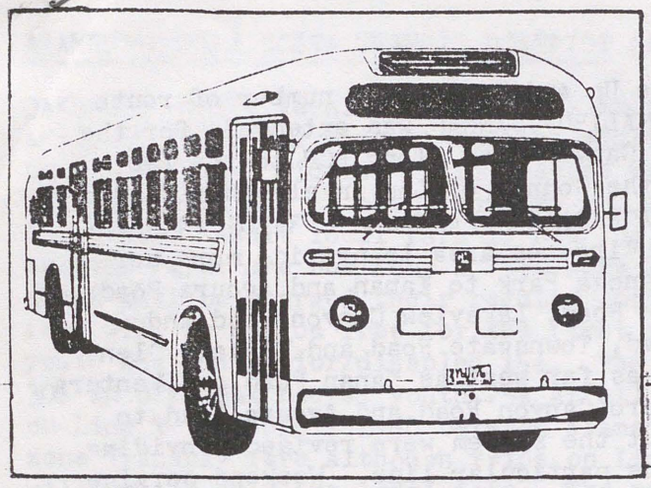


Western Transit

Monthly Publication of The Western Transit Society

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PINETREE SERVICE CORPORATION (PSC)

LONG BEACH: PSC is the parent company of CALIFORNIA CHARTER BUSES, AIRPORTCOACH and the former PINETREE TRANSPORTATION COMPANY, a school bus operator whose operations were acquired by LAIDLAW TRANSIT, INC. last year. The AIRPORTCOACH Division made several changes on May 1st. The LOS ANGELES INTERNATIONAL AIRPORT-ORANGE COUNTY-SAN DIEGO AIRPORT line was revised to include service to additional locations and a NEW OCEANSIDE-ESCONDIDO-MIRAMAR-SAN DIEGO AIRPORT line was instituted. Service was added to include Encinitas at Carl's Jr. Restaurant and Carlsbad at Lexington Hotel Suites on alternate trips. The La Jolla stop was changed to the U. S. Veterans Hospital at the Main Bus Stop Area (also served by NCTD and SDTC) and buses now serve the San Juan Capistrano Multi Modal Transportation Center and serve the John Wayne Airport by operating inside the grounds. Schedules were changed and four buses are now needed for the daily schedules. The NEW OCEANSIDE-ESCONDIDO-SAN DIEGO AIRPORT line serves six pick up points in addition to San Diego's Lindbergh Field. These locations are Oceanside at the Transit Center, Vista at the Best Western Motel, Escondido at the Travelodge, Rancho Bernardo at Denny's Restaurant, Miramar at the Travelodge and Hotel Circle at Atlas Travel Office. Four daily round trips are provided departing Oceanside at 430AM, 900AM, 200PM and 700PM with trips leaving San Diego Airport at 630AM, 1145AM, 415PM and 930PM. The one way running time averages two hours and fares range between $5.00 and $10.00. PSC has lettered five Prevosts #4501-4505, all Le Mirages and one MCI #4405, an MC5A with the words "AIRPORTCOACH - AIRBUS" and on the sides of the buses listed all the communities and airports which the buses serve. Last year LAIDLAW obtained the school contracts previously held by PINETREE and with them many of the Dodge vans, both Sportsman and Maxivan types, and most of the Crowns used for those contracts.

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: In addition to the new weekday midday service on Line 305 (WT 6/86) NCTD made two other changes in its Escondido area services on June 2nd. Line 307-ESCONDIDO-RAMONA now runs between Escondido and downtown Ramona on a 90 minute all day headway using one bus with local service now operated in a demand response mode called Ramona FAST charging fixed route fares and scheduled to meet 307 buses at 10th & Main downtown. Line 384-ESCONDIDO-NORTH COUNTY FAIR no longer operates into Rancho Bernardo (SDTC Line 20 having been extended northward) but now runs between Escondido and the new North County Fair regional shopping center every 20 minutes between 600AM and 900PM using two buses on weekdays and with 20 minute headways and shorter service spans on weekends. 382-NORTH COUNTY FAIR-ESCONDIDO VILLAGE MALL-9TH AVENUE-JUNIPER STREET has been enlarged (a two directional loop) to include an extension to North County Fair and service along Center City Parkway which changes added a bus to the line. Line 384X-EXPRESS ESCONDIDO-RANCHO BERNARDO continues to operate during rush hours providing home to work trips for those persons working for the hi tech companies in the Rancho Bernardo Industrial Park areas.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: June 29th was the date for the summer Shake Up and included a number of route and service changes. Line 434-LOS ANGELES-SANTA MONICA-MALIBU-TRANCAS was extended, for the summer, northward from Pacific Coast Highway and Trancas Canyon Road along PCH to the Leo Carrillo Beach State Park. This is the third year that the County of Los Angeles has funded this summertime extension. Both Lines 161-WESTLAKE VILLAGE-CANOGA PARK and 423-LOS ANGELES-WOODLAND HILLS-WESTLAKE EXPRESS were rerouted in the Las Virgenes area to provide more service within Agoura Hills. 161 operates as before from Canoga Park to Kanan and Agoura Roads, thence via Kanan Road, Thousand Oaks Blvd, Lindero Canyon Road, Lakeview Canyon Road and Agoura Road to Westlake Blvd looping Agoura, Westlake Blvd, Townsgate Road and Village Glen to Agoura Road. 423 operates as before from Los Angeles as far west as Kanan Road and Ventura Freeway, thence via Kanan Road, Thousand Oaks Blvd, Lindero Canyon Road and Agoura Road to Westlake Blvd. Operating schedules on 33 lines throughout the system were revised providing both increases and decreases in service depending upon the particular line. Weekend service on twelve lines was discontinued and Line 203-GRIFFITH PARK OBSERVATORY was discontinued without replacement. Saturday June 28th was the last day of operation and Carpenter bus #4157 did the honors. Three lines lost both Saturday and Sunday service - 175-TALMADGE-HYPERION-FOUNTAIN, 250-BOYLE AVENUE and 259-EASTERN AVE-ARIZONA AVE. Saturday operations were dropped on 119-108TH STREET-FERNWOOD AVENUE, 126-YUKON AVE-MANHATTAN BEACH BLVD, 169-SATICOY STREET-SUNLAND, 211-PRAIRIE AVENUE and 215-INGLEWOOD AVENUE. Four lines lost Sunday service- 103-KING BLVD, 154-TAMPA AVE-BURBANK BLVD-OXNARD STREET, 168-LASSEN STREET and 209-VAN NESS AVE-ARLINGTON AVENUE. The Division 16 (Pomona) operation of Line 496-LOS ANGELES-POMONA-RIVERSIDE-SAN BERNARDINO, which consisted of two Bus Runs and scheduled maintenance of the 3000 series buses, was transferred from Division 16 to Division 1 (16th and San Pedro).

The RTD 1986/87 budget will total $511.3 million, a 3.5 per cent increase over last year, and includes a $287 million capital program including $177.9 million to begin construction of the first 4.4 mile segment of Metro Rail. There will be no changes in fares and the plan envisions contracting out 1.4 per cent of the present service hours to private providers.

Neoplan USA was recently awarded a $17 million contract to supply RTD with 90 suburban style buses beginning early next year. The buses will have single doors, 47 high back padded seats, wheelchair lift, overhead baggage racks, tinted windows and air conditioning. The buses will also feature a dual set of rear wheels for even weight distribution. The buses will be locally funded with RTD planning to sell $13 million worth of equipment trust certificates and applying for $4.5 million in sales tax funds.

A public hearing was held on June 26th to receive testimony on agency plans for September 1986 including changes affecting Lines 33, 150, 161, 183, 200, 420, 421, 422, 424, 425, 427 and study lines 167-PLUMMER STREET and 240-RESEDA BOULEVARD. Service would be changed on September 28th.

LIVERMORE/AMADOR VALLEY TRANSIT AUTHORITY (LAVTA)

PLEASANTON: LAVTA NEW bus service, known as "WHEELS" commenced operations on July 1st. LAVTA is a Joint Powers Agency with representatives from the City of Pleasanton, City of Dublin, City of Livermore and County of Alameda. Four routes are operated on a hourly basis between 630AM and 700PM on weekdays and 900AM to 600PM Saturday with no Sunday operations. Nine buses from SOUTH COAST AREA TRANSIT of Oxnard/Ventura have been leased for a period of two years. LAIDLAW TRANSIT, INC. will operate the service and maintain the buses as it does now for LIVERMORE TRANSIT SYSTEM'S "RIDEO" and for local school districts. Adult fares are 50 cents with children and seniors paying 25 cents although the first week of service was fare free. Future plans call for one combined transit system incorporating WHEELS and RIDEO.

IF YOU MOVE PLEASE ADVISE THE EDITORIAL IN ADVANCE SO THAT YOU DO NOT MISS ANY ISSUES OF WT

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: ACT's local and intercity express fares were increased on July 1st. The new rates added 15 cents per ride to various adult fares and 10 cents to the base fare for other categories of local riders. Also changed were monthly pass prices, fees associated with purchase of additional bus to bus transfers and with usage of the two part intersystem Bus and BART transfers. Adult local fare is now 75¢, youth fare is 50¢ and senior/disabled is 25¢. Adult express fares are now Zone 1 75¢, Zone 2 $1.00 and Zone 3 at $1.25. Youths, seniors and disabled will be charged their regular local fare with no zone charges applied. Bus to bus transfers will be now be free for the first ride with additional transfer rights costing adults 35¢, youth 25¢ and senior/disabled 15¢. Bus to BART transfers will cost adults 50¢ in peak hours, 30¢ in off peak hours, youth 25¢ at all hours and seniors/disabled 15¢ at all hours. Rides on Line T-TREASURE ISLAND between Alameda, Oakland and Treasure Island will now cost a one zone Transbay fare although trips on Line T between downtown San Francisco and Treasure Island will remain only one local fare. The new fare structure is the first of a three part Deficit Reduction Plan aimed at countering a multi million dollar deficit projected for the fiscal year which began July 1st. Starting June 16th was NEW Line 9-TILDEN PARK-BART/BERKELEY which will operate daily through September 1st charging regular local fares. The Tilden Park bus (units unspecified) will be modified to handle ten bicycles in addition to seats for 30 people. There is a charge of 35 cents for each bicycle. Bicycles will not be handled on other buses but can be loaded or unloaded at BART/Berkeley or any regular stop along the route. The route of Line 9 will be from BART/Berkeley via Milvia Street, Center Street, Shattuck, University, Oxford, Rose, Spruce into Wildcat Canyon Rd, Canon Dr, Central Park Dr to Environmental Center returning via Central Park Dr (pulling into special loading zone at Merry Go Round, Park Hills Road and Wildcat Canyon Rd to special loading zone at Brazilian Building. Returning buses travel via Shasta Rd, Grizzly Peak Blvd, Spruce, Rose, Oxford, Hearst, Shattuck, Kittredge, Milvia to BART/Berkeley. Beginning June 16th BART Express Line P2X-BRENTWOOD-ANTIOCH-PITTSBURG-CONCORD (operated nights and weekends) was revised to serve the new Bailey Road Park & Ride Lot by operating along Willow Pass Road to Bailey Road to Bailey Park & Ride operating thru the lot and returning via Bailey to Willow Pass Road to regular route.

FIVE STAR TOURS (FST)

SAN DIEGO: FST is a new tour operator in the San Diego area affiliated with MEXICOACH. The firm operates six tours in addition to four "across the border" excursions. The tours include SAN DIEGO DAY TOUR, SAN DIEGO ZOO, SEA WORLD, BAY EXCURSION CRUISE, FIVE STAR DINNER CRUISE and TIJUANA SHOPPING TOUR-LUNCH. The "across the border" excursions are listed for adults only and include JAI ALAI EXPRESS (jai alai), CALIENTE'S HANDICAPPER EXPRESS (horse racing), CALIENTE'S THOROUGHBRED TOUR (horse racing) and FIVE STAR OLE EXPRESS (bullfights). The FST fleet includes one MC-7, one SDH 5302 and two Ford Econoline/Falcon bodied large vans. All FST tours include round trip transportation, admissions to attractions and all shows.

COUNTY TRANSIT SYSTEM (CTS)

EL CAJON: PAUL'S LINE, INCORPORATED, a El Cajon based school bus and charter operator with operations in Los Angeles and in Kern County, is the new operator for the five line fixed route system in the El Cajon-Lakeside-Santee-Spring Valley area. All five lines received adjustments on June 23rd. The first two morning trips on 846/847-PARKWAY PLAZA-SANTEE LOOP (one loops clockwise and the other counterclockwise) have been extended from Parkway Plaza via Fletcher Parkway, Johnson, Main and Marshall to the El Cajon Transit Center for direct connections with SDTC Line 90-EL CAJON-SAN DIEGO EXPRESS. The first two morning round trips on 848/849-PARKWAY PLAZA-LAKESIDE-SANTEE (one loops clockwise and the other counterclockwise) were similarly extended. Line 854-SANTEE-RANCHO SAN DIEGO has been shortened to operate as far south as Sweetwater Springs Blvd and Jamacha Blvd looping via Sweetwater Springs, Jamacha, Doubletree and Austin. Service to and from Cuyamaca College continues to be provided by CTS 856-LA PRESA-SPRING VALLEY-RANCHO SAN DIEGO which is operated under contract by EAST COUNTY TRANSIT, a taxicab operator in the area.

TRANSIT AND LEGISLATION

The Federal Government recently announced criteria which will provide disabled persons with easier access to mass transit while allowing flexibility and local control over development of programs to meet the needs of the handicapped. National criteria have been established as well as safeguards against unreasonable financial burdens for transit providers. Each transit agency, after consultations with handicapped persons and other interested parties, may choose the type of service it wishes to provide. For example, service could be offered through on call or scheduled accessible buses, paratransit vans, subsidies for taxi fares or any combination. The six criteria include: anyone who is physically unable to use the bus system for the general public must be treated as eligible for the service, the service must operate during the same days and hours as general public service, the service must operate throughout the same geographic area as general public service, fares for trips on the two services must be comparable, service must be provided within 24 hours of request and transit providers may not impose restrictions or priorities based on trip purpose. Transit providers are required to spend three per cent of their operating expenditures on service for disabled. If they cannot meet all six criteria without exceeding this limit they will be permitted to provide service that falls short of one or more of the criteria. (Ed. Note - In California state law is already more stringent and in situations such as this the state law will prevail. For example, all new buses and vans purchased by transit agencies must be lift equipped.)

In California AB 3695 has been introduced which would amend the farebox recovery ratios now required. Transit operators are required to maintain specified ratios of fare revenues to operating costs in order to receive state funds. As amended the bill eliminates the 1978-79 standard and authorized local transportation planning agencies or transportation commissions to set the required percentage of fares at not less than 15 per cent for those operators.

Also in California AB 2714 was originally introduced to exempt from the definition of a school bus, a motor vehicle operated by a transit system for Dial A Ride service. This would have generally applied in rural areas that did not have regular school bus transportation available. As recently amended the bill would require DAR vehicles to comply with most school bus safety standards as well as driver certification and annual inspections by the Highway Patrol. The very large expenditures required to modify the vehicles have caused some transit providers to oppose the bill and to suggest that they would cease providing such service if the amended bill does pass. Many DAR services are used principally by elderly and handicapped, but any general purpose DAR operation, such as ORANGE COUNTY TRANSIT DISTRICT who does transport about 1700 children per day, would be impacted.

Last year the U. S. Supreme Court ruled that the federal government could impose minimum wage and overtime laws on transit systems operated by state and local governments - Fair Labor Standards Act (WT 3/85). At the time many transit officials predicted the decision would cost $100 million annually in higher overtime pay and administrative costs. The CHATTANOOGA AREA REGIONAL TRANSPORTATION AUTHORITY recently voted to file a Chapter 9 petition in the U. S. Bankruptcy Court to protect it against the results of the above ruling which awarded back overtime pay and penalties to 94 CARTA bus operators and maintenance employees of about $500,000. Chapter 9 covers governmental bodies and allows them to continue operating and pay all or part of their debts.

SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: Effective June 18th through September 7th the SUN RUNNER BEACH SHUTTLE will be operating Wednesday through Sunday every 20 minutes between 1000AM and 600PM. SRBS serves Pacific Beach, Mission Beach and South Mission Beach charging a 25¢ fare. Transfers and Ready Passes are honored for fare, but because of the special quarter fare transfers will not be issued. Later night service was also added on 20-SAN DIEGO-RANCHO BERNARDO-NORTH COUNTY FAIR by adding a northbound bus departing Kettner and Broadway at 735PM and one southbound trip from County Fair at 911PM.

JULY 1986 WESTERN TRANSIT

N CITY AREA TRANSIT (SCAT)

EL PASO: SCAT made a number of route and service changes beginning May 18th. The majority of the changes were reductions in anticipation of reduced federal funding and possible reductions in funding from the City of El Paso as a city department. Many of the changes involved headway "stretching" although Sunday service was discontinued on five lines which received it last September - 24-DELTA VIA SECOND WARD, 51 EASTWOOD VIA MCRAE, 52-EASTWOOD VIA WEDGEWOOD, 53-VISTA DEL SOL VIA MONTWOOD and 64-TIGUA VIA PRESA. 12-COUNTRY CLUB VIA RIVER ROAD no longer serves the Edgar and Coates area as the 15-DONIPHAN VIA MESA picked it up. 33-GOVERNMENT HILL VIA PASSETT CENTER was extended to provide service to the Veterans Administration Clinic on Brookhollow and the Social Security Office on Geronimo. 40 SUN VALLEY VIA PUSHING and 41-SUN VALLEY VIA MCCOMBS now provide two way service on Sun Valley, McCombs, Wadsworth, Murphy, Sweetwater and Pushing. Service is again provided on Hondo Pass, Railroad Drive and McCombs. 62-PASODALE-LAKESIDE was rerouted in the far Lower Valley area and now travels via Independence, Liberty, Alameda, Padres, Mecca, Campana and Buena Park. 63-LOMA TERRACE VIA ZARAGOA was extended to cover much of the former 68-YSLETA CIRCULATOR and now travels via Zaragosa to Border Highway and Americas at the Zaragosa border bridge, returning via Americas Ave (Loop 375) to Socorro Highway and going, in rush hours, into the Pan American Industrial Center. There are several lines which are through routed including 11-MESITA with 21-CHELMONT VIA RAYNOLDS and 22-CHELMONT VIA CHELSEA, 12-COUNTRY CLUB with 64-TIGUA on Saturdays, 34-MEDICAL CENTER with 63-LOMA TERRACE, 33-GOVERNMENT HILL with 35-GRANDVIEW, 51-MCCRAE and 52-WEDGEWOOD with 62-PASODALE and 65-HACIENDA VIA CAROLINA with 66-LANCASTER VIA NORTH LOOP. Equipment shifts have also occurred with 500 series Citycruiser T-30 buses now on 2-NORTHEAST EXPRESS, 10-UTEP VIA SUNSET, 11/21/22 combination, 30-FORT BLISS VIA RADFORD, 31-FORT BLISS VIA HOWZE, 36-HIGHLAND VIA RIO GRANDE and one on 53-VISTA DEL SOL as the one SCAT accessible fixed route line. The RTS II 04 series buses hold down most of the other schedules with occasional use of T8H5307As.

EL PASO RAPID TRANSIT AUTHORITY (RTA)

EL PASO: The interim RTA Board has requested $25,000 from the City Council to hire a consultant to study the results of the last RTA election, improve and modify the elements of that plan which was defeated and also determine what issues and goals are important to the voter. A permanent authority, if approved, could levy a sales tax to fund mass transit which would relieve the city of the nearly $3 million it spends annually on transit operations. The date for the next election has yet to be determined.

LAS CRUCES AREA TRANSIT SYSTEM (LCATS)

LAS CRUCES, NEW MEXICO: This system, which began operating on April 21st consists of three city routes which meet at a central transfer point, El Paseo and Wyatt Drive south of downtown, and the Aggie Shuttle, a line serving the New Mexico State University campus in the southeast part of town. The city routes operate half hourly between 615AM and 845PM weekdays and 815AM to 545PM Saturday and the Shuttle operates weekdays only. The first two weeks were FARE FREE and after that adult fares of 50¢, senior/student/handicapped fares of 25¢, children under six free and NMSU students with ID riding the Shuttle for free. Two route changes were made on 1-NORTHSIDE during the first week of service to operate on Hoagland instead of McClure and a rerouting in the downtown area. The AGGIE SHUTTLE was discontinued for the summer on May 9th and LCATS has adopted a fare payment system which includes tokens, weekly passes and monthly passes. LCATS has adopted the name of "ROADRUNNER" and from public timetables it appears that the system has four scheduled buses. (Ed. Note - it is believed that ROADRUNNER is being operated as a department of the City of Las Cruces but it is unknown at present the size of the bus fleet or its make up).

A combined WTS/WEST COAST MOTOR COACH SOCIETY excursion is being planned for Sunday September 14 to be followed by the monthly WTS meeting at the WCMCS facility in La Puente rather than in Pasadena for this month only - Complete details should be available in August 1986 issue of WT.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
-NEW-				
Butte Silver Bow Transit	(B2-B7	Orion	01.502/0559,0557,0564,	
	(		0554,0566,0569	
Everett Transit System	(2465-2475	Orion	01.506/0775,0777,0778,0780,	
	(		0783,0785,0786,0788,	
	(		0791,0793,0795	
Beaver Creek Trans Admin	unkn	Orion	01.502/0827,1058,1060-61	
Clallam Transit System	unkn	Orion	01.507/0990-0991	
Lewis Public Transportation	unkn	Orion	01.502/1051	
Terminal Transp. Inc.	unkn	Orion	01.502/1092-1093	
Starline Sightseeing Tours	2006-2007	Neoplan	N116/-	Intercityliners
-USED-				
Lounge Car Tours	(4315-4317	MCI	MC8/-	ex GLW -,1007,
	(			7761
	(			LCT may also have 4301-4314
Mexicoach	17	GMC	PD4106/1967	GLOLA 5024
Five Star Tours (San Diego)	29	GMC	SDH5302/019	--
Bob's Ride (San Diego)	203	Flxible	FDV8C-401-7/35095	Southwest Coaches, Inc 203

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PUBLIC UTILITIES COMMISSION (PUC)

SAN FRANCISCO: The PUC has declared a moratorium on issuing new operating permits to charter party carriers until at least October 1st while it investigates the effectiveness of regulations governing the growing industry. Since the degreulation of the charter and tour bus industry the number of carriers has grown from about 400 to nearly 3000. Consideration is also being given to raising minimum financial and safety standards.

Listed below are recent applications to or decisions of the Commission:

YELLOW CAB OF NORTHERN ORANGE COUNTY authorized to transfer its PSC for THE CITY SHOPPER to WESTERN TRANSIT SYSTEMS, INC., a different company in the same corporate family.

24 HOUR AIRPORT EXPRESS authorized to transfer PSC to SUPERSHUTTLE OF LOS ANGELES, INC.

AMERICAN BUSLINES, INC. and TRAILWAYS WESTERN LINES have applied for a 13 per cent increase in intrastate passenger fares.

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WT STAFF

Editor — Edmund Buckley

Senior Staff — Henry Leinbach, Warren F. Quon, Scott Page, John McKane

Reporters — Bob Burrowes, Robert Higginbotham, Marvin Martin, Craig Barnes, Richard Mendes

ditorial Address -- 1506 West Nottingham Lane, Anaheim CA 92802

eeting Location -- 272 Alpine Street, Pasadena CA 91106 -- 2nd Sunday of month at 730PM