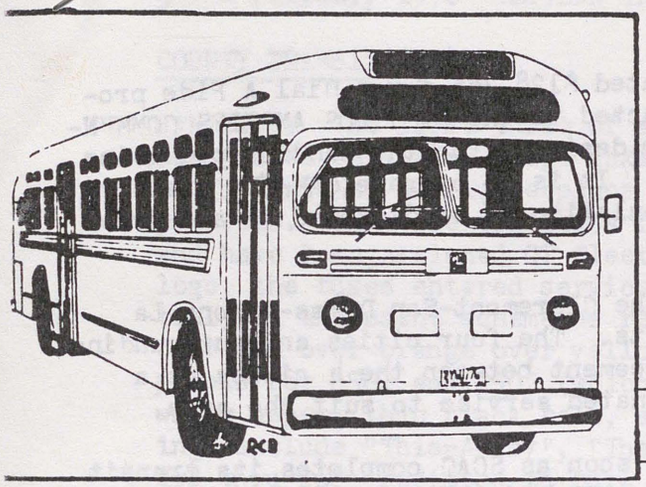


Western Transit

Monthly Publication of The Western Transit Society

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OMNITRANS (OT)

SAN BERNARDINO: Transit officials have indicated that OT would be placed in a "holding pattern" for 1978-1979 because of a potential financial crunch and uncertainties growing out of a lawsuit of elderly and handicapped groups against San Bernardino Associated Governments and other pressures pointing to the possible need to fund specialized transit services for seniors and handicapped persons. Directors felt that in light of these factors any expansions be limited to the E & H services and possible Freeway Flyer trips between San Bernardino and Los Angeles ot the Ontario International Airport. A suit has been filed in San Bernardino Superior Court by leaders of a San Bernardino organization for the handicapped seeking to block local spending for road construction until more is set aside for expanding public transportation services for the E & H. The suit is against SANBAG and Southern California Association of Governments (SCAG) which groups had cleared the allocation of $6.5 million in state transportation funds to the county and its cities. Of that amount $4.4 million was for road construction and street maintenance and the rest for public transit through OT. Upland Councilman and SCAG official Hal Bailir has stated that OT and the WEST VALLEY TRANSIT SERVICE AUTHORITY have paid attention to these special transportation needs and that is why three vans are to be purchased as an alternative to equipping all OT buses with wheelchair lifts for the needs of a small group of persons. The Chino City Council has approved a $16,000 loan to OT (requests have also been sent to Montclair and Upland) to provide a Dial A Ride for elderly and handicapped in the West End by purchasing three specially equipped vans. The loans would be repaid at seven per cent interest when OT receives its program funding from the state, normally six months to a year after application and the program cannot begin without the money. SANBAG has awarded a $55,000 contract to De Leuw, Cather and Company to study the needs of the E & H groups and prepare a plan of specialized services. Operating on a six month trial the HIGHLAND AVENUE CROSSTOWN line began December 5 running Monday-Saturday hourly between 630AM and 730PM along Highland Avenue between Muscott Street and Victoria Avenue. The service is operating under contract to YELLOW CAB CO. who is using an all white 12 passenger, eight door Checker station wagon with signs on the sides and two "sandwich" signs on the roof reading "Highland Ave. Crosstown Bus". Other routing changes have taken place including rerouting 9-BLOOMINGTON in Rialto via Foothill, Rancho, Rialto, Meridian & Foothill and creation of a branch of Line 3-STATE COLLEGE operating along Highland from Muscott to Lincoln. Line 5 was extended from 49th Street north to 54th between Mountain View and Sepulveda but because of citizen complaints and the narrow nature of the street a further rerouting will have Line 5 travel on Sepulveda from 40th to Sierra Way to Le Roy Street to Hill Dr to Sepulveda to 49th Street to Sierra Road to Electric Avenue and connect up with the previously established routing. The OT Board also endorsed the reduction of service on RTD Line 496-LOS ANGELES-RIVERSIDE-SAN BERNARDINO which changes were effected January 1st. OT pays for the service operated by RTD and can contract for more or less service based on OT's willingness to pay and RTD's ability to provide. The principal effect of the changes was to reduce or eliminate late night service seven daysoper week.

LOS ANGELES COUNTY PARATRANSIT PROGRAMS XX

The Los Angeles County Transportation Commission has allocated $128,766 for a Dial A Ride program for the East Los Angeles area which will be sub contracted to the EAST LOS ANGELES COMMUNITY UNION (TELACU) which was scheduled to start in December designed for the handicapped using three wheelchair lift equipped vans with attendant escorts. It is to operate 8AM-5PM weekdays only. It is estimated that about 7.5%, or 8000, of the population is handicapped to a degree that use of regular transit vehicles is impossible.

The LACTC has authorized $70,000 for the establishment of the Claremont-San Dimas-Pomona-La Verne Dial A Ride using six vans, three with wheelchair lifts. The four cities and surrounding unincorporated areas would be served. The joint powers agreement between the 4 cities is a "relatively innovative" approach to provide a highly coordinated service to suit the area.

The City of South Gate will be providing minibus service as soon as SCAG completes its transit plan with UMTA. Under the program UMTA will pay 80% of the cost and 60% of the maintenance of one bus equipped with a wheelchair lift which will run seven day a week.

The City of Downey has been authorized to use $28,000 to set up a Dial A Ride system for the handicapped persons in the Downey area.

The City of Whittier may place a proposition on the April 1978 ballot asking residents to approve a 10 cent tax rate increase to cover an estimated $230,000 annual cost of operating a city bus system using four large vans operating on a 20 mile loop throughout the city 12 hours a day all year long at thirty minute intervals. The proposed fare would be 50 cents for regular patrons, 35 cents for students and 25 cents for seniors and handicapped. Anticipated revenue would be $38,000 the first year based on 300 rides per day. The system would serve those areas not served by RTD, MONTEBELLO or NORWALK, primarily portions of the east and northwest Whittier and areas north and south of Whittier Blvd between Painter and Colima. This area did have some RTD service until last February when resident complaints of buses on residential streets forced their removal.

The Torrance City Council has approved purchase of four Mercedes Benz 0309D buses from a Los Angeles dealer for the long delayed Torrance Dial-A-Ride program. Two of the buses will be outfitted for wheelchair lifts. The buses are unsold new 1976 models.

Vasco Investments d/b/a YELLOW CAB CO. will begin, January 16, operating a Dial A Ride system in Redondo Beach seven days per week at all hours for those over 62 and the disabled. The fare will be 25 cents to any point within the city limits but riders may travel beyond city borders by paying regular rates from the boundary line. Tickets will be available at selected locations. The city will reimburse YCC for full fares during the 6 month trial after which rate structures will be reviewed to determine if a flat fee can be charged.

CULVER CITY MUNICIPAL BUS LINES (CCMBL)

CULVER CITY: CCMBL is scheduled to receive $375,505 from SCAG for operating costs. $56,325 of this amount will be combined with last year's allocation to purchase four new buses.

AMARILLO CITY BUS (CCB)

AMARILLO: The City Council has decided that the recent extension of the line to the Camarillo Airport be dropped due to lack of demand. Only nine persons rode during the month of November. This change will allow the return to an hourly headway, it was 70 minutely traveling to the Airport. CCB is operated by CAL COAST CHARTER under contract to the city.

IF YOU MOVE SEND US YOUR NEW ADDRESS AS THIRD CLASS MAIL IS NOT FORWARDED - DONT MISS WT

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COUNTY TRANSIT (CT)

SAN JOSE: The first three of a hoped for 20 leased buses were received in November and joined 25 leased Dodge Maxiwagons to bolster the fleet for the next 6 months until sufficient new Gillig/Neoplans arrive to fill the gap created by recent maintenance problems. They are TDH 5105s from THE BUS THAT GOES IN CIRCLES, INC. of San Diego and have been assigned CT fleet numbers 4501-4503. Aside from affixing CT numbers & logo, the buses entered service (4501 from North Division and the others out of Central) in the paint scheme as received which is white with successive bands of brown over tan over orange over yellow (rub rail and skirt) on the lower 2/3s of the side panels for 4501 and 4502 (which bus was still lettered for its San Diego owner) and white upper, thin black belt, silver lower and blue doors for 4503. Headsign readings include "This-A-Way", "That-A-Way" and "Which-A-Way". 66, a TDH4506, and Tgh 3102s 262 thru 268 (refitted to burn propane) have been removed to the "dead" line at Central Division leaving no more active 4506s (ex-EEFLESS) and only 3102s 260 and 261 (ex PALO ALTO) in service at North Division. Any additional "square window" GMs which "go down" will probably not see service again. By early December 13 Gilligs had been delivered and the rate is expected to climb to 16 by the next year. The order for the first 100 Gilligs for the system expansion program has been increased to 102 to replace two severly damaged Twins (474 and 532) (WT 11/77). An UMTA grant of $761,600 has been approved for retrofitting Gilligs 601-681 (now being delivered) with CT designed TE-2 handicapped lift/doors. Whether some of this order can be modified at the factory prior to delivery has not yet been determined, but all of the yet to be built 300 buses include TE-2 lifts in the bid specs. The new buses have Diamond fare boxes and route number sign boxes at curbside and rear unlike the Twins which have full destination signs (remotely operated by toggle switch from above driver's seat. Headsigns are white numerals on red field for number curtain and white letters (capital/lower case like RTD) on a dark blue field for destination curtain. Existing curtains have yellow characters on a light blue field. James T. Pott, Executive Director of the Transportation Agency and head of SCCTD since its formation in 1972 was removed from his post in late November by County Executive William Siegel. Known as the architect of the County's expressway system and as an innovator in urban transit, Pott had come under fire for the ill fated Dial A Ride program in 1975 and, more recently, was criticized for the collapse of the over worked, under maintained bus fleet. The Board of Supervisors (also CT Board) authorized expenditure of $20,000 for an executive talent search agency to find a replacement for Pott who will be assigned elsewhere in the County Executive's office. The fleet reliability problems were attributed by many to CT's policy of using propane resulting in higher maintenance costs and lower engine life. The propane vs diesel controversy which has been going on since CT's formation was rekindled by the County Transportation Commission at their December 7 meeting when they recommended that the final 200 coaches in the Transit Improvement Plan, for which a $21.4 million UMTA grant application was pending, be propelled by a diesel instead of propane engine. In a dramatic turnabout the Board of Directors followed the Commission's recommendations and voted 4 to 1 to switch to diesel on the 200 buses in question. The existing propane powered coaches in service or in the pipeline (including 131 Twins and 183 Gillig/Neoplans) will not be retrofitted with diesel engines and the yet to be constructed West Valley Division will operate only propane coaches due to environmental considerations relating to the division's location in a predominantly residential area.

SOUTH COAST AREA TRANSIT (SCAT)

VENTURA: The California Transportation Board in a precedent setting action exempted SCAT from a state law which would have required SCAT to pay one half of its operating costs from the farebox (up from this year's 37%). The action gives SCAT 2 more years to meet the requirements but includes provisos to increase revenue vehicle hours from 2150 to 2300 per year, 1/3 of operating costs must come from the farebox and SCAT's representatives must advise the Board in June 1979 how SCAT is meeting the conditions.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: February 12th is the date of the Fourth Annual System Shake Up which was accompanied by a number of routing and schedule changes. A reallocation of resources was the watchword as lightly patronized trips on weekday and Saturday nights and early morning weekend trips were dropped in favor of increased service on Lines 60, 64 and 91 weekday middays and on 57, 60, 64 and 70 Saturdays and new Sunday service on 30, 38, 49, 76 and 143. A number of lines were switched between operating divisions as 21-VALLEY VIEW and 25-KNOTT/GOLDEN WEST were moved from D3 to D4; 30-ORANGETHORPE, 46 BALL ROAD and 132-ORANGE AVENUE moved from D4 to D3 while 29-BEACH BLVD and 33-MAGNOLIA work from both. Line 21 was also changed to only serve the McDonnell Douglas Plant during weekday commute hours with buses staying on Bolsa Chica other times. Sunday service between Orangefair Mall and downtown Santa Ana was started on Line 30 while Sunday service was begun the full length of Line 38-LA PALMA AVE, both on a 9 to 5 schedule. Line 46 was extended northward from the Long Beach Naval Hospital to Cerritos Center via Carson, 605 Freeway, South, Gridley and 186th. The weekday rush hour "L" branch of 49-STATE COLLEGE BLVD was rerouted to serve Main Street in Santa Ana via State College, Katella, Orange Fwy, Garden Grove Fwy, Town and Country, Main, Civic Center, Ross, Santa Ana and Flower to 6th. Alternate weekday midday trips on 54-CHAPMAN-SPRINGDALE were rerouted along regular route from El Modena to Bolsa & Springdale, then via Bolsa to Westminster Mall. 71-TUSTIN AVENUE midday weekday trips were rerouted from the South Red Hill industrial area of Irvine via Main and MacArthur to South Coast Plaza. Present Line 74-LAGUNA HILLS was combined with that section of 85-CROWN VALLEY between Laguna Hills and Grants Plaza into a new Line 85-SAN CLEMENTE-SANTA ANA VIA MONARCH BAY. Hourly service end to end will operate six days a week with additional peak hour service between Laguna Hills and Santa Ana and new Sunday service will run hourly 9A-5P between Grants Plaza and Laguna Hills. The 75-EL TORO was operationally separated from 91-MISSION VIEJO and also rerouted in Irvine to travel Jeffery, Irvine Center and Sand Canyon. Hourly Sunday service between UCI and Huntington Beach was added on 76-ADAMS. The former 91 line was extended into San Clemente to take over that segment of old 85 between Grants Plaza & Camp Pendleton and the loop routing in the city became a two way operation. 91 and 291-SAN CLEMENTE-SANTA ANA PARK/RIDE are now operationally combined. Line 132 was rerouted in Anaheim via Sycamore, East and Ball to Anaheim while hourly Sunday trips were started on 143-SANTA ANA-TUSTIN VIA 17TH. Although originally intended to be discontinued because of the institution of a Saddleback Valley Dial A Ride system using a fleet of contractor provided taxicabs (which system has been indefinitely delayed) 181-ALICIA-LA PAZ and 182-LAGUNA HILLS LOOP will continue operation on current schedules.

SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: January 30th saw a number of SDTC changes including combining 6-NORTH PAR POINT LOMA with 28-CATALINA BLVD to be known as 6 with peak hour trips downtown to be known as 6A. 9-CORONADO and 37-PACIFIC BEACH were combined into a new 9 continuing to provide bike-rack service. Line 20-RANCHO BERNARDO now has three commute hour trips (20A) between Mira Mesa and downtown via Aquarius Drive while 21-MIRA MESA-TORREY PINES has a new loop within Mira Mesa known as 21A. 44-POWAY GARDEN RD was extended to Mount Carmel High School in Penasquitos and 45-POWAY-POMERADO-ESPOLA extended north of Pomerado Hospital and Poway High School with 45 operating counterclockwise and 45A clockwise. Directors have voted to retain the present SDTC fare structure in effect turning down requests for free rides for blind persons.

SANTA CLARITA VALLEY BUS SERVICE (SCVBS)

NEWHALL: November 30th was the last day for operation of a two line bus system in the Newhall/Saugus/Soledad/Boquet Canyon area financed by the County and operated by ANTELOPE VALLEY BUS, INC. using a fleet of two SDM 4502s (UT 12/77).

TRI COUNTY METROPOLITAN TRANSIT DISTRICT (TRI MET)

PORTLAND: TRI MET Line 5-PORTLAND-VANCOUVER which service replaced the former privately owned VANCOUVER-PORTLAND BUS COMPANY operates thirty minute weekday peak hour and 45 minute weekday base service between 630AM and 630PM and Saturday hourly base and 30 minute peak inbound to Portland and outbound to Vancouver in the afternoon. On weekdays there is one AM southbound, PM northbound trip between Hazel Dell and downtown Portland which passes thru downtown Vancouver. From NE 78th and NE Hwy 99 via NE 78th, Hazel Dell Ave, NE 82nd, NE 9th, NE 99th, NE Hwy 99, Hazel Dell Exit, Interstate 5, 4th, Washington, 5th, Broadway, 6th, Columbia, 5th, Washington, Interstate Bridge and regular route via I-5, Jantzen Beach area, Denver Ave., Interstate Ave., Broadway, Everett, 5th, Jefferson, 10th and Everett to Broadway.

VANCOUVER (WASH) TRANSIT (VT)

VANCOUVER: A major rerouting and rescheduling was to be effected during the fall with one new line inaugurated and reroutings to the existing six VT lines, HEIGHTS NORTH, HEIGHTS SOUTH, EAST VANCOUVER, FRUIT VALLEY, ROSEMERE and CAPITOL HILL which are scheduled to arrive and depart the downtown Vancouver Transit Depot at the same time (a concept now being called "pulse scheduling"). The location of the depot which is shared with TRI MET is to be moved. Current fleet consists of ten T6H 4523As, six TC-31 Twin Coaches and two TDH 4512s. Present schedules call for only the New Looks to be in daily service. As a part of the transit revamp Monthly Passes ($12 for regular riders and $5 seniors and handicapped) have already been introduced. Similar to REGIONAL TRANSIT in Sacramento, Daily Passes are to be introduced which cost double the one way fare and are good for travel as many times as desired on the date of issue with no intra system transfers issued. VT and TRI MET have a joint fare arrangement wherein the fare between Portland and any point in the City of Vancouver is 75 cents which is the TRI MET rate. TRI MET transfers are accepted on VT buses without payment of additional fare while VT transfers are valid on TRI MET with additional 40 cents.

REGIONAL TRANSPORTATION DISTRICT (RTD)

DENVER: Fare increases for regional and express services and for local service between 7AM and 9AM & 4PM and 6PM were effected January 1st along with a plan to encourage ridership thru the sales of monthly passes which are offered at a substantial discount from the cash fares. The five cent transfer charge was eliminated and Senior Citizens now ride free of charge during off peak hours. The fare structure for off peak travel remained unchanged as the new policy aims to stimulate discretionary ridership during the periods when RTD can achieve higher productivity from the bus fleet. Scheduled for completion in fall 1978 the new Boulder Division operating and maintenance facility began construction in November. The facility will serve as the headquarters for BoulderRide and intercity divisions and serve as an operating division for about 100 buses. The building is located near 33rd and Arapahoe. The first major restructuring of RTD lines since its beginning in 1974 gets underway in March with Boulder and the Northeast Denver area as the initial area. The five remaining sectors of metropolitan Denver are scheduled for revamping by September 1978 when enough additional new buses are available to make the changes without lowering existing service standards. The major thrust of the changes will be installation of a grid pattern placing a majority of the local lines on major north/south and east/west streets.

PRESCOTT-WHIPPLE STAGES, INC. (PWS)

PRESCOTT: As yet unconfirmed it is believed that PWS which provided the only local passenger bus service in this Arizona city has ceased operations. Two loop type lines using one bus were operated.

EQUIPMENT REPORT

Property	Fleet Nos	Builder	Model/Serial	Notes
NEW				
County of Hilo (Hawaii)	100-109	AM Genl	9635-8/458-467	
Tucson Transit System (SUNTRAN)	5501-5512	AM Genl	9640-8/602-613	
SCRTD	8000-8199	AM Genl	1024OB-8/711-010	47 seat, wheelchair lifts, deliveries now beginning
USED				
Santa Clara County Transit District	(2380-2389	GMC	TDH4801/146-155	leased PTD 2380-2389
	(4501-4503	GMC	TDH5105/3538,3535, 3539	The Bus That Goes In Circles 1511, 5122, 1512
	(IL4551	GMC	TDH5103/546	GLOLA 5106 (AIRE owned)

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SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG)

LOS ANGELES: SCAG recently allocated Local Transportation Funds to all the area's carriers including the following: SCRTD $41 million for operating costs thru June 1978; City of Riverside $180,000 to continue special service for Seniors and handicapped; City of Blythe $111,329 to establish a bus system within the city and surrounding areas - this is in addition to past year reserves of both Blythe and County of Riverside; City of Norco $19,951 to establish a new Dial A Ride system; City of Colton $54,175 also for a DAR system; City of Camarillo $133,872 to continue contract service with CAL COAST CHARTER: City of Simi Valley $303,840 for both capital and operating expenses, a portion to be set aside for services provided to the unincorporated areas covered by the MOORPARK line and $31,246 to City of Beaumont to support the third year of its 1 bus 1 line intracity system.

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WTS MEETING SCHEDULE: 730PM, Board Room, Pasadena Chamber of Commerce, 181 South Los Robles, Pasadena, California -- Feb 12, Mar 12, Apr 9