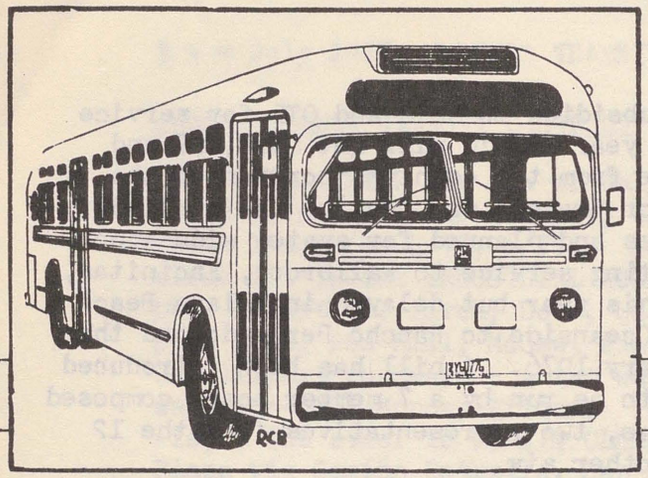


Western Transit

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NORTH COUNTY TRANSIT SYSTEM/OCEANSIDE TRANSPORTATION SYSTEM (NCTS) (OTS)

OCEANSIDE: NCTS Line 30-VISTA LOCAL was revised May 19th to travel via South Santa Fe Avenue to Escondido Avenue and then turn left. This change was made in response to Senior Citizen petitions, but leaves the Greyhound station and Post Office without service. On June 23rd Line 11 was expanded to include service to Plaza Camino Real with hourly service offered from Thunder Hills, Costa Serena, College Park, Lake Blvd and Tri City Hospital to the Plaza and 11 also provides service to the College Plaza Shopping Center, Mira Costa College and residential areas. Service operates Monday/Saturday 630AM/1030PM. Also effective June 23rd was the start of special bus service for evening classes at Mira Costa College summer session. Running Monday thru Friday the bus leaves the Mesa Margarita area at 440PM, 3rd and Hill at 500PM, Vista Way and Hill at 510PM and then to Mira Costa at 525PM with return from the college at 957PM. Marvin Burkett, General Manager of Fleetwood Enterprises, Inc. of Riverside informed OTS on June 19th that the first of their new buses were due to be received by July 1st. Upon completion of assembly the buses are to be driven to Oceanside for delivery and Fleetwood has already missed two delivery dates. If deliveries lag beyond the third week of July a penalty clause will be invoked for each undelivered vehicle. The buses will receive their shakedown runs in Oceanside for a few days before being assigned to expanded services in Carlsbad, San Dieguito and Solana Beach. At that time the larger buses will be freed for expansion of the corridor routes between Oceanside and Solana Beach, Oceanside and Escondido, Fallbrook and Vista and Escondido and Rancho Bernardo. Upon receipt of the new buses Vista will receive two more local lines and one more corridor line and the City Council will introduce the new services with a month of free rides in August or September. OCEANSIDE-ESCONDIDO will operate hourly and the local lines will run 7AM/7PM weekdays, 8AM/6PM Saturdays and rest on Sundays. Corridor lines will run 7AM/8PM and all lines will converge at the bus station in downtown Vista. There will be 12 trips a day to Tri City Hospital and El Camino Shopping Center. Comprehensive Planning Organization directors have tentatively approved a 5 year plan of growth of NCTS which has been sent to the cities and county for final action in July. The proposal must be in effect soon to qualify for federal funding thru UMTA. Upgrading the system is slated to increase the fleet from 59 to 77 buses by 1980 and the addition of 2 new lines plus improved frequency of trips on 9 existing lines. One new line is slated for Escondido this year and the second in San Marcos during 1978-79. CPO has endorsed allocation of $196,700 of Oceanside state sales tax reserves earmarked for transit projects as the city's share of the 1975-76 NCTS subsidy. Up to $994,239 will eventually be tapped for NCTS as contracts are executed with other cities and the county. Allocations are slated for links within and between these cities: Carlsbad-$179,468; Escondido-$28,311; San Marcos-$56,137 and Vista-$147,084. Escondido's contribution is lowest because it pays only for transfer privileges to tie into the larger sub-regional system. Oceanside City Council has approved the suggestion that if and when a transit distrcit is formed OTS should be sold with assurances the 60 employees will be adequately protected. The $1.6 million agency was formed in 1946, owns 27 buses and has 22 more on order. An inventory in now being conducted to determine OTS' worth.

NORTH COUNTY/OCEANSIDE Continued

The San Diego County Board of Supervisors has voted bus subsidies to SDTC and OTS for service to unincorporated areas of the county for the next fiscal year. SDTC will get $842,827 and OTS $398,875. The lion's share of the contracts will come from the county's portion of the Local Transportation Fund (¼% state sales tax earmarked for transit purposes). The remainder is expected from federal funds coming to the two properties and planned for system wide apportionment. The NCTS program includes continuation of existing service to Fallbrook, Encinitas, Ramona and Leucadia; initiation of lines contracted for this year but delayed in Solana Beach and along the coast to Oceanside, Vista to Fallbrook and Oceanside to Rancho Bernardo and the establishment of shared taxi service in Fallbrook in January 1976. A bill has been introduced in the Assembly to create a county wide transit district to be run by a 7 member board composed of 2 county supervisors, two representatives from San Diego, two representatives from the 12 other cities and one public member to be selected by the other six.

ESCONDIDO CITY TRANSIT (ECT)

ESCONDIDO: On May 4th the City Council approved a contract for purchase of 2 small buses from Walters Auto Sales and Service of Riverside, a Mercedes Benz dealer who supplied the city with its first 6 MB buses. A bid was also received from Homer Heller Ford of Escondido which was $13,000 lower than the one accepted, but specs called for diesel powered buses while Heller offered gas jobs. A third bid was received from Electrobus. Bid prices were: Mercedes $49,270; Ford $36,998 and Electrobus $93,100. The buses will be used on a new line SOUTH JUNIPER ST. serving the Escondido Country Club area with transfer connections to NCTS' SAN MARCOS LOCAL line. Free bus rides, advertised as "Commuters Special", were offered from 7AM until 10AM every morning from May 12 thru May 16 on ECT. Free rides were also offered on Friday night May 2nd from 6PM until 9PM courtesy of the Downtown Business Association to stimulate shopping.

INTRA CITY MUNICIPAL BUS SYSTEMS - PART XV

The Hemet City Council has voted to run its Dial A Ride system on Sundays in a two month experiment beginning July 13th. The City of Bellflower has announced the beginning of a Dial A Ride system using a nine passenger van operated by SOUTHEAST TAXI COMPANY operating weekdays 845AM to 515PM, on Sundays 800AM to 100PM with no Saturday service charging a 25 cent fare. There will be a 20 minute average wait time and, space permitting, patrons may flag down the van en route. The contract calls for city payment of $120 daily and $75 on Sunday with a 30 day cancellation clause. The City of Santa Fe Springs has signed another years contract with MONTEBELLO MUNICIPAL BUS LINES to provide free transportation for SFS riders on its one loop type route. The city will pay $150 per day, $10 higher than last year, for 9 hours of service. The South Gate City Council has extended its Phone A-Ride service agreement with SOUTHEAST TAXI CO. on a monthly basis past June 15 pending a possible federal grant for Dial A Ride. Monrovia ended its Dial-A-Ride on June 27 because of insufficient patronage, 77 a day instead of the 130 anticipated while neighboring Arcadia is elated with the average 100 daily riders which is over their estimates. The Cerritos Recreation Department is operating one round trip daily for the summer from Cerritos, Artesia and Hawaiian Gardens taking beachgoers to Seal Beach for a 50¢ fare. Bus leaves Cerritos 930AM with 5 stops enroute and departs Seal Beach 400PM. LA MIRADA DIAL-A-RIDE and OCTD's LA HABRA DIAL-A-RIDE have entered into an agreement allowing passengers to transfer between the two systems at Beach Blvd and Imperial Hwy. The regular OCTD 50¢ DAR fare is charged. La Mirada has also entered into a transfer agreement with RTD that allows transfers onto RTD for an additional 10 cents over the normal La Mirada fare similar to the agreements between RTD and the other municipal carriers in the county. Using a bus leased from the Seal Beach School District the city has begun its own "Beach Buggy" service from College Park East and College Park West subdivisions to the Seal Beach Pier. Four trips (9A, 11A, 2P and 4P) are operated and there is no fare charged.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: With the 4th of July came the introduction of the 800, 900 and 1000 series coaches into regular service, the inauguration of 9 new Park/Ride lines and 6 new fixed route lines (WT 4/75, 6/75). Two new fixed route lines not previously outlined include 171-IRVINE INDUSTRIAL LOOP from Orange County Airport via Airport roadways, Campus, MacArthur, Birch, Dove, Quail, Birch, Bristol, Red Hill, Paularino, Airway, Airport Loop, Red Hill, McGaw, Jamboree, Michelson, DuPont, Von Karman, Martin, Campus and Airport roadways - a two way loop two buses operating each way on a 20 minute headway 600A-600P Monday-Friday. The line operates out of Division 1 using 600s (45102-8 -1s). The other is 95-SAN CLEMENTE-SEAL BEACH VIA PACIFIC COAST HIGHWAY from Grants Plaza via Camino Estrella, San Diego Fwy, Coast Highway (diverting at Broadway to serve Laguna Beach Bus Station and at Newport Center Dr to serve Fashion Island), Jamboree, Bayside, Coast Highway, Marina, First and Ocean to Main. Hourly service seven days a week using 4 buses operates from Division 4. The General System Shake Up also became effective July 4 and including the dividing of former Division 4 (Garden Grove) into Division 3 (primarily north/south lines) and Division 4 (primarily east/west lines). The 800 and 900 series Flxibles both feature air conditioning, 3 piece headsigns, push doors, light blue interiors, melamine upper and lower side panels, air activated brakes, 8-V engines and sealed windows except for the first right side window and the last on the left hand side which open. The 800s have 44 orange colored forward facing bucket seats with package racks while the 900s have 51 orange and blue fibreglass seats with padded inserts in normal transit configuration. The 1000s (TDH5303s) have air conditioning, 51 green and gray padded seats, air assist push doors, emergency doors and pale green interiors with anodized aluminum side panels. Motorola two way radios have been installed in the coaches 301-316, 501-515 and 601-663 with the other members of the fleet scheduled to receive them at a later date. YELLOW CAB COMPANY OF NORTH ORANGE COUNTY, YELLOW CAB OF SANTA ANA and YELLOW CAB OF NEWPORT BEACH have filed suit in Superior Court seeking an injuction to either halt operation of OCTD's Dial A Ride programs in La Habra and Orange, or to purchase all the affected taxi cab companies in the county. The suit is similar to one in San Jose which resulted in a court order that SANTA CLARA COUNTY TRANSIT DISTRICT had to either stop their county wide Dial A Ride or purchase the cab firms. Handling the case is Santa Clara attorney Anthony Anastasi who successfully argued the suit against SCCTD.

ORANGE COAST SIGHTSEEING COMPANY, INC. (OCSC)

ANAHEIM: OCSC has filed application with the Public Utilities Commission to operate two additional sightseeing tours. Tour 6 would originate in the South Orange County Service Area and operate to Disneyland, an eight hour tour. Tour 7 would be the same except that it would also include Movieland Wax Museum and Knotts Berry Farm and would be an eight and one half hour tour. No such sightseeing service is presently offered.

THE TOWN TOUR FUNBUS COMPANY, INC. (TTFB)

ANAHEIM: TTFB is seeking a Passenger Stage Certificate between the Anaheim area (Disneyland hotel/motel complex) and points along the south coast of Orange County. The service would be operated under the name "Fun Bus South Coast Express" Two round trips in the morning and two round trips in the evening are planned originating in the Disneyland area and terminating at the Newport Bay Club in Newport Beach. One way fare would be $1.50 with 75 cent charge for additional stops enroute with an All Day Pass offered at $4.50.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: Add Lines 113, 114, 115, 116, 132 and 137 to the list of lines transferred from Division 12 to Division 18 with the March 30th changes (WT 5/75). Line 101 was listed in error as shifting from Division 4 to 18.

Last February 22, coincident with the opening of the Cal State University Busway Station, Line 32-INDIANA-GAGE-WASHINGTON was extended to serve the facility by traveling via Campus Rd, Circle Dr, thru Busway Station, Circle Dr and Campus to CSULA terminal at the Student Union.

Line 171-FLAIR INDUSTRIAL TRACT-EL MONTE STATION began operating on May 12 - one westbound trip from El Monte at 820AM and one eastbound trip from Flair at 530PM weekdays only. May 26th saw three more AM and PM trips added. The line operates out of Division 9 and travels via El Monte Busway Station roadways, Santa Anita, San Bernardino Fwy, Rosemead, Freeway Access Rd, Aerojet, Flair and Telstar to Aerojet.

Line 358-79TH STREET-NADEAU STREET was extended south and westward from its 79th/Van Ness terminal via Van Ness and Manchester to Crenshaw on June 1st. The line originally was scheduled to terminate at 79th and Crenshaw, but became involved in problems regarding the turn around loop.

Additional buses in the all white scheme include 2144, 2232, 2235, 2254, 2259, 2264, 2274, 6585 and 6588.

Forty five TDH 5105s (1956-58 vintage) have been purchased from KANSAS CITY AREA TRANSPORTATION AUTHORITY and are presently arriving on the property. They will be repainted and reconditioned prior to being placed into revenue service.

The General System Shake Up became effective Sunday June 15th and along with it came the first phase of the Santa Monica Freeway Preferential Lane Treatment services (WT 5/75) although the Preferential Lane itself is not yet in operation. Line 601-SUNSET BOULEVARD FREEWAY EXPRESS replaces the former 76 "Briefcase Special" and operates 1 AM inbound trip departing Castellammare 648AM and one PM outbound trip departing Temple and San Pedro 500PM. Route is from Sunset and Coast Highway via Sunset, San Diego Fwy, Santa Monica Fwy, Grand, 8th(inbound)/9th(outbound), Flower/Hope and Temple to San Pedro. Line 604-VENICE BOULEVARD FREEWAY EXPRESS incorporates former 75F trips operating from Pier and Main in Ocean Park via Main, Windward, Pacific, Venice, Santa Monica Fwy, Grand and same route as 601. Ten trips in the predominant direction are operated in the rush hours. Line 605-MARINA DEL REY FREEWAY EXPRESS replaces former Line 128 and travels from Pacific and Washington via Pacific, Via Marina, Admirality Way, Fiji Way, La Villa Marina, Mindanao Way, Nixon Fwy, San Diego Fwy, Santa Monica Fwy, Grand as same as 601. 3 AM inbound, 1 AM outbound, 1 PM inbound and 4 PM outbound trips are run. These lines all operate from Division 6. Line 606-CULVER BOULEVARD FREEWAY EXPRESS replaces former Line 13. From Richmond and Grand in El Segundo buses travel Grand, Main, Imperial, Vista Del Mar, Culver, Madison, Washington, Culver, Venice, Santa Monica Fwy, Grand and same as 601. 4 AM thru trips to Los Angeles, 3 PM thru from town and 70 minute weekday base service between Culver City and El Segundo is operated. 80 minute all day headway on Saturday is provided. Line 606 operates from Division 4 using 5200s. Three additional fixed route lines and three Park/Ride lines are planned to expand the Santa Monica Freeway system.

Line 19-GLENDALE-LA CANADA-PASADENA was expanded June 29th to include hourly night service until midnight weekdays over the entire length of the line, hourly day and night service on Saturdays and hourly Sunday service between Glendale and downtown Pasadena. The line was also rerouted via Alta Canyada Rd, Verdugo Blvd and Foothill to serve the Verdugo Hills Hospital. 2500s (TDH3714s) are assigned to Line 19.

SCRTD Continued

Two new Park/Ride lines were started on June 30th. 760-EASTLAND PARK/RIDE begins at the Eastland Shopping Center in West Covina traveling via Barranca, San Bernardino Fwy, Santa Anita, San Bernardino Freeway Express Busway, Arcadia/Aliso, Spring, 1st, Hope/ Flower and Wilshire to Western. Four AM westbound and four PM eastbound trips run. 768-DUARTE PARK/RIDE starts at the Big Sky Drive In at Huntington and Puena Vista via Huntington, Puena Vista, Foothill Fwy, San Gabriel River Fwy, San Bernardino Fwy and same route as 760 to Wilshire and Western. 768 also has four trips each rush hour and both lines operate from Division 9 using 2200s (TDH 4512s).

Following the County Board of Supervisors approval of a $15.4 million subsidy to RTD to partially maintain the quarter fare and to increase bus service the RTD Board has approved its 1975/76 budget which calls for increased bus service in the San Gabriel Valley, Mid Cities and South Bay areas, an East Los Angeles grid system, institution of the Santa Monica Freeway Preferential Lane Treatment and curtailed night service throughout the system including the Valley and South Los Angeles grid networks. Also begun on Sunday July 6th was institution of a 25 cent fare two zone system, which divides Los Angeles County into three fare zones using downtown Los Angeles as the focal point. Zone 1 includes roughly the territory bounded by La Cienega, Manchester, Long Beach Fwy and York Blvd/Golden State Fwy/Ventura Fwy. Zone 1A stretches out from those points forming another circle passing through, roughly, East Pasadena, Downey, Compton, Hawthorne, West Los Angeles, Studio City and Montrose. Zone 2 includes all other county areas including almost all of the San Fernando Valley, much of the San Gabriel Valley, the southeastern cities and all the beach cities. Under the new fare structure a passenger will receive the first two zones of his ride for 25 cents with the third zone costing an additional quarter. Transfers remain at ten cents with senior citizen, students, handicapped, children and blind fares as before.

Public meetings are now being throughout the South Bay area on plans for improvements in transit service. All lines in the area would be numbered in the 900 series, even numbered lines traveling east/west and odd numbers traveling north/south. While not a precise grid pattern the proposals provide for more direct service for more riders Increased services are planned for the aerospace related industrial centers of El Segundo and Manhattan Beach, the Palos Verdes Peninsula would receive five new lines, service would be provided to the industrial area west of Los Angeles International Airport and a regional terminal near 98th and Vicksburg, east of LAX, would be established and all lines would then skirt the congested area with a shuttle bus connecting the terminal and LAX on frequent headways. Similar terminals are envisioned for South Bay Center and Peninsula Center.

NORWALK TRANSIT SYSTEM (NTS)

NORWALK: The City Council has approved a 60 day trial period of bus service between Norwalk and the International Airport. There would be six round trips daily charging a $3 one way fare. Using Imperial Highway as the connecting street the bus would pick up at Bechtel Corp at Imperial and Norwalk, Saddleback Inn at Firestone and Santa Ana Fwy and the Tudor Inn at Firestone and Pioneer. NTS is now running 4 trips a day to Seal Beach leaving Norwalk Square 930A, 1030A, 1130A and 1230P returning from Seal at noon, 100P, 330P, 430P and 530P charging a 25 cent one way fare.

GREYHOUND LINES-WEST (GLW)

SAN FRANCISCO: GLW is seeking authority to abandon service between Pob Roy Junction and Watsonville via the little community of Freedom which is now also being served by SANTA CRUZ METROPOLITAN TRANSIT DISTRICT. A recent survey showed only 3 passengers handled in the area over three weeks. The same number of schedules would be operated between Santa Cruz and Watsonville, but all would be via the main highway.

CLASS "B" CHARTER PARTY CERTIFICATE APPLICATIONS

Three applications are now on file for Class B charter authority which, if granted allows the carrier to originate intrastate charters from any point within 40 air miles of the carrier's home terminal unless otherwise modified by the Commission. SIERRA PACIFIC AIRLINES, INC. is seeking a certificate to operate from the Mammoth Lakes Airport using one 1947 Crown (serial 32460) and one 1960 Crown (serial 34198). SPA presently holds Charter Party Permit TCP 467 which has limitations in its usage as well as mileage restrictions. Bob L. Hunden dba WHEELS EXPRESS is seeking certificate with home terminal listed as Bishop using one bus, 1-PD4104/867 (exGLOSF 240). The PUC has assigned TCP-38B. Mission Viejo Co., Inc. dba MISSION VIEJO RECREATION CENTER seeks a certificate to operate out of Mission Viejo. The service presently consists of picking up members of the Center and taking them to and from the Center up to a radius of 4 miles. The present $100 permit limits the operation to 50 miles from the home terminal and it is proposed to operate up to 125 miles to such attractions as Disneyland, San Diego Zoo, etc. This is all free to members with no outside business handled. MVRC has two buses, a 32 seat 1970 International-Carpenter and a 1958 GMC, PD4104/3692 (ex GREAT WESTERN STAGE LINES 3692). PUC has assigned TCP 41-B.

A. B. & Z. LABOR CONTRACTORS (Robert Brayton, Felipe Zepeda and Frank Almaguer dba)

GUADELUPE: ABZ is seeking a PSC to operate between Guadalupe and destinations within a 50 mile radius over general routes with trips made on an On Call basis taking employees to the fields in the morning and returning in the afternoon charging $1.75 per person per round trip. Equipment includes two 1973 Chevrolet Vans and two 1974 Chevrolet Vans.

MAMMOTH LIFT LINES (Richard Parent and David Greenlee dba)

MAMMOTH LAKES: MLL is seeking a certificate to operate six routes from various points in the Mammoth Lakes area to the Ski Lifts and to the airport. Some lines would run about every 45 minutes while others (the airport) would run twice daily. Base fare would be 75 cents per trip ($1.25 to airport) and an $18 monthly pass would also be available. Equipment includes one 1953 30 passenger Crown, two 1975 9 passenger VW buses and one 1967 50 passenger "Tram" International.

CARMEL MOTORING COMPANY (Russell Vreeland and Nyles Williams)

CARMEL: CMC is seeking authority to operatethree tours in the area, a one hour Carmel tour ($3.50), a two hour Carmel-Pt. Lobos tour ($5) and third, a 4 hour 17 Mile Drive tour ($6 and $4.50) using a 14 passenger 1936 White Model 706 motor coach.

WILLIAM J. FEDERICI

SAN BRUNO: Federici seeks a certificate to operate a home to work commute service for employees of U. S. Navy Base at San Bruno, U. S. Post Office in San Bruno, G. S. A. Government and Zellerbach Paper Company of South San Francisco using one bus, GM Model PDA 4101/047 on the following schedule:

Lv Oakland (Cypress St)	630AM
San Leandro	640AM
Hayward	650AM
San Bruno	730AM
Ar South San Francisco	745AM

with the bus returning from South San Francisco at 430PM Monday thru Friday.

MENLO PARK CARRIAGE AUTHORITY (MPCA)

MENLO PARK: Effective last September the LITTLE HOUSE line was rerouted to serve Stanford Shopping Center by making a major portion of the line a large clockwise loop going south on El Camino to the Center, thru the Center to Willow Road to Pastuer Dr to the regular terminal at Stanford Hospital. The return trip to the S. P. Depot is via the former two way route, Pasteur, Willow, Oak, Olive, Middle, El Camino Real and Santa Cruz. The weekday early morning schedules on all 5 lines were changed to better serve commuters with trips now being 615A, 645A and 730A. Menlo Park has become another home for the durable AC TRANSIT 1700s (TDH4507s) shared with SCCTD and SAN MATEO. In February four were acquired to provide back up for the Minibus fleet. These were 1711, 1744, 1746 and 1761 since reapinted in MPCA colors and numbered 711, 744, 746 and 761. Three of them were used during the school year to provide 15 minute peak hour headways on the SHARON HEIGHTS, MARSH ROAD and BELLE HAVEN lines. This "Super Service" will resume in September. A seventh Minibus type, fleet #437 and model MBS-9029, has been added to fleet also and it no longer necessary to borrow from SERVI-CAR's pool of school buses or ex REDWOOD CITY MUNICIPAL TRANSIT Minibus MBF-2Ds for backups.

SAN CARLOS MUNICIPAL TRANSIT (SCMT)

SAN CARLOS: In mid-April this mid Peninsula city expanded its local bus system from 1 to 4 lines with a fleet of Twin Coach TC25s replacing a single Minibus. The operating contract was also changed from SERVI-CAR OF NORTHERN CALIFORNIA (which also runs San Mateo, Redwood City and Menlo Park) to AIRPORTRANSIT, which also runs Burlingame. The new system includes the original SEQUOIA HOSPITAL line serving downtown and the southwest area plus BRITTAN HEIGHTS to the western foothills, CARLMONT-Y.M.C.A. to the northwest (Belmont town line) and INDUSTRIAL AREA serving the non residential area east of El Camino Real between the SP main line tracks and Bayshore Freeway. Central terminus of all lines is the S. P. Depot at San Carlos Ave. and El Camino Real. Weekday service is half hourly on BRITTAN HEIGHTS and SEQUOIA HOSPITAL with first and last buses at 555AM and 635PM with peak hour departures adjusted slightly for connections with S.P. commuter trains. CARLMONT-YMCA and INDUSTRIAL AREA alterante with hourly trips on each, 555AM to 558PM and 625AM to 635PM. INDUSTRIAL AREA does not run Saturday, but CARLMONT has 30 minute headway. All 3 lines run 900AM/530PM on Saturdays. Fare is 25 cents with 15 cents for those under 12 and equipment includes four Twin Coach TC25s, fleet nos 201-204, serials 25839-25842 painted white over orange with a blue belt rail.

SANTA CLARA COUNTY TRANSIT DISTRICT (SCCTD)

SAN JOSE: Beginning June 2 service was restored along portion of former Palo Alto Line 31 which was abandoned with startup of the now defunct Dial A Ride system. Identified as the "Waverly Shuttle" the service operates weekdays with 1 bus on a 30-40 munute headway from S. P. Depot via University, Waverly, California, Cowper, Oregon Expwy, Birch and California to South Palo Alto (California Ave) S. P. Depot returning via Park, Cambridge, California, Park, Oregon Expwy and regular route to Palo Alto. First trip is 915AM and last at 505PM. A Saturday only special from P. A. S. P. to Vets Hospital via El Camino Real, Page Mill and Foothill has been running for some time. On June 2 service on the Embarcadero-Louis-San Antonio Shuttle, which replaced ex PA Line 36 was increased to 30 minutely by adding a 2nd bus 840A to 340P. Hourly service continues from 640 to 840A and 340 to 640P. July 14 has been set as the effective date of new system wide schedules and additional arterial and shuttle lines to fill the DAR void. Extension of Sunday hours and additional night service are also included. The twenty Plymouth Voyager vans, numbered in the VP-20 and 30 series, purchased for Dial A Ride but which arrived about the time of its demise remain idle except for general utility and other non revenue uses such as transporting operators to and from relief points.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (AC)

OAKLAND: Lines 59-BROADWAY TERRACE and 76-MONTCLAIR have been rerouted from Broadway via Hawthorne and Summit to 29th Street between 600AM and 600PM weekdays to serve "Pill Hill", Merritt, Peralta and Providence Hospitals, on a one year trial basis. Five evening northbound trips on Line 51-BERKELEY-ALAMEDA have been rerouted to serve the College of Alameda. AC will soon lease property in Newark for a new Newark/Fremont Division to handle expansion of service in southern Alameda County.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CRUZ: On May 1st SCMTD revised services in the Capitola-Live Oak area. Former Capitola Red and Green routes were discontinued and replaced by two local lines, 11-CAPITOLA-38th AVENUE-PORTOLA and 12-SOQUEL-41st AVENUE, both loop type services and by 17-41ST AVENUE EXPRESS operating every hour to and from downtown Santa Cruz.

AIRPORTRANSIT (APT)

LOS ANGELES: July 10th was the starting day for express service between Los Angeles International Airport and the Van Nuys Airport (Woodley and Saticoy) using a vacant office building in the Lockheed complex as a new bus terminal. A $3 one way fare is charged and service operates every half hour 530AM to 130AM with q 75 minute headway during that period. APT's Northern California subsidiary, AIRPORTER, has effected a raise in passenger fares on its services to and from San Francisco International Airport including a new one way fare to downtown San Francisco of $1.25.

OMNITRANS (OT)

SAN BERNARDINO: A new OT line, ONTARIO-UPLAND, commenced operations April 21st taking over from RTD's Line 146-ONTARIO-UPLAND which had been operating since April of 1973 under contract to the two cities. This new line operates hourly 610A/610P Mon/Sat with 2 buses from 13th St and Campus in Upland via Campus, Foothill, Mountain, Arrow Hwy, San Bernardino Rd, 13th Ave, Arrow, 11th Ave, 9th St, 2nd Ave, 8th St, 3rd Ave, 7th St, Mountain, G St, Sultana, 5th, Euclid, Sunkist, Sultana, Philadelphia, Euclid, Belmont, Vine, Sunkist, Euclid, thence return to Upland via 4th, Sultana, G St, Mountain and routing thru Upland. At the same time the ALTA LOMA-CUCAMONGA line was extended westward from Carnelian and Foothill via Foothill, Gorve, San Bernardino to 11 th in Upland returning via 11th, Arrow, 13th, San Bernardino and Foothill. Fares of 25 cents are now being charged with free transfers offered.

SAN FRANCISCO MUNICIPAL RAILWAY (SFMRy)

SAN FRANCISCO: Line 32-EMBARCADERO was extended on weekends from its Fishermans Wharf terminal, thence via Lombard, stopping at Fillmore, several points in the Presidio and the Golden Gate Bridge Toll Plaza before crossing to Marin terminating at Fort Cronkhite Beach. First trip leaves S. P. Depot at 900AM and very 90 minutes until last at 500PM. Return trips from 1100AM until 630PM charging a quarter fare. This extension occurred on June 22nd.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: A new fare structure took effect July 1st which increased fares for San Francisco commuters. Former Zone 3 was divided into two and the new zone encompasses northern Marin and southern Sonoma areas. Ferry commuters will now pay $1 Sausalito to San Francisco, San Rafael to SF will cost $1.25, Northern Marin to SF $1.50. Petaluma, Cotati, Penngrove to SF $1.75 and riders from Sebastopol and Santa Rosa $2.

HOUTRAN (HT)

HOUSTON: During May HT took delivery of 100 new T8H5307As (See Equipment Report) and to introduce them designated Saturday May 31st as "Transit Day" and offered free rides to all comers. Buses which are now surplus as a result of the new equipment are now stored in the parking lot at Hobby Airport awaiting disposition and they include TDH 4517s, TDH5301s, all eight non air conditioned TDH5302s and all 14 SDH4502s. The City Council has approved purchase of 20 small buses including six equipped to handle wheelchairs from Grumman Allied Industries.

EL PASO TRANSIT SITUATION

Although the city is including $500,000 in this years budget for a "public transportation system" no action is expected until at least September 1st when the city will undertake a two year study of the city's needs and priorities in transit. The city has three options to continue transit - outright purchase and operation of the firms, act as a broker in purchasing new buses and leasing them to private firms now operating and, lastly, purchase the companies and hire a management team to operate the system. EL PASO CITY LINES is quite anxious to be purchased and has had many talks with city fathers. LOWER VALLEY BUS LINES, in very bad financial condition as determined by the city's rate consultant, was recently granted a ten cent fare increase and has also requested to reduce night service on three of its major routes, HIGHWAY 80, RANCHLAND DEL NORTE and LOMA TERRACE (last bus from town at 925P instead of 1125) and elimination of the two per cent franchise tax paid the city annually from gross receipts. LVBL equipment is rather elderly and the firm purchased several TDH4512s in recent years which has added to the firm's liabilities. COUNTRY CLUB BUS LINES has advised the city it desires to stay in business after the city goes into the bus business and although the firm is solvent now it can only operate on its present cash depreciation for about 8 months. Present fares of 15¢/25¢/30¢ were increased last in December 1973.

VANCOUVER-PORTLAND BUS COMPANY (VPBC)

VANCOUVER, WASH: The City of Vancouver has approved an agreement with VPBC which will allow the company to make ten stops in the McLoughlin Heights area of East Vancouver to carry passengers from these points directly into downtown Portland. The former agreement required commuters to ride VANCOUVER TRANSIT buses downtown and then board VPBC buses at the downtown bus station paying two fares. Under the new plan only 1 fare will be charged for the thru ride - 70 cent one way fare prior to 630PM with $1 one way charge after that time.

TRI COUNTY METROPOLITAN TRANSIT DISTRICT (TRI MET)

PORTLAND: TRI MET expects to be shopping for used diesel buses, ten in number, to be used for express service once a special bus only lane is provided on the Banfield freeway. The project, to create a high occupancy vehicle lane for buses and car pool vehciles, is scheduled for completion by September and with the "new" buses TRI MET plans to inaugurate two new lines to/from downtown Portland from Gresham and Mall 205. TRI MET's bus shelters have earned the Portland Beautiful Association's 1975 award for design and placement. Fifty such shelters have been installed at bus stops in Portland, Oregon City, Gladstone and Lake Oswego.

EQUIPMENT REPORT

PROPERTY	VEHICLE NOS	BUILDER	MODEL/SERIAL	NOTES
-New-				
HOUTRAN (Houston)	600-699	GMC	T8H5307A/2718-2817	51 seat
San Diego Transit Corp	801-825	GMC	T8H5307A/2818-2842	51 seat
Kopecky Corp Chtr Buses	2407	GMC	P8M4905A/867	47,FR
-Used-				
Associated Charter Bus	5335-5336	MCI	MC7/U10918-19 S8685-86	Leisure 7100-01
Crew Transit, Inc.	-	GMC	TGH3301/001	Nev Trnst 15
Salinas City Lines	207	GMC	TDH3612/998	San Mateo Courteous 701
Kopecky Corp Chtr Buses	-	GMC	PD4104/4967	SDTC 1007
Arrow Charter Lines	(422	GMC	PD4106/1504	NavaHopi 422
	(302	GMC	PD4107/1153	GLOLA 302
Orange County Transit	1001-1020	GMC	TDH5303/3023,25,29-31, 3034,3037-45, 3049-51,54-55	Dallas103,5, 109-11,14, 117-25,29- 131,34-35
Gray Line of Los Angeles	5300	GMC	T6H5306A/012	LVTS 5302
-Dispositions-				
San Diego Transit Corp	1004-1005	GMC	PD4104/2327,3578	For sale
Airport Limo Coach	305	GMC	TDH5103/537	For sale
San Francisco Muni Rwy	(060-061	White	784/215009-10	to unkn
	(062	White	784/215011	to Pwy Locomotive Historical Society
	(			
	(			
	(00190,00280	White	798/335723,344554	Vault buses
	(00300,00351	White	798/344604,344671	Vault buses
	(00419	White	798/358912	training bus
	(2194	Mack	C49DT/1173	pvt pty in Campbell

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