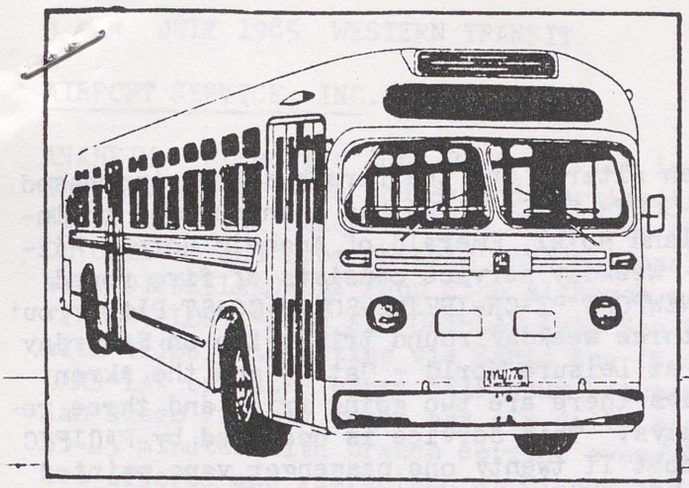


Western Transit

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SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: June 30/July 1 brought to a close the 50¢ fare program in Los Angeles County which had caused an unprecedented increase in transit ridership over the last three years or a 46.5% increase while the rest of the country recorded an average 4.8%. On April 15th 1,788,000 riders boarded RTD buses. Using estimates based on past fare increases it has been estimated that up to 17.5% of the riders could leave the system in the next year. June 30th was the date of the summer Shake Up and with it came a 2.4% decrease in vehicle service hours. July 1 brough fare increases across the board (cash fares, monthly passes, distance steps and transfer charges The basic fare increased from 50¢ to 85¢, student cash fare rose from 20¢ to 85¢ and senior and handicapped cash fare rose from 20¢ to 40¢. Distance steps charged for freeway travel increased from 25¢ to 35¢ per step. The transfer charge remained at a dime, but the dime is charged now for each use instead of once. Monthly passes increased from $20 (regular) and $4 (student, senior and handicapped) to $32 (regular), $15 (college student), $12 (other student) and $7 for seniors and handicapped although at least eleven cities began subsidizing part of the cost of a monthly pass for senior residents of those cities. Distance stamp monthly pass charges rose from $7 per step to $12 per step.

Service wise ninety lines experienced schedule reductions, mostly in the peak periods in anticipation of the ridership deflection. There were several other changes, however. Carpenter buses have now been assigned to Lines 146-LONG BEACH-SAN PEDRO and 205-HARBOR CITY-SAN PEDRO which caused service increases seven days a week on 146 and on weekdays only on 205 to offset the loss in seats from 47 seat 8100 series AM Generals to the 27 seat Carpenters. On Line 120-IMPERIAL HIGHWAY service now operates east of the La Habra Fashion Square to Brea Mall on weekdays during extended peak hours rather than daily. NEW Line 203-OBSERVATORY SHUTTLE was introduced. This was formerly an extended portion of 204-VERMONT AVENUE, but now operates from Beverly and Vermon along Vermont Avenue, Vermont Canyon Road and East Observatory Road to the Griffith Observatory. Service operates between 100PM and 1020PM Tuesday through Sunday on headways varying between 50 and 85 minutes with an average of hourly. The line is based at Division 3 and is assigned one 4100 series Carpenter bus. 4113 was the first day bus on June 30th. Line 434-LOS ANGELES-SANTA MONICA-MALIBU-TRANCAS was extended, again this year, northward from Trancas to Leo Carrillo State Beach (almost into Ventura County) using County of Los Angeles Proposition A funds. Service runs 30/35 minutely seven days per week. Line 466-LA MIRADA PARK/RIDE is no longer using the La Mirada Drive In but parking space is available at La Mirada Mall and at selected bus stop along Rosecrans Avenue. Line 664-FULLERTON-HOLLYWOOD BOWL is, this year, interlined with 466 since Line 464 has been moved to Division 10. Terminal 22 at 15th and Long Beach Avenue which had been used for midday storage of buses from outlying buses was closed with most units rescheduled into Division 10 during midday hours.

Bus mechanics and maintenance workers voted 1097 to 76 to accept a 39 month labor agreement which included a 21¢/hour wage increase the first year of the pact during May. They were the final represented employee group to approve their contract and this marked the first time since 1969 that the District had renegotiated contracts with the major unions without a work stoppage.

SOUTH COAST PLAZA SHUTTLE (SCPS)

COSTA MESA: Service on the three SCPS routes has been altered and the fare has been increased to $2 each way (up from $1). The ANAHEIM-DISNEYLAND-SOUTH COAST PLAZA has been changed to include stops at Hyatt Hotel, Anaheim Sheraton, Disneyland Hotel, Emerald of Anaheim Hotel, Hilton at the Park, Hilton Towers and Anaheim Marriott. Weekday service consists of five round trips, Saturday has four while Sunday has two. The NEWPORT BEACH-IRVINE-SOUTH COAST PLAZA rout now also serves the new Meridien Hotel and includes three weekday round trips, two on Saturday and one on Sunday. The LAGUNA HILLS route now stops at Leisure World - Gate 5 and the Akron Arcade at Laguna Hills Mall. On weekdays and Saturdays there are two going trips and three return trips while there is only one round trip on Sundays. This service is operated by PACIFIC COAST SIGHTSEEING TOURS, INC. using two Dodge 350/Escort II twenty one passenger vans painted green with gold lettering, PCST fleet numbers 44 and 45.

ANGELTOWN CHAPTER LINES, INC. (ACL)

SANTA ANA: ACL may be sold soon to Oceana Capital Holding Inc. for less than $1 million in cash. The Santa Ana based charter company with service to six western states has been operating under Chapter 11 of the Federal Bankruptcy Act since 1983. The option to the purchase is liquidation, but should Oceana purchase the company they have plans to add at least ten buses to the 23 bus fleet and gradually expand operations beyond the west. ACL has rights in forty nine states. The ACL fleet includes ten 10AE Eagles, two 05SE Eagles, nine 01SE Eagles, an MC 7 and one P8M4905A and the buses are painted a goldish brown with cream trim.

PALOS VERDES TRANSIT (PVT)

RANCHO PALOS VERDES: Dial A Ride service started recently in Palos Verdes Estates after adoption of a 13 month agreement between the PVE City Council and Rancho Palos Verdes, the city sponsoring PVT. PVE will pay $114,976 to cover the cost of 1½ vans and a portion of operating expenses. PVT serves Rancho Palos Verdes and Rolling Hills Estates leaving Rolling Hills the only Palos Verdes Peninsula not participating in the system. PVT, which has eight 19 passenger vans, is a call for service system that takes riders anywhere in the service area. One way fare is 75¢ off peak and $1 in peak hours. WILMINGTON CAB COMPANY operates the service under contract and uses Dodge Wide One vans numbered in the 960-969 series.

POMONA VALLEY TRANSPORTATION AUTHOPITY (PVTA)

POMONA: The City of La Verne has voted to join PVTA and contribute funds enough to purchase one bus seating between 15 and 19 passengers and accessible. The City of San Dimas followed suit contributing funds for two buses. Dial A Ride service would operate in those cities plus Claremont and Pomona, PVTA's other sponsors on weekdays between 7AM and 7PM. Instead of stopping at the rider's home buses would stop at prearranged points on major streets and travel to popular destinations in the city. Exceptions would be made for those unable to walk to a bus stop or during inclement weather. DAR fares will be $1. Fixed route service would also be operated between 7AM and 6PM charging a 75¢ fare. At least one route using two buses would run weekdays beginning at the Claremont Colleges, go to Pomona Valley Community Hospital, travel through La Verne and San Dimas and end at Cal Poly - Pomona. The DAR service will be in additi to the existing GET ABOUT TRANSPORTATION designed for elderly and handicapped only while the ne system would be open to all riders. When the PVTA system goes into operation, planned for November, PTD Lines 192-ARROYO-NO. WHITE-SAN BERNARDINO AVE and 194-WEST 9TH-SO. TOWNE-ARROW HWY will be discontinued. It is presently not known if there will be any other changes at that time. PVTA will hire a full time transportation manager, finance officer and secretary, but service will be operated by contractor.

MOVING ? - SEND THE EDITORIAL OFFICE YOUR NEW ADDRESS SO THAT YOU DO NOT MISS ANY ISSUES OF WT

AIRPORT SERVICE, INC. (ASI)

ANAHEIM: Effective June 23rd service in the Orange County Division was totally revamped. There are now three routes and service to Laguna Hills, Irvine Marriott, South Coast Plaza Hotel and Seal Beach Leisure World was discontinued. On Call service from El Toro MCAS and On Call to and from Ontario International Airport was also discontinued. The three new routes are: DISNEYLAND-LAX (Non Stop although a few trips serve Long Beach Airport), ORANGE COUNTY AIRPORT-LONG BEACH AIRPORT-LAX (via San Diego Freeway) and ORANGE COUNTY AIRPORT-DISNEYLAND with trips alternating via Santa Ana (Saddleback Inn) or Orange (Doubletree Hotel). DISNEY-LAND-LAX operates every half hour between 500AM and 900PM with three later round trips. The San Diego Freeway route has six daily round trips. O. C. AIRPORT-DISNEYLAND operates every 30-45 minutes with branch service every 60-90 minutes. Through tickets are sold and connections are offered and guaranteed at Disneyland between the O.C. AIRPORT and DISNEYLAND-LAX routes.

LAGUNA BEACH MUNICIPAL TRANSIT LINES (LBMTL)

LAGUNA BEACH: July 1st saw an increase in the LBMTL cash fare for regular riders - from 40¢ to 50¢, the first change since 1982. Increasing costs and declining ridership were the causes. LBMTL operates a three route system using a fleet of Flxettes and Chance Microbuses and has operated the system since 1970 when it took over operation from the privately owned LAGUNA TRANSIT LBMTL Tram service began for the summer on June 15th. Service operates on weekends between 11 AM and 7 PM (50 ¢ fare) between downtown and two parking lots, the Laguna Beach High School parking lot at 625 Park Avenue and from the city's "Act 5" parking lot on Laguna Canyon Road north of the festival grounds. Parking is free at each location. During the annual Festival of the Arts, July 10 thru August 29, service will operate until 11 PM.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: Saturday service was inaugurated on the section of Line 80-HUNTINGTON BEACH-SANTA ANA VIA VICTORIA & SOUTH FLOWER between South Coast Plaza and downtown Santa Ana on June 22nd. The planned extension from downtown to the new Regional Transportation Center (AMTRAK Station) on Santa Ana Blvd at Santiago on the east side was delayed until the fall as the RTC was not yet open for business. In addition to provide fixed route transit and Dial-A-Ride service, OCTD is also the county ridesharing agency involved in setting up carpools and vanpools. As a part of that effort four of the 0200 series Ford Econoline vans, soon to be replaced by another order of Econoline/Escort II vans on DAR, have been mechanically reconditioned and refurbished for use as "seed fleet" vehicles in establishing vanpools. While the group forming the vanpool is waiting for the unit one of these vans will be utilized. On the inside the vans (0201-0204) have been outfitted with forward facing brown leatherette seats in a 2 and 1 seating fashion. The remaining Transcoaches (0770-0778) and remaining Dodge Vans (0785-0791) will be removed from active service as soon as the ten new Escort IIs arrive from National Coach. Sixteen other Trans coaches and 63 of the 64 Grumman Flxible 870s have already been declared surplus and the 870s are to be auctioned off on August 24th.

NORTH SAN DIEGO COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: In addition to the extension of Line 305 to San Clemente on June 2nd (WT 6/85) NCTD made two other changes that day. The first was inauguration of service between Oceanside Transit Center and Plaza Camino Real on that segment of Line 320-OCEANSIDE-ESCONDIDO EXPRESS on Sunday between 1100AM and 600PM. The other change was discontinuation of Line 351-FALLBROOK LOCAL and its replacement by FAST (Fallbrook Area Service by Transit) which is a door to door call in service available to all Fallbrook residents. FAST operates between 600AM and 800PM weekdays and between 900AM and 600PM on Saturdays and it meets Line 306 each hour at the Fallbrook transfer point at Main and Ammunition. You can call for a single ride or subscription service and regular NCTD fares are charged.

4 * * JULY 1985 WESTERN TRANSIT

LOS ANGELES COUNTY TRANSPORTATION COMMISSION (LACTC)

LOS ANGELES: July 1st marked the end of the three year period of mandated 50¢ fares in Los Angeles County. Beginning at that time thirty five per cent of the sales tax revenues collected must be used on the county's proposed rail system, the next twenty five per cent is returned to the cities as before (the Local Return Program) and the remaining forty per cent (the Discretionary Account) is to be used as the Commission decides. The LACTC previously voted to commit the entire 40% for the next two years to help lessen the impact of the end of the 50¢ fare program. Only four agencies have voted to increase some or all of their fares so far - SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT, LONG BEACH TRANSIT, CULVER CITY MUNICPAL BUS LINES and ARCADIA DIAL-A-RIDE. The LACTC's plan uses the Discretionary Account in three ways: Ninety per cent of the fund will be distributed through direct grants to eligible public transit operators in the county and this money can only be used for operating expenses. Five per cent of the money will be used as an incentive for agencies to keep their fares from increasing more than 50 per cent of their present fare. The remaining five per cent will go for demonstration projects. Cities and transit agencies can apply for one to two year projects designed to save at least 25 per cent of the present cost of a particular service. There are three categories of projects: User Side Subsidy or having some public agency pay a portion of the cost of transit rides for selected groups of the community such as elderly or low income or handicapped; Contracting or subcontracting where "invitation to bid" is issued to private companies to provide transit service with contracts awarded to lowest qualified bidder like the ANTELOPE VALLEY BUS, INC. contract to provide commute service between the Santa Clarita Valley and downtown Los Angeles on weekdays; Paratransit Substitution which could include Dial-A-Ride or fixed route van service in low density suburban areas or on high subsidy per passenger bus lines.

With specific reference to the Subcontracting or Contracting issue both the County of Los Angeles and the City of Los Angeles have become involved in this program including several specific programs and a host of other ideas. The City of Los Angeles has awarded a three year contract to Diversified Paratransit, Inc. to begin operating in October the present RTD Line 602-DOWNTOWN MINIRIDE. The routing, service frequency and fare will remain as now and DPI will be using 14 new 28 passenger accessible vehicles provided by the sponsoring agency. The present 602 has been funded sixty per cent by the city for a number of years. Invitations For Bid have also been sent out on a new ENCINO PARK/RIDE line between a Park And Ride lot in the Sepulveda Basin and downtown Los Angeles operating four trips in each weekday peak hour with the contractor supplying the vehicles. This service is also expected to begin in the fall. The County of Los Angeles is proposing that four existing RTD Park/Ride lines (466-LA MIRADA, 405-DIAMOND BAR, 497-MONTCLAIR-POMONA, 498-GLENDORA-WEST COVINA) be contracted for with independent operators as an off shoot of the plan Supervisor Pete Schbarum has been advocating wherein all San Gabriel Valley service presently provided by RTD would eventually turned over to a number of private firms. While operating costs are expected to drop by one third existing passenger fare rates would remain the same.

The LACTC has agreed to pay the Southern Pacific Transportation Company about $25.9 million for 15.6 miles of rail right of way for the Long Beach-Los Angeles light rail project. In addition, the Commission will purchase 27.5 acres of land at 1003 West Carson in Long Beach for its main maintenance and storage yard for the cars that will be used on both the Long Beach-Los Angeles and Century Freeway light rail lines. LACTC and SP will share the right of way on SP's freight line from Washington Boluevard in downtown Los Angeles through Compton to a point just east of the Long Beach Freeway and south of Del Amo Boulevard where SP intersects with Union Pacific. From there southward to a point near Long Beach Boulevard and Willow Street the entire right of way will be turned over to the LACTC.

WTS MONTHLY ENTERTAINMENT MEETINGS - 2ND SUNDAY OF EACH MONTH - 272 ALPINE STREET IN PASADENA BEGINNING AT 730 PM

* * JULY 1985 WESTERN TRANSIT

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: Beginning on June 10th and continuing ACT operated a Leyland Olympian double deck bus on regular service routes including the 82, K, RH and U-UL lines. The bus was stored at the Central Maintenance Facility during its stay at ACT. The bus is in the United States to help market the joint venture between Gillig and Leyland. ACT was the first property to use the bus and it is also scheduled to visit Palm Springs and other west coast properties. Additional information on the bicycle service on Line T includes the following: Bike racks have been installed on eight buses, 35 foot Gilligs 2040, 2050, 2053, 2056, 2060, 2061, 2063 and 2065. Five are needed to fill weekday service. The racks were made in house and are mounted on the front of the buses and can be removed for washing. They are also removed when the buses are assigned to another line. The Gillig factory is currently building a 40TR96 coach for AC that will be used in training at the new training facility at the new Division 6 in Hayward, a former Mack Truck facility. The bus is being built without a power plant and will remain stationary at D6. Construction has started at Division 2 (Emeryville) as part of the District's division remodeling program. An employee parking garage has been completed. Due to the construction coaches are being dispatched out of a temporary division known as the Pardee Lot (PL on all District references). All coaches, at night, check into Division 2 for servicing and then about half are sent two miles to the PL lot. A crew of part time operators are used to shuttle the coaches back and forth. In the morning a dispatcher is on site to dispatch the buses. ACT is also in the midst of rebuilding Division 4 (East Oakland) and will start construction soon of the new Division 6 (Hayward) and the new General Office in downtown Oakland.

FREEWAYS AND TRANSIT

Two projects, one in operation and one on the drawing boards, are being persued in effort to convince area commuters that buses and other high occupancy vehicles are the way to travel. An eight mile stretch of the Artesia Freeway's eastbound emergency lane(to the left of the fast lane) has been opened to buses and car pools during the afternoon and evening rush hours. Stretching from Central Avenue in Compton to the San Gabriel River Freeway the restricted access lane is open 3PM-7PM weekdays only. Autos are able to enter the lane along the median strip of the eastbound 91 at Central and slightly west of Cherry Avenue allowing traffic to enter from the Long Beach Freeway. The lane ends at the 605 Freeway in Cerritos with another exit at Lakewood Boulevard. This is a one year experiement. Although no transit buses use the 91 regularly, buses of AIRPORT SERVICE, INC., LOUNGE CAR TOURS and FUN BUS SYSTEMS from the Los Angeles International Airport to Orange County points use the 91 freeway and the new lane.

Construction of a Transitway on the Harbor Freeway between the Convention Center downtown and Channel Street in San Pedro is now in the final environmental impact statement process. When completed the Transitway would be a Bus/High Occupancy Vehicle way built in the median of the freeway with transit stations at King Blvd., Slauson Ave., Manchester Ave., Rosecrans Ave., Artesia Freeway, Carson Street, Pacific Coast Highway and Channel Street. New service and expansion of present RTD service on the Harbor Freeway would be a part of this project similar to the San Bernardino Freeway Express Busway system.

BAY AREA RAPID TRANSIT DISTRICT (BARTD)

OAKLAND: BART Directors will be requesting county supervisors in each of the nine Bay Area counties to place the following question on the June 1986 primary ballot:"I would like BART extended to serve my city and county". If strong voter support is demonstrated the BART Board would propose a tax proposal on the November 1988 ballot asking for funds for construction and for new counties to be served to pay a share of the system now in operation. The plan calls for 27 new stations, three train repair yards, a Geary Street subway in San Francisco and East Bay extensions to Antioch, Castro Valley, Livermore and Hercules and could include service in Marin, Sonoma, Solano and Napa Counties.

COUNTY TRANSIT (CT)

SAN JOSE: Service changes effective with the April 1, 1985 Sign Up included: 34-SANTA CLARA S.P. DEPOT-MAYFIELD MALL VIA FREMONT was rerouted in Santa Clara to run northbound on The Alameda and southbound on Lafayette between Benton and Franklin. 84-PALO SP DEPOT-MAYFIELD MALL VIA WAVERLY was rerouted in mid-town Palo Alto to run Middlefield, Loma Verde and Waverly. 88-VETERANS HOSPITAL-CALIF. AVENUE SP DEPOT was changed in ccw direction to run on Middlefield instead of Cowper between Colorado and Oregon Expwy. 104-PIEDMONT HILLS-STANFORD INDUS. PARK EXPRESS eliminated eastbound (pm) only route thru Sunnyvale-Santa Clara industrial area in favor of running on Highway 237. 120-FREMONT/BART-LOCKHEED/MOFFETT PK EXPRESS was rerouted to serve the central Milpitas Park & Ride Lot at Weller & Main. 160-GILROY-SAN JOSE EXPRESS was extended on its northern end in San Jose's Orchard Industrial Park along North 1st from Trimble to Hwy 237. On March 23 Line 141-FREMONT/BART-GREAT AMERICA EXPRESS resumed its seasonal weekend/holiday only service coinciding with the 1985 opening of Marriott's Great America amusement park. Based on lack of riders during the 1984 baseball season, the County Transportation Commission, at its March 13 meeting, voted to discontinue S. F. Giants Baseball Specials which had operated to all home games at Candlestick Park at a $2 one way fare from three pickup points in San Jose: Camden & Branham (Cambrian Park district), K-Mart/Fruitdale Ave (central San Jose) and Vallco Park (West Valley area). This proposal was accepted by the CT Board and so no baseball buses were offered as the baseball season began. Subsequent lobbying by Giants fans, however, prompted the Board to direct the matter back to the Commission and CT staff for reconsideration. This resulted in a proposal that limited service, operated on weekends only and using two 40' coaches (no articulateds), be reinstituted from only the K Mart and Vallco pickup points on a "first come-first served" basis at $6 per person round trip or $5 per person for a family unit of three or more. This reduced Giants Special service at the increased fare was approved by the Board and started June 1st. It was also voted to increase the fare on the more successful 49ers Football Specials from $2 to $3 one way for the 1985 season in order to obtain full cost recovery. In addition, a reduced rate season ticket 49ers Pass will be offered at $40 ($4.00/round trip for ten regular season home games), which would also be good for any play off games after the regular season ends.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CRUZ: Effective with the Spring schedules on March 14 Santa Cruz local 2-WESTERN DRIVE was rerouted to run on Mission St. instead of Cal Hwy 1 between Swift St. and Western Drive and Watsonville local 73-AIRPORT VIA BUENA VISTA was changed at its CBD terminal to loop cw from Brennan via 5th, Rodriguez, W. Beach (layover at W. Beach & Main) onto E. Beach.

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