches to Woodisde and return. Line 38-HARBOR ISLAND-SAN DIEGO ZOO began February 2nd combining former 38, 38A and 38B (WT 1/75). Operating a 20 minute headway 600AM/1000PM daily the line starts at Tom Ham's Lighthouse on Harbor Island via Harbor Island Rd to Reuben E. Lee Restaurant, then via roadways into San Diego International Airport, thence Harbor Dr., Broadway, 7th Ave, B St, 5th Ave, Fir, 6th Ave, Laurel/El Prado, Pan American Road, El Prado and Village Place Way to the Carousel. SDTC's recently announced plans to increase fares to a flat 35 cents on February 1st have been postponed until at least next July although the corporation is facing a $1.2 million deficit by that time.

CITY OF ESCONDIDO (COE)

ESCONDIDO: A three route, six bus intra city bus system was to begin during January charging a quarter fare (25 ride ticket book for $5) and offering transfers to OCEANSIDE TRANSPORTATION SYSTEM and SAN DIEGO TRANSIT CORPORATION. Service is to be offered six days per week. Make of the new small buses is presently unknown, but two small buses which had been used by senior citizens are spares for the city owned fleet.

GREYHOUND LINES-WEST (GLW)

SAN DIEGO: Following approval by the Public Utilities Commission GLW, on January 6th, discontinued all local service on Lines H-SAN DIEGO-HARBORSIDE-SAN YSIDRO and O-SAN DIEGO-OTAY-SAN YSIDRO with all San Diego/Border schedules now using Interstate 5 making no local stops. With this change all twelve TDM 5303s based at San Diego (9642-9653) were apparently sent back to San Francisco for SFBACR operation as a number of former GLW TDM 5103s have been sold and are operating for Sacramento's REGIONAL TRANSIT and AZTEC BUS LINES, a San Diego charter company.

FRANCISCAN LINES, INC. (FLI)

SAN FRANCISCO: FLI is requesting authority to operate as a PSC between Danville (Greenbrook Drive and Danville Boulevard) to San Francisco (East Bay Terminal). Pick ups (and discharges on return trips) would be made at certain points along Danville Boulevard and schedules would be designed to carry commuter traffic only. The application lists FLI equipment as including three PD 4104s, five PD 4106s, one SDM 4502 and five SDM 5301s.

RIVERSIDE COUNTY TRANSIT PLANS

RIVERSIDE: As neighboring San Bernardino County has been doing Riverside County is beginning to plan for the establishment of public transit within the county - present SCRTD buses serve the western part of the county including Corona, Mira Loma, Riverside and March Air Force Base with CONTINENTAL TRAILWAYS and GREYHOUND LINES-WEST only providing intercity service in other areas. Palm Springs does, however, have its own small local bus network. Two different areas are in the planning stages. Establishment of a local line in Perris and Good Hope and two local lines in Sun City plus intercity routes from Elsinore, Riverside and Hemet all converging in Perris have been recommended by consultants to the RIVERSIDE COUNTY TRANSPORT ADVISORY COMMITTEE. The local lines would begin first and a 25 cent local and 50 cent interurban fare are envisioned. Yet to be decided is what agency would run the system, the county, a joint powers agency or a special transit district. Further east the REGIONAL COACHELLA VALLEY INTER-CITY TRANSPORTATION SYSTEM is proposing a bus system starting in Palm Springs and terminating in Palm Desert with later extensions to Indio and Coachella. The cities of Palm Springs, Rancho Mirage and Palm Desert have endorsed the concept, have adopted a fare structure and are now working on details of the routing. The present Palm Springs transportation system would be used for this trial system, perhaps starting this summer. The City of Indio has also ratified the proposal and Coachella's main interest in the system centered around transportation to and from work for local residents. While supporting the plan in principle Indian Wells has indicated it does not need the bus network.

HERB BAUER'S SPORTING GOODS, INC. (HBSG)

FRESNO: HBSG is seeking a PSC to operate service on a round trip basis from 1316 North Blackstone in Fresno to China Peak Ski Area (near Huntington Lake) and to Badger Pass Ski Area in Yosemite National Park. Service would be operated only during December, January, February, March and April. Departure would be at 700 AM for both routes and the return from China Peak would be 430 PM and 500 PM from Badger Pass. (Ed. Note - Only one 14 passenger Dodge B-300 Van is listed as equipment which would preclude operation of both routes at the same time.)

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: By a 4-1 vote the Los Angeles County Board Of Supervisors have voted $12.1 million in federal funds to continue the 25 cent fare program for the next fiscal year beginning in July. The supervisors stressed their support was contingent upon RTD obtaining operating funds under the National Mass Transportation Act of 1974.

Dubbed "The Fairfax Connection" service was doubled between Wilshire/Fairfax and La Brea/Sunset on Line 89-FAIRFAX AVENUE (6 minute vs 12 minute headway) beginning on January 5th with appropriate ceremonies held at Farmers Market. This is a 90 day trial with experience here dictating future policy. Buses on the first day were: BR 1-3105, 2-3119, 3-3114, 4-3117, 5-3100, 6-3109, 7-3112, 8-3110, 9-3103, 10-5330, 11-5328, 12-5318, 13-5320 and 14-5322.

All white repaints now include 2265, 2270, 2323, 2339, 6504 and 6534.

Former Lines 30 and 87 were combined January 19th providing through service between Ramona Gardens and Boyle Heights via General Hospital. Line 87-EVERGREEN AVE.-GENERAL HOSPITAL BUSWAY STATION-RAMONA GARDENS will operate weekdays on a 12 minute headway, Saturdays 15 minutely and Sunday 20 minutely. From Murchison and Lancaster buses travel Murchison, Alcazar, Eastlake, Biggy, Zonal, State, Marengo, thru Busway Station, thru Hospital Out Patient Clinic, Marengo, Soto, Wabash, Evergreen, 4th and Euclid to Whittier Boulevard.

The first phase of the Grid System for the south side (WT 1/75) began on January 19 with inauguration of nine new lines all operating on 20 minute headways (Mon-Sat 600A-700P and Sunday 800A-600P) and the opening of yet another new Division, numbered 18 and located at 190th Street and Harbor Freeway just west of the City of Carson. Named "Streetway System 321" (3 blocks to the bus stop, 20 minutes between buses and 1 transfer gets you anywhere) the network is a new approach to neighborhood bus service. Two of the new lines, 352-SANTA BARBARA AVE-VERNON AVE and 354-54TH STREET, operate out of Division 4 and the others work out of Division 18. Line 352 begins at Santa Barbara and Crenshaw via Santa Barbara, Central, 41st, Compton and Vernon to Leimert. 353-VERMONT AVENUE begins at 6th and Vermont running via Vermont to 120th Street. Line 354 starts at 54th and Crenshaw via 54th, Central and 55th to Holmes. 355-AVALON BOULEVARD begins at 7th and Flower and runs via 7th, San Pedro and Avalon to Rosecrans. 356-GAGE AVENUE starts at Claredon & Pacific in Huntington Park via Pacific, Gage, Cimarron, 62nd, Southwest Dr, 4th Ave and Hyde Park to Crenshaw. 357-CENTRAL AVENUE starts at 6th and Flower via 6th (5th inbound) and Central to Rosecrans. 358-79TH STREET-NADEAU STREET begins at Nadeau and Croesus traveling via Nadeau, San Pedro, 79th, Vermont, 83rd, Budlong and 79th to Crenshaw. Because of difficulties involved with the Crenshaw turnaround loop presently the line terminates at 79th and 5th Avenue. 360-92ND ST starts at 92nd and Alameda via 92nd, Vermont, 94th, Normandie and 92nd/Arbor Vitae to Crenshaw. 362-108TH STREET starts at Imperial and Croesus via Imperial, Alameda, Santa Ana Blvd, 108th, Vermont, 110th, Normandie and 108th to Crenshaw. While portions of some Grid lines duplicate existing service no changes were made on those lines. The Grid System will be further expanded on March 2nd and 30th. Division 18 is located on the site of a former mobile home/travel trailer sales lot and is currently home base for seven lines and 38 buses -- 2263-2272, TDH 4512s assigned to Lines 356 and 358; 5450-5463, TDH 5301s assigned to Lines 357, 360 and 362 and 5713-5726, F2D6V-401-1s assigned to Lines 353 and 355. Additional Grid lines will be housed here and plans call for some Division 12 (Long Beach) lines to move over relieving current overcrowding at that location.

SCRTD Continued

An additional Park And Ride line, 770-PASADENA-LOS ANGELES PARK/RIDE, began February 3rd operating seven one way trips to Los Angeles in the AM and from Los Angeles in the PM plus three trips in the opposite direction each rush hour using 2600s (TDH 4519s) assigned out of Division 10 with 2200s (TDH 4512s) as second choice equipment. Beginning at Colorado and Arroyo Parkway buses travel via Colorado, Euclid, Del Mar, Arroyo Parkway, Pasadena Freeway, Hill St., 1st St. and Olive to Washington Blvd. Three stops are made in Pasadena - Colorado and Arroyo, Colorado and Garfield and the Pasadena Center Garage.

Equipment news - the "Street Fleet" 2500s (TDH 3714s) now sport outside fleet numbers and coach 7000 (111-CC-D6-1) has an experimental installation of Lexan windows.

SANTA CLARA COUNTY TRANSIT DISTRICT (SCCTD)

SAN JOSE: The county wide arterial fixed route system began December 21 completing the "Arterial/Personalized Transit" system begun November 24 when the "Dial A Ride" network was inaugurated (WT 1/75). 19 new lines now crisscross the County in a North/South, East/West pattern replacing the 18 fixed routes orignally taken over from SAN JOSE CITY LINES, PEERLESS STAGES, INC and PENINSULA TRANSIT LINES and the 7 "Interim Routes" begun by SCCTD. Route numbers were assigned so as to not duplicate those of the former fixed routes with 20 thru 27 used for East/West with 20 the most northerly and 27 the most southerly and even numbers 50 thru 70 for North/South with 50 the westernmost and 70 the easternmost. Immediate effect of the network was to provide a fully integrated fixed route system county wide with uniformly frequent base service (30 minute average headway weekdays) replacing a system formerly concentrated in San Jose and Palo Alto with sparsely distributed and infrequently serviced interconnecting links. Other improvements include county wide service on weekends (16 lines Saturday and 14 on Sunday/Holidays). Less favorable changes included elimination of fixed route service on certain portions of traditional Palo Alto and San Jose lines in favor of Dial A Ride (forcing patrons in certain neighborhoods to use DAR and transfer to an Arterial Route to reach the downtown area whereas they previously had direct service) and elimination of all evening service on weekends (SJ lines 1, 2, 3 and 5 formerly provided some service). At the protest of affected citizens and because DAR is not yet providing the level of trouble free service anticipated, the County Board of Supervisors agreed to provide substitute service along those fixed route portions of Lines 1, 1A, 2, 3, 4, 5, 7, 16 and 36 being abandoned until such time as the bugs are worked out of DAR. These lines operate half hourly and connect with one or more Arterial Routes at convenient transfer points, are operated with TC 31s and are officially designated by their old numbers followed by "Temporary", but are identified only by the reading "SHUTTLE" on the headsigns. Following are the new services: 20-MOUNTAIN VIEW-MILPITAS: From San Antonio Shopping Center at El Camino Real and San Antonio Road in Mountain View east via California, Castro, Middlefield, Mountain View Industrial Park, Moffett Field South Gate, Lockheed, Moffett Industrial Park and California Highway 237 to Main St. and Dixon Road in Milpitas. Weekdays only there is a 30 minute base, 8-28 minute AM peak and 20-22 minute PM peak. This is an entirely new service with only the western end along California Street in Mountain View having previously been served by a short segment of the now abandoned Line 43.

SCCTD Continued

21-MENLO PARK-ALUM ROCK PARK and 22-MENLO PARK-HILLVIEW: These two lines form the system's "Main stem" operating from Menlo Park S. P. Depot in San Mateo County east via El Camino Real thru Palo Alto, Mountain View and Sunnyvale to Santa Clara, then via The Alameda and Santa Clara St to King Road where 21 continues eastward to Alum Rock Park (Linda Vista) and 22 turns south along King to Quimby Rd and east to Hillview (Eastridge Center). Each line provides a basic 30 minute weekday service with a 15 minute headway from King Road to Menlo Park Line 22 Saturday service is half hourly, Sunday is hourly while 21 shuttles hourly between 1st & Santa Clara (downtown San Jose) and Alum Rock Park both days. Weekday evening service is hourly over the full length of 22 and hourly on 21 between Santa Clara and Alum Rock Park. 21/22 replaces former Line 35 for its complete length (Menlo Park-South Palo Alto) and 1 and 1A from El Camino and Monroe in Santa Clara south and eastward. The local branches of 1/1A in Santa Clara (Monroe St and Kaiser Hospital) were given up to Dial A Ride. 21/22 from downtown SJ to Menlo Park duplicates hourly GREYHOUND LINES service on F-SAN JOSE-SAN FRANCISCO and from SJ to Fairoaks Ave in Sunnyvale on C-SAN JOSE-SAN FRANCISCO. Previously GLW local service had no competition from Santa Clara to South Palo Alto. 23-STANFORD SHOPPING CENTER-SAN JOSE and 24-PAGE MILL ROAD-SAN JOSE comprise SCCTD's "second stem" along the busy West San Carlos-Stevens Creek corridor and serve some of the county's largest regional shopping centers. From 2nd & Santa Clara in SJ via 2nd, West San Carlos, Stevens Creek Bl, thru Cupertino past De Anza College to Foothill Blvd and Fremont Ave to Los Altos where 23 turns north on San Antonio Rd to Mountain View, Philco-Ford and via Middlefield and Waverly to University (downtown Palo Alto), thence University (stopping at S.P. Depot) to El Camino to Stanford Center. 24 continues west along Fremont and Foothill Expressway past PA Veterans Hospital to Page Mill Rd, then threads its way thru Stanford Industrial Park to California Ave to South Palo Alto S. P. Depot. Each line operates 30 minutely weekdays with combined 15 minutes Los Altos to San Jose. 24 does not run weekends but 23 runs half hourly Saturday and hourly over its full length Sunday with added service SJ to Valley Fair Shopping Center. Weekday evening service is offered hourly on 23 from Los Altos to SJ. 23/24 replace Line 5 Valley Fair branch, most of 18 and 23's northern end replaces parts of old 31, 32A and 36 and 24 replaces the southern end of 31. Service on San Antonio and on Foothill Expwy is new. 23 follows essentially the same route the big red electrics of the PENINSULAR RWY did from San Jose to Mayfield (now Stanford Industrial Park), the Foothill Expwy being built on the PRy right of way. 25-STRAWBERRY PARK-STORY/CAPITOL runs from Strawberry Park (Saratoga and Williams) east via Williams, Monroe, Moorpark, Valley Medical Center, Fruitdale, Willow, Keyes and Story to White Rd (East Foothills). Weekday service is 30 base, 20 rush, hourly Saturday and 70 minutely Sunday from Story/White to Valley Medical Center. Weekday evening service is hourly Story/White to Valley Medical and 25 replaces Williams Rd branch of 5, Willow St branch of 2 and Keyes segment of 16 with short segments on Keyes and Fruitdale new. 26-SUNNYVALE-HILLVIEW runs from Lockheed in North Sunnyvale via Java, North Fairoaks, Evelyn, Wolfe, Miller, Prospect, Campbell detoruing thru central Campbell via Aquino, Hamilton and Winchester to Pruneyard Center, thence Bascom, Curtner and Tully to Hillview (Eastridge Center). 30 minute weekday and Saturday service and hourly Sunday is offered. Saturday/Sunday service operates only from Eastridge to Fairoaks & Evelyn in central Sunnyvale. 27-WEST VALLEY COLLEGE-SANTA TERESA HOSPITAL runs from West Valley College in Saratoga via Fruitvale and Saratoga Aves. to central Saratoga, then via Saratoga-Los Gatos Rd thru Monte Sereno to Los Gatos and via Santa Cruz, Blossom Hill (detouring thru Union district via Los Gatos, Los Gatos-Almaden and Leigh) and Cottle Rd to Santa Teresa Hospital with 30 minute weekday and hourly weekend service. Weekend buses do not run to WVC but are cut back to central Saratoga (3rd and Big Basin Way).

SCCTD SERVICE CHANGES WILL CONTINUE IN MARCH ISSUE OF WT

OMNITRANS (OT)

SAN BERNARDINO: Monday January 13 saw the beginning of OT - five buses on five lines in the following areas: Yucaipa, Alta Loma-Cucamonga, Montclair-Ontario all connecting with EAST VALLEY TRANSIT's UPLAND-CALIMESA line and two Victor Valley lines linking Adelanto and George AFB with Victorville and Apple Valley and providing a downtown Victorville loop each operating on a temporary 8 hour service day for the first week. On January 20 service was expanded to approximately 13 hours a day Monday/Saturday and 7 to 10 hours Sunday except no Sunday runs in Victorville. The YUCAIPA line runs 650A/750P Mon/Sat and 650A/450P Sunday. From Yucaipa and 4th buses travel via Yucaipa, Bryant, Date, California, Cedar, 2nd, Date, 3rd, Cedar, 4th, Avenue E, 6th, Avenue F, 3rd, Avenue H, 5th, Avenue J, Calimesa, County Line, California and Yucaipa to 4th. MONTCLAIR-ONTARIO begins at Indian Hill Village (formerly Pomona Valley Shopping Center) running via Mills, Kingsley, Vernon, Benito, Fremont, Palo Verde, Monte Vista, San Jose, Moreno, Benson, 6th, Mountain, 4th, Benson, Palo Verde, Central, Moreno, Kimberly, San Jose, Monte Vista, San Bernardino, Kimberly, Benito, Monte Vista, Orchard and Mills to IHV. ALTA LOMA-CUCAMONGA begins at Arrow Hwy and Archibald via Archibald, 8th, Turner, Arrow, Archibald, Foothill, Carnelian, Lemon, Beryl, Base Line and Haven to Chaffey College returning via Haven, 19th and Archibald to Arrow. Mon/Sat runs 645A/645P while Sunday runs 645A/345P. MONTCLAIR-ONTARIO will operate 715A/715P except Sunday when it will run 915A/415P. OT buses, Mercedes Benz Model 0309D, fleet numbers 20701-20720 based upon incomplete observation, presently lack fare boxes and will provide free service for the first month or so. At first it was thought more lines could be in operation by the end of January but all the buses did not arrive and the buses need installation of additional heaters and insulation around engine compartments. Additional air conditioning units may also be installed on those buses to be used in the desert. When buses are ready the following lines may be instituted: western Yucaipa, Lucerne Valley-Hesperia, Chino-Los Serranos and as replacement for RTD Line 146-ONTARIO-UPLAND. 2 buses are to be equipped with 2 way radio for a Dial A Ride in Chino. The county will ask SAN BERNARDINO TRANSIT SYSTEM if they have enough equipment necessary to increase frequency of service on the Upland/Fontana and Redlands/Calimesa of EVT's UPLAND-CALIMESA line. Also being considered is leasing SBTS equipment for bus service in Redlands and Fontana. Three 12 to 15 passenger vans will soon be purchased as back ups for the Mercedes fleet. Under a contract with SANBAG a total image is being created for the OT system by Hallman and Associates, a Santa Ana marketing-advertising agency which was OCTD's first ad agency. With the system name of OMNITRANS specific services were given derivitive names - Flxible and GMC buses used on fixed routes are called "Omnibus", Mercedes buses are "Omniflex", "Omnifare" for bus fares, "Omnistop" for bus stops and for the future, "Omnitrak" for high speed rail service. System logo features four lines; two yellow, one light blue and one dark blue; shaped into a "T" with each line representing one of the four joint powers agencies and the whole incorporated into a circle to show one single service. Paint design utilizes double horizontal stripes to indicate speed and direction with a tilted, wraparound vertical stripe to convey progressiveness.

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SAN FRANCISCO: Weekday morning peak hour service on the Hyde/Chestnut branch of 25-BRYANT-LEAVENWORTH was dropped January 19 with all buses continuing to the regular terminal at Jackson and Fillmore. All trips in the PM Peak on Line 6-MASONIC were extended from 10th/Ortega to the outer terminal and bus only lanes were instituted using the right hand lane of Sutter between Gough and Stockton and the right hand lane of Post between Gough and Taylor as part of the city's transit preferential street program.

SAN BERNARDINO TRANSIT SYSTEM (SBTS)

SAN BERNARDINO: Using one of SBTS' new Mercedes Benz coaches a local line tailored for the City of Rialto, 15-RIALTO SHOPPER, began operation on January 13th. Running hourly 645AM/645PM Monday/Saturday the line begins at the Crestview Convalescent Hospital running via Riverside Ave., thru the Civic Center area, Rialto Ave., Eucalyptus Ave., Foothill Blvd., Lilac Ave., Etiwanda, Willow, Base Line, Riverside looping via Easton, Sycamore and Walnut to Riverside. These Mercedes, also Model 0309s and painted in OMNITRANS colors are fleet numbers 100-104 based upon visual observations. Three of the 100s will be used on established San Bernardino local lines to allow members of the existing fleet to be repainted in OMNITRANS colors as decreed by SANBAG to identify all buses as part of the county's public transit system. Monthly SBTS ridership has risen to an average 224,000 since adoption of a flat fare of 25 cents on November 1st. The SBTS Board has asked the City of San Bernardino to set a price and terms for the sale of the city's bus system to SBTS and will ask the county to do likewise with the OMNITRANS system with the ultimate aim of establishing a single public transit system for the entire county.

REGIONAL TRANSIT (RT)

SACRAMENTO: Several changes took place with the January 5th Sign Up. Line 1-FOLSOM BLVD-McKINLEY BLVD - The McKinley loop operation was broken up, north part of loop from 39th & McKinley operates to CSUS via McKinley, Meister, Aiken, Brand, 45th, A St, 51st, Pala, Coloma-50th, F St, Elvas-56th, H St and Carlson to CSUS returning via Carlson, H, 56th-Elvas, F, 50th, Pala, 51st, A, 45th, Brand, 43rd, Meister and McKiley. The south part of the loop (D St from 39th to 46th and 46th, F St to Elvas) consolidated with Line 9-CROSSTOWN. Line 2-RIVERSIDE BLVD.- The Land Park branch has been separated into a separate line and a new downtown terminal established at 9th and H. All trips via new "2" run to new loop across from former Riverside & Fraites terminal via Riverside, Surfside, Harmon, Pocket and Riverside to Florin. Service is 30 min M/F, 60 S/S/H, nights 120 minutely and the line is operationally connected to 5/6-LAND PARK DR. Line 3-GREENHAVEN EXPRESS runs inbound via 2 routing to 43rd and new I-5 Freeway, thence I-5 stopping at Seamas & Sutterville leaving I-5 at Q St, via Q, 10th, G to 9th operating outbound via 9th, P, I-5 and inbound routing in reverse. One peak hour round trip weekdays is operated. New 5-LAND PARK DR-RIO PARK-MEADOWVIEW RD extended from Land Park & Golden Oak via Golden Oak, Brandwood, Alma Vista, Pocket, Meadowview to 24th. Daily hourly service runs with SSH operated over special route from Land Park and 13th (outbound) via 13th, 56th Ave to Land Park, then regular route (reverse inbound). Routing over former GREEN ACRES leg now designated as 6-LAND PARK DR-GREENACRES. Six buses are needed to fill service on 2/3/5/6 M/F, three on SSH with TDH 4801s weekdays and 4500-4567 weekends. Line 67-CLARKSBURG was changed in Rio Park abandoning Lynee Way, Sharon, Myrtle Vista in lieu of Line 5 route via Alma Vista, Brandwood and Golden Oak. 71-FRANKLIN BLVD-44TH-FLORIN CENTER route on 47th Ave, 47th St, 50th Ave and 6th Pkwy revised in favor of 47th Ave, Steiner and 50th Ave, then regular route and from Sky Parkway and 6th Pkwy via Sky, 65th St Expressway and Florin to Florin Center. 80-WATT AVE-RANCHO CORDOVA-SUNRISE MALL - the Madison Ave leg transplanted to new 81 with 80 ending at Sunrise Mall, no other changes, base buses cut from 10 to 7 with hourly night service. 81-FLORIN RD-FLORIN CENTER-CSUS-FULTON AVE-MADISON AVE takes over former 80 from Sunrise Mall to American River College, thence via College Oak, Orange Grove, Auburn Blvd, Watt, El Camino, Butano, Watt, Cottage Way, Fulton, Munroe, American River Dr, Howe, Fair Oaks, J St, The Esplanade (CSUS), J, Elvas, 65th Expwy, Florin Center, Florin Rd to Riverside Blvd. Weekday 30 minute headways, Saturday hourly with no Sunday and 7 buses required for base using 4545-4567 weekdays and 4900-4922 (Flxibles) on Saturday.

EQUIPMENT REPORT

Property	Vehicle Nos	Builder	Model/Serial	Notes
NEW				
Roesch Lines	427	MCI	MC8/S11009	
Allstate Charter Lines	117	MCI	MC8/S10682 U30223	
Santa Cruz Metro Trnst	831-833	GMC	T6H4523N/1239-1241	
Golden Gate Transit	893-922	GMC	T8H5307A/2523-2552	
Santa Barbara MTD	212-221	GMC	T6H4523N/1253-1262	
USED				
Four Winds Transportation	504	Kassb	SE/27841	Ex CBS 11768
Aardvark Lines	203	Kassb	SE/58161	Ex ABL 25706
City of Calif City Trnst	701	GMC	PD4106/1469	Ex NMT 209
Roesch Lines	(11401-403	GMC	PD4106/987,1418, 1448	Fiesta 3805, 3802, 3803
	(11407	GMC	PD4106/2808	Ex LTR 170
Astrocoach	504	GMC	PD4104/2716	Ex PSS 293
Sierra Lines	501-502	GMC	PD4501/222,574	Ex GLW 9095,99
Town Tour Fun Bus Co	unkn	GMC	TDH3610/317	Ex Gem City 5659
Regional Transit	(4833	GMC	TDH4801/004	Ex Salinas 127
	(5001	GMC	TDM4801/053	Ex Douglas 701
	(5301-5303	GMC	TDM5103/032-034	Ex GLW 9431-33
	(5304-5305	GMC	TDM5103/036-037	Ex GLW 9435-36

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MEETING DATES

March 9, April 13, May 11, June 8
700 PM

Assembly Room
Culver City Municipal Bus Lines
9815 West Jefferson Boulevard
Culver City, California

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