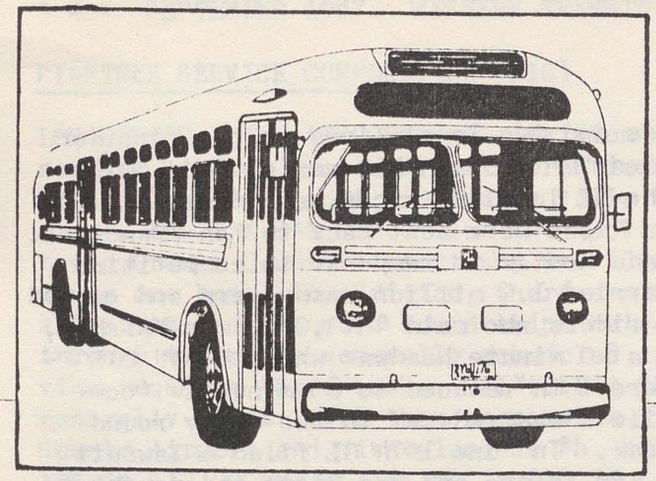


Western Transit

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METROPOLITAN TRANSIT DEVELOPMENT BOARD/SAN DIEGO TRANSIT CORP/YELLOW & PINK BUS LINES

SAN DIEGO: Beginning September 13th one chapter in San Diego transit history ended and another began as YELLOW & PINK BUS LINES, also known as TRANSPORTES AMARILLO Y ROSA, affiliated with SOUTHWEST COACHES, INC. began operating Route 932-SAN YSIDRO-CHULA VISTA-NATIONAL CITY-SAN DIEGO which is similar to and replaces former YAPBL SAN DIEGO-SAN YSIDRO route (WT 9/85) and SAN DIEGO TRANSIT CORP's 32-CHULA VISTA-SAN YSIDRO.

This line is now a part of the Metropolitan Transit System including fare structure, monthly pass and transfer arrangements, regional telephone information network and route numbering system. The base fare is $1 for regular riders and 50 cents for elderly and handicapped. Transfers are now permitted between the 932 and other bus routes. The route of the 932 is from C Street and Kettner (AMTRAK Depot) via Kettner, Broadway, 4th Avenue (returns on 5th), M. L. King Way formerly Market Street, 16th Street, Logan Avenue, 26th Street, Main/National City Blvd/Broadway, E Street, Woodlawn to Bayfront Trolley Station returning Woodland and E to Broadway, Main, Hollister, Outer Road, Coronado Avenue, Beyer Blvd, Iris Avenue to Iris Avenue Trolley Station and return to Beyer, South Vista, Cottonwood Road, San Ysidro Blvd., Camino de la Plaza, Camiones Way serving U. S. Exit Pedestrian Gate and International Border returning to San Ysidro Blvd and the U. S. Entry Pedestrian Gate. Half hourly headways are operated daily between 530AM and 830PM with hourly service until about 1130PM using a fleet of six scheduled buses with a one way running time of eighty minutes. Timed transfers with SAN DIEGO TROLLEY are planned for Iris Avenue and Bayfront-E Street Trolley Stations. MTDB and SOUTHWEST COACHES, INC. have signed a five year agreement under which SCI as YAPBL will operate this service.

YAPBL has acquired a fleet of nine Flxible New Look buses from METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY for use on the 932. These 1972 built buses are Model 111-CD-D06-1 units with eight cylinder engines and VS-2 transmissions and are former MARTA 1106, 1119, 1162, 1164, 1168, 1170, 1179, 1186 and 1187. The present YAPBL fleet of eight former MEMPHIS TRANSIT AUTHORITY air conditioned TDH 5303s (YAPBL 882-883, 885-887, 906, 911 and 914) will be sold.

Last day SDTC buses on Line 32 were 609 on TR 3203, 616 on TR 3201, 627 on TR 3204 and 650 on TR 3202. The 600 series are GMC TDH 4519s. As the MARTA buses were not ready the first day opening day on the 932 buses were 885, 886, 887, 906, 911 and 914. 906 had been repainted in a modified version of the YAPBL scheme of yellow and pink with a basic white body with one pink over one yellow stripe the length of the bus at the belt rail. (Ed. Note - MTDB officials had requested that the buses have a more subdued color scheme although retaining the same colors and it is believed that the Flxibles will appear in the modified version).

Over the years the San Diego-San Ysidro corridor has been served by a number of carriers, both private and public bus operators as well as the SAN DIEGO TROLLEY since July 1981.

MTDB/SDTC/YAPRL Continued

For many years GREYHOUND LINES, INC. operated one express and two local lines in the corridor using manual transmission transit type buses - 9400 series TDM 5103s, 9450 series TDM 4801s, 9600 series TDM 5303s and the 9700 series TDH 5301s. The GL local services were discontinued on January 6, 1975 and the twelve TDM 5303s based at San Diego were sent back to San Francisco. Over the previous five years a series of changes were made mostly in response to competition from SDTC. In 1971, prior to SDTC's Quarter fare, GL carried 1.5 million passengers and earned revenues of $955,570. During 1973 they carried 769,359 riders who paid $573,022. On March 5, 1973 Line E-SAN DIEGO-SAN YSIDRO EXPRESS was reduced to a 40 minute headway while H-SAN DIEGO-HARBORSIDE-SAN YSIDRO and O-SAN DIEGO-OTAY-SAN YSIDRO were both reduced to 80 minutely (combined 40). The following November E stayed the same while H was reduced to two daily round trips and O reduced to hourly peak and two hourly off peak. In June 1974 GL filed a lawsuit aimed at killing SDTC plans for express service between San Ysidro and San Diego and sought to halt federal subsidies to SDTC lines which competed with GL. The claim was also made that SDTC's 25¢ fare had undercut GL business at 95¢. In late 1974 GL filed an application seeking authority to abandon all local service in Route Group 12 (San Diego-San Ysidro) retaining only the through service on Interstate 5.

SAN DIEGO TRANSIT CORPORATION began Route G-NATIONAL CITY-SAN YSIDRO on January 4, 1971 and in July combined G with O-OCEAN BEACH-IMPERIAL BEACH extending the O to San Ysidro. In April 1973 Line O was revised to have all service operate to and from the border with alternate trips operating along National Avenue or Del Sol Blvd. Imperial Beach service was spun off and a new route O-1 IMPERIAL BEACH-NESTOR was created connecting with O at 25th & Coronado. During 1974 Line O was renumbered to 32 but with no actual changes. In July 1981 the 32 was shortened to operate between San Ysidro and National City at 24th Street Trolley Station. In 1983 the line was further shortened to Chula Vista-H Street Trolley Station and last fall was extended to the Bayfront-E Street Trolley Station.

The SAN DIEGO TROLLEY commenced operations between San Diego and San Ysidro on July 26, 1981 causing changes in many South Bay bus routes. Initially, 20 minute headways 6AM-8PM using five trains were operated daily. For the first two years of operation construction of the second track took place during the off hours and between 8PM and 2AM replacement bus service, 51-SUPPLEMENTAL TROLLEY SERVICE, operated between downtown San Diego and National City-24th Street connecting with the 32. SDTC operated the line the first year and NATIONAL CITY TRANSIT did so the second year.

YAPRL began its initial route on August 1, 1985 (WT 9/85) with its own zoned fare structure and along an alignment which provided continuous service on the Main Street/National City Blvd/Broadway/Beyer thoroughfare, did not divert to serve any trolley station and almost duplicated the 32 routing before 1981.

COUNTY TRANSIT SYSTEM (CTS)

SAN DIEGO: On August 31st 820-POWAY-SAN DIEGO, a commute hour one trip inbound in AM, outbound in PM operated by SUNDANCE STAGE LINES, was revised and extended downtown from the former terminal at State and A Street to the County Administration Center via State and Ash to Harbor in the morning and from Pacific Hwy and Cedar in the afternoon via Pacific Hwy and A. Another pick up point in Poway was also added. Free Ride Days are planned for the Poway Division (Local routes 844 and 845) on September 26 and October 3 as Poway celebrates the annual Pow Wow Days. Plans are being developed for a third local line in Poway to begin operation about January 1st.

COMBINED WTS/WEST COACH MOTOR COACH SOCIETY BUS GARAGE TOUR OF SOUTH BAY PLANNED FOR OCT 11TH
DETAILS ON PAGE SIX OF THIS ISSUE

PINETREE SERVICE CORPORATION (PSC)

LONG BEACH: The AIRPORTCOACH division of PSC inaugurated, on August 1st, new airport bus service linking Los Angeles International Airport, Long Beach Airport, Anaheim/Disneyland, Orange County Airport and Laguna Hills with on call van service as well. This partially replaces the LAX-SAN DIEGO line (WT 3/87, 4/87, 6/87). Service is operated every two hours between Orange County Airport and the Alicante Hyatt Regency, actually located in Garden Grove, using one bus. In addition, there are three round trips between LAX and Laguna Hills serving all stops and two more round trips between LAX and John Wayne/Orange County Airport. These through trips are generally scheduled in between the OCA-Disneyland trips. The scheduled service requires three buses, CALIFORNIA CHARTER BUSES MC-9s lettered AIRPORTCOACH. Fares are generally a bit lower than comparable AIRPORT SERVICE AIRLINK fares. APTC fare between Orange County Airport and Disneyland is $4, AIRLINK is $4.50; APTC between Orange County Airport and LAX is $12.00 while AIRLINK is $13.00. In addition to the fixed route, fixed schedule system APTC also operates the AIR SHUTTLE On Call Connector. AS is a call and demand service operating between the Alicante Hyatt Regency and all points within the cities of Anaheim and Buena Park as well as the Brea Mall. Passengers destined to the airport call APTC in advance to arrange for the AS vehicle to pick them up in time to connect with the appropriate APTC bus and passengers from the airport advise the APTC driver if they need to transfer to the AS service and the bus driver will call in for a connecting AS van. There is an additional charge for the AS service - $1.00 for all Disneyland area hotels/motels, $3.00 for Knotts Berry Farm hotels/motels and $5.00 for all other points. The present AS fleet includes one white and blue six passenger Dodge Aerostar XLT and one five passenger Ford station wagon painted maroon.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: Golden Gate Bridge directors and Sonoma County and city officials are struggling with a $600,000 deficit in commuter bus service which could mean both rate increases and service. Faced with higher costs and fwere riders GGT officials want Sonoma to pay a greater portion of the $3.9 million it takes to run the commute service. Meanwhile, Sonoma county and city officials, locked in a struggle over apportionment of transit funds, want to reduce their contribution to GGT and increase the money spent on local buses. GGT planners have indicated several possible approaches - increasing Sonoma County commute fares by 25 per cent which would raise the present $3.70 Santa Rosa-San Francisco fare to $4.60, reduce service by thirteen per cent, eliminate Route 78-SEBASTOPOL-SAN FRANCISCO or make additional cutbacks on Routes 74 and 76 from Rohnert Park, Cotati and Petaluma. The Sonoma commute service operates at a 65 per cent load factor which is below GGT's 80 per cent standard. Faced with a similar problem five years ago, Marin County supervisors decided to dip into their genral fund to pay for GGT bus service, but Sonoma County Supervisor (and GGT Board Member) Jim Harberson has said that this will not likely happen in Sonoma. The Golden Gate Bridge board could make a decision to put money into commute bus service by diverting a larger portion of bridge tolls, but the directors must look first at cutting services and raising fares by law. On July 6th GGT reduced service (WT 7/87) and the Sonoma changes, if any, would be on top of the July changes.

MANAGEMENT AND OPERATIONS CONTRACTS

Three California transit agencies, STOCKTON METROPOLITAN TRANSIT DISTRICT in Stockton, HUB AREA TRANSIT AUTHORITY in Marysville/Yuba City and REDDING AREA BUS AUTHORITY in Redding are all presently advertising Requests for Proposal for management of their respective systems. HUB and RABA operate both fixed routes and demand response systems and are presently managed by Community Transit Services, Inc. SMTD also operates both a fixed route and Dial A Ride network and it is presently managed by ATE Management and Service Company. In Stockton the contract management team includes the General Manager, Assistant General Manager and Director of Maintenance while at the other properties all employees are those of the contract management firm. At all three locations the public transit agency owns the transit vehicles.

LOS ANGELES COUNTY TRANSPORTATION COMMISSION (LACTC)

LOS ANGELES: LACTC has approved a concept for a one way loop in the Long Beach downtown area for the Long Beach-Los Angeles Light Rail Line. This would create a single track loop from 8th and Long Beach boulevard via Long Beach, First Street, Pacific Avenue and 8th to Long Beach. Under the previous design the line would have operated along Long Beach Blvd as a double track operation to First Street. Cost to include the loop is estimated at $6.2 million plus possible need for two more light rail vehicles at a cost of $2.2 million. The City of Long Beach has agreed to make certain contributions that, in effect, reduce LACTC costs to about $3.1 million. During the summer LACTC conducted a number of public meetings to receive input on possible routes for a east/west San Fernando Valley rail transit line - there were five proposed including Southern Pacific Coast Line (the northernmost), Victory Boulevard, S. P. Burbank (Chandler/Oxnard/Victory), Ventura Freeway and L. A. River Flood Control Channel. Residents near both the Victory and Chandler alignments have since been demanding the LACTC eliminate these routes from consideration, but the Commission has so far taken no official action. Recently State Senator Alan Robbins (D-Van Nuys) has authored SB 684 which, if passed and signed into law, would ban the construction of any rail line at or above ground level for the next ten years in an east San Fernando Valley area bounded by Magnolia, Lankershim, Vanowen and Hazeltine. It is presently too early to determine what will happen to this legislation or its effect on selection of a Valley alignment. Construction has started on the Rail Maintenance Yard which will service the rail cars for both the Long Beach-Los Angeles and Century Freeway light rail lines. The yard is located between the Long Beach Freeway and the Los Angeles River north of Carson Street in the City of Long Beach. This location is about one mile north of the junction of the Long Beach and San Diego Freeways.

POSSIBLE REORGANIZATION OF LOS ANGELES COUNTY TRANSPORTATION AGENCIES

LOS ANGELES: Legislation is still making its way thru the state legislature to combine the LACTC and SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT into one agency to be known as the METROPOLITAN TRANSIT AUTHORITY (WT 4/87, 6/87). Recent changes include a membership of twelve persons including all five members of the county Board of Supervisors, the mayor of Los Angeles, the chairman of the Los Angeles City Council's Transportation Committee, an appointee of the Legislature's Joint Rules Committee who is also a resident of the San Fernando Valley, one member of the Long Beach City Council, one representative from a small city that does not operate a bus line, a second appointee of the Joint Rules Committee who must be either a Legislature or a city council representative from a small city that operates its own bus line and one non voting member appointed by the governor. Surviving legislation is AB 18 (Katz, D-Sepulveda) The other bill by Robbins, D-Van Nuys was dropped after Katz bill was amended, not by Katz' choice, to include a long list of elements in Robbins bill. Currently one element of the legislation would prohibit either SCRTD General Manager John Dyer or LACTC Executive Director Rick Richmond from heading the consolidated agency. RTD officials have indicated that extra costs of the new agency, over present costs, will be more than $508 million over five years. The non partisan Legislative Analysts office has said that it will cost up to $750,000 the first year and about $115,000 each year for the next five.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: July 13th saw inaugration of NEW Line 32-HEMET VALLEY MALL-VALLE VISTA which is basically an east/west line in the Hemet Valley area and the discontinuation of former Line 30-HEMET-SAN JACINTO LOCAL. The week of July 13-17 saw free rides courtesy of Hemet Valley Mall merchants. (Ed. Note - at this time WT does not yet have route and frequency information, but it is understood that the line uses van type buses and is operated by COMMUNITY TRANSIT SERVICES, INC. as are the Line 31-HEMET-SAN JACINTO-BANNING and HEMET DIAL-A-RIDE services).

SUPPORT WT BY SENDING IN NEWS STORIES OF YOUR AREA TRANSIT AND INTERCITY AND CHARTER CARRIERS

* * SEPTEMBER 1987 WESTERN TRANSIT

PHOENIX TRANSIT SYSTEM (PTS)

PHOENIX: PTS extended its service hours on nine bus lines until 900PM beginning September 8th. This service is operated Monday through Friday and represents an additional two hours of service a day on those lines. Phoenix Mayor Terry Goddard was the prime force behind this service expansion and he had requested funds to be included in the 1987-88 budget so that evening hours could be provided. Richard Thomas, City Transit Director, said that lack of evening service was brought up frequently at public hearings. Originally looked at was a plan to extend service on twenty lines until midnight which was estimated to cost $3.1 million. Nine lines until 900PM will cost $250,000. The PTS lines chosen cover the city as broadly as possible. Ridership is not expected to be high (early evening routes now average about ten passengers per trip) but the service will allow many more people to rely on the bus for their transportation needs. The north-south streets served include 24TH STREET (Line 24), CENTRAL AVENUE (Line 0), 19TH AVENUE (Line 19) and 43RD AVENUE (Line 3W). The east/west lines include ROESER ROAD-GLENDALE AVE (Line 24), SOUTHERN AVENUE (Line 61), BUCKEYE ROAD (Line 13), VAN BUREN STREET (Line 3E/3W), THOMAS ROAD (Line 29) and CAMELBACK ROAD (Line 50).

PTS buses recently gained immediate access to the southbound traffic of Interstate 17 at Dunlap Avenue via a new, bus only, bypass on ramp. The special by pass on ramp permits buses to enter the freeway without having to stop at the metered traffic control light. The ramp expedites travel on the NORTH MOUNTAIN express routes. Phoenix has bus only lanes in downtown, but this is the first bus only freeway on ramp project. The presently under construction Papago Freeway is designed to have high occupancy vehicle lanes and special ramps.

AMERICA WEST AIRLINES (AWA)

PHOENIX: AWA's Careliner Bus Service between Scottsdale or Mesa and Phoenix' Sky Harbor Airport (WT 3/86, 7/87) may be joined by other similar services. Other large outlying centers such as Sun City and Metro Center in the Phoenix area or communities in other metropolitan areas served by AWA are under consideration. The Careliner Bus Service now has five buses leased from ARIZONA SOUTHERN BUS LINES of Phoenix, two MCI 102A3s and three MCI MC9s. Eleven AS drivers, who are referred to as Careliner Service Representatives, are assigned to this service and have received special training on AWA policies and practices.

BLUE & GOLD CAB PARATRANSIT LINES (Lord & Miner dba)

LANCASTER: The Public Utilities Commission recently issued decisions in a series of cases involving B&GC. B&GC had requested expansion of its certificate to allow for return service in Los Angeles and add points in Hollywood. Commission Agents for Greyhound Lines vs B&GC petitioned to have B&GC cease and desist from conducting operations outside the scope of its certificate and GREYHOUND LINES, INC. had sought to enjoin B&GC from providing unauthorized service between Lancaster and Los Angeles et al. The PUC ruled that B&GC's Passenger Stage Certificate should be revoked, that the applicants motion for continued suspension of PSC-1338 pending sale of the business should be denied and that the other applications be dismissed as moot except for those portions dealing with certificate revocation.

TRANSIT AND THE CALIFORNIA STATE LEGISLATURE

SACRAMENTO: Three bills are presently making their way through the legislative process. SB 719 would expand the jurisdiction of the PUC to regulate charter party carriers and raise the fee for a charter party carrier permit application to $300. AB 668 would extend to transit drivers current state law regulations for tour bus drivers while AB 1023 would require the Corrections Department to work with CALTRANS to evaluate the need to improve or add public transportation to prisons.

JOINT WCMCM/WTS BUS GARAGE TOUR II ON SUNDAY OCTOBER 11,1987 - 11AM-5PM STARTS IN LA PUENTE

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
-NEW-				
Orange County Transit	(7001-7002	Volvo/White	1WUDBGMD2HN123484-85	Cab over tractors
	(7501-7502	Capre	Superbus/001-002	57 pax psgr modules
	(			
-USED-				
Bay Area Bus Service	302	B&C	01SE/6801	ABL 2573
Pac Coast Sghtsg Tours	5317-5318	MCI	MC9/CP037127,30	ASI 4203,4206
Gold Coast Tour & Chtrs	522	MCI	MC8/1257	GLW 7661
Lounge Car Tours	4301	TMC	MC8/1909	GLW 1143
Inspired Travel Service	7645	TMC	MC8/1138	GLW 7645
American Tour & Leasing	7896	TMC	MC8/2065	GLW 7896
Tradewind Charter	801	TMC	MC8/S10623	GLW 2254
Nevada Northern (operated by Gray Line)	303	GMC	T8H5305A/103	GGT 703
Ballys Casino Shuttle (operated by Gray Line)	301	GMC	T8H5305A/101	GGT 701
-RESTORATIONS-				
Citifare (Reno)	109	GMC	TGH3102/699	Restored to Reno Bus Lines 109
-DISPOSITIONS-				
Peninsula Charter Lines	308	GMC	TDH3612/060	to Natl Coach for sale
Hesselgrave Charter	4614	GMC	S8M5303A/002	" "
Airporter	340	GMC	P8M4905A/180	to Concord Blue Devils
Amador Stage Lines	5517,5522	GMC	TDM5301/018,023	to Peerless Stgs

# #

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: The regular rider monthly Fast Pass price was increased to $25 beginning August 1st although youth, senior and disabled passes were unchanged as was the 75¢ cash fare. The increase was needed to raise $2.5 million in needed revenue and the MTC had threatened to block a $2.1 million federal grant unless some price changes were made.

# #

The next joint WTS/WEST COACH MOTOR COACH SOCIETY excursion is planned for October 11th leaving WCMCM Museum site at 1030AM returning about 430PM. $15 donation. Garage tour of LONG BEACH, TORRANCE and GARDENA on tap using former LAMTA/SCRTD 5184, a TDH 4801.

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