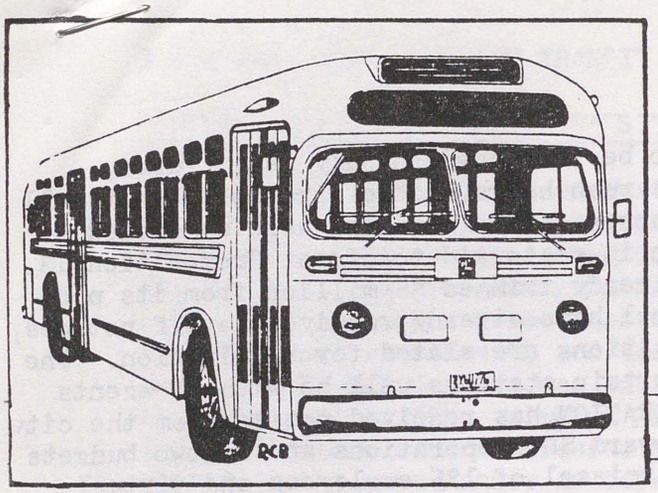


Western Transit

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PROPERTY TAX INITIATIVE AND TRANSIT IN CALIFORNIA

Approved by California voters in the June 6th primary election was a Proposition known as the Jarvis-Gann Property Tax Initiative which established as of July 1, 1978 a maximum property tax of one per cent of the full cash value eastablished by the County Assessor as of 3/1/75 or as of the last date since then that the property changed ownership or was improved and applies to all types of real property. The proposition also requires a 2/3 vote of the legislature to increase state taxes and 2/3 vote of "qualified electors" in local government jurisdictions to impose new local taxes but places no restrictions on government spending. (Ed. Note - while the effects of Proposition 13 on various government agencies and their employees and their programs has been and will continue to be a subject of much controversy we are only concerned for this story with the effects on transit. Transit agencies in the state are funded by a series of taxes including property taxes, sales tax on gasoline, general fund, federal revenue sharing. These local funds are applied as matching funds to qualify for state tax money and these, in turn, are used to qualify for federal subsidies. SB 1900 (Mills, D-San Diego) has been introduced in Sacramento and would relieve transit districts of the requirement that they maintain the level of local (property tax) support of the past two years. The House of Representatives has approved a bill that would eliminate federal money for agencies if they did not live up to the "maintenance of effort" clause while the Senate has passed a bill that would cut federal aid in proportion to the reduction in local tax dollars. Amid these problems the State Legislature passed and Governo Brown signed into law a bill to assist agencies whose tax allocations were threatened from "13's" impact by using state surplus monies but transport agencies expect little or no help from this action. The SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT will no longer receive a $5 million subsidy from Los Angeles County which money was included as part of RTD's 78/79 budget. A hiring freeze has been effected for a minimum of three months and only allows for replacement mechanics and bus operators. The City of Los Angeles and Community Redevelopment Agency which together fund 80% ($600,000) of the cost of the downtown mini-bus operation (Line 202-CHINATOWN-OCCIDENTAL CENTER) have not yet reached a decision on continued funding but continued operation of Line 202 for 60 days at current fare levels has been assured. At ORANGE COUNTY TRANSIT DISTRICT a post Proposition 13 budget of $45.5 million (was to be $58.9) has yet to be adopted but seems to be a likelihood. Such a budget does not include expansion of service next February when 65 new Advance Design Buses from Flxible are due nor start up of Costa Mesa Dial A Ride in September 1978, but does include major curtailment of the Park/Ride system this September and an implied freeze on hiring and promotions by excluding new positions. It is estimated the district will lose about $2 million of the $3.6 million property tax money it now receives. In Long Beach the new money from Sacramento was expected to have no effect on the LONG BEACH PUBLIC TRANSPORTATION COMPANY as the city has assured the agency it will make up the money -$227,000- from the city's general fund. The Gardena City Council has approved discontinuance of charter service now run by GARDENA MUNICIPAL BUS LINES at a savings of $128,000 to the agency. Fate of three GMBL buses generally used for charters has not yet been determined.

PROPERTY TAX INITIATIVE AND TRANSIT Continued

In San Francisco MUNI fares were originally scheduled to be increased on July 1st: buses, street cars and trolley coaches to 35 cents and 45 cents rush hours, cable cars to 50 cents all hours and senior citizens and students to 10 cents all hours. The increases were cancelled by the Board of Supervisors in anticipation of $100 million in state aid to offset Proposition 13. The SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT has already trimmed $5 million from its proposed budget - 41 management and other non union personnel have already received layoff notices, 18 vacant positions will not be filled and 100 union positions are slated for elimination. The only visible impact to the riding public will be that certain stations will be without agents for periods of time midday. The SAN DIEGO TRANSIT COPPORATION has received notice from the city its contribution will be $444,000 (from $3.6 million) toward SDTC operations and so two budgets are under study - the first calls for a 5¢ fare hike, dismissal of 125 employees and virtual elimination of night and weekend service while the second provides for a 10¢ raise, dismissal of 60 employees and significant cuts in night and weekend service. The system has already laid off 22 people include nine student operators, five instructors and eight schedule checkers. It is expected that other transit agencies operated by the various muncipalities will need to effect economies or eliminate certain practices, but at press time only those agencies listed had received press coverage of expected plans.

TORRANCE TRANSIT SYSTEM (TTS)

TORRANCE: The Torrance Dial-A-Lift system began service June 5th using two lift equipped Mercedes Benz 0309Ds, fleet numbers 363-364. DAVE SYSTEMS. INC. operates the service under contract with the city and service will be available only to Torrance residents and will run only within city limits. Reservations must be made 24 hours in advance and the DAL buses will operate 9AM-5PM Monday through Friday. DAL fare is 50 cents for the handicapped and $1 for a companion. Attendants ride free. Free fares for senior citizens and the handicapped on fixed route buses will continue as before. The buses seat 9 persons and have positions for 3 wheel chairs. In other equipment news TTS now has a fleet of seven 0309Ds 358-364 with the latter two having lifts and now has three TDH 5303s from SANTA MONICA MUNICIPAL BUS LINES, fleet numbers 365-367 (see Equipment Report).

SUNLINE TRANSIT AGENCY (STA)

PALM SPRINGS: STA enters the new fiscal year with plans for service expansion. About July 15 Line 4-DESERT HOT SPRINGS LOCAL will be converted into a Dial A Ride system using a 12 seat van with the bus presently assigned being shifted southward to a new line which will begin in Thousand Palms, travel down Bob Hope Drive to Country Club, traverse the Palm Desert Greens development, continue to Washington Street connecting to Palm Desert Country Club, across Highway 111 and into the La Quinta area. The trial extension of Line 9/10-DESERT HOT SPRINGS-COACHELLA southward to Thermal and Mecca (three round trips Monday thru Saturday) was discontinued due to very light patronage.

PALO VERDE VALLEY TRANSIT AGENCY (PVVTA)

BLYTHE: The Board of Directors recently called for bids for three small buses - on two alternatives, either three 21 passenger diesels or three 14 passenger gassers and with wheelchair lifts and air conditioning (a must in an area reaching 120 degrees in the summer) and with or without brake retarders. The Council determined that the Argosy diesel was not available in 15 or 19 passenger sizes but the gas version is. The Board approved a FY 78/79 budget for a ten month operating year in the amount of $235,625 with the following revenue sources-77/78 carryover, passenger fares and advertising, City of Blythe contribution, Piverside County contribution and depreciation offset. Operating expenses would include operating costs, maintenance, administration and depreciation. Capital expenses are expected to include vehicle acquisition, buildings and structures and elderly/handicapped equipment. The Board also approved advertising for a General Manager ($16-18,000 per year). Fixed routes routings have yet to be determined.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: Fare increases for riders within Los Angeles County became effective on July 1st. The basic cash fare was increased from 40¢ to 45c and the elderly/handicapped fare was increased from 10¢ to 15¢. Express step charges of 20¢ and the ten cent transfer charge remained. The regular base pass was increased from $18 to $20 and the student pass was hiked from $12 to 14 although the elderly/handicapped pass remained $4 and additional express step stamps stayed at $6. The Fullerton Park/Ride Pass was increased $2 to $44 and the RTD/OCTD Interagency Pass was increased to $54. Airport Express fares of $2.50 were increased to $3.50 with longer distance fares increased proportionally. Transfers will be issued and received in the same manner as before and Monthly passes and stamps will be honored as before. Orange, Riverside and San Bernardino Counties' fare structure will remain as before as will Mini Bus rates and Special Events fares (Dodger Stadium, Hollywood Park, Los Alamitos).

The first of the MAN/AM General articulated buses (RTD is slated to receive 30) arrived on May 25th. The buses will be numbered in the 9200 series (9207 is SG220-298-0009-0009). They have the same style seats as the 1000s and 7300s but covered all in brown. There are 65 seats, all forward facing except for a rearward facing pair on the door side only over the front wheel housing and an inward facing pair on each side inside the joint.

An experimental commuter bus program fully funded by the federal government to test, market and encourage use of transit to major employment centers began operating running June 1st to the El Segundo Employment Center, an area dominated with aerospace firms bounded by Imperial Hwy, Aviation Blvd, El Segundo Blvd and Sepulveda Blvd. 14 lines each operating one round trip (four on the 635AM/325PM shift, four on the 720AM/422PM shift and six on the 805AM/525PM shift) originate in an area bounded by the Santa Monica Fwy, Palos Verdes Peninsula, Harbor Fwy and Pacific Ocean and operate over surface streets making specially designated stops. One way fares are 50¢ to $1.25 depending upon distance with monthly ticket books also available. The program has been named Bus Express Employees Program (BEEP) and utilizes ten buses (7490-7499 now based at Division 18) for this weekday only service. The program is to be monitored and changes made as appropriate during the 18 month test period. The 635AM arrivals are Lines 521,522,523,524; the 720AM arrivals are 531,532,533,534 and the 805AM trips are 541 thru 546. Depending upon shift time buses from the same general area could have as many as three line numbers although the routings will be slightly different.

June 25th was the date of the General System Shake Up and this one included discontinuance of four lines, 303-COMPTON VIA AVALON, 304-COMPTON VIA CENTRAL (both duplicated by other lines over their entire length), 790-LOS ANGELES-HOLLYWOOD-BURBANK AIRPORT and 791-HOLLYWOOD-UNIVERSAL CITY-HOLLYWOOD-BURBANK AIRPORT, both of which started last December but never attracted much patronage. Last day buses included on Lines 303/304, BR 1-2402, BR 2-4011, BR 3-4024; on 790, BR 1-5945, BR 2-5955, BR 3-5972; on 791, BR 1-6175, BR 2-5743 (borrowed from Div 15). Lines 777-HOLLYWOOD-LOS ANGELES AIRPORT and 779-WESTWOOD-BEVERLY HILLS-LOS ANGELES AIRPORT were transferred to Division 1 to have all Airport operations along with all 3000 and 5600 series manual transmission buses under one roof. Divisions 1 and 11 were combined into 1, Divisions 3 and 10 into Division 3 and Divisions 4 and 5 into 5. Stertching headways or cancellation of night service and/or widening of headways on Saturday and Sunday took place on Lines 10, 14, 18, 32, 39, 73, 86, 87, 142, 151, 152, 156, 158, 159, 162, 169, 175, 356, 359, 420, 422, 425, 428, 432, 433, 434, 435, 440, 482, 484, 488, 491, 801, 813, 822, 829 and 844. Midday headways were also affected, 35 to 45 on Line 359, 40 to 60 on Line 434, 20 to 30 on Line 435 and 20/40 to 30 on Line 829.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: The six line local system in Riverside was redesigned effective June 18 to avoid duplicative routings and to bring more areas of Riverside closer to a bus. Line 1-MAGNOLIA-CANYON CREST-only route change made was in Canyon Crest area, a wider loop to Watkins Dr and Big Springs eliminating layovers in residential area and providing improved service along 3rd/Blaine just past K Mart Plaza. One hour cutback on late night service. Line 12-WEST SIDE-Looping at a shopping center at University & Chicago via Chicago, 14th, Park, University, Market, Brockton, Bandini, Palm, Jurupa, Grand, Streeter, California, Van Buren, Magnolia, thru Tyler Mall, Tyler to Arlington and Rutland. Line 13-ARLANZA-MAGNOLIA-From Tyler Mall via Tyler, Hole, Mitchell, Wells, Colorado, Arlington, Streeter, Central, Riverside, Jurupa, Magnolia, Market, 5th, Locust, Dexter, Fairmount Park area and along 5th to downtown. Line 14-NORTH RIVERSIDE-CASA BLANCA-HOME GARDENS-Lincoln and Magnolia in Home Gardens (connection with Corona Dial A Ride) via Magnolia (thru Tyler Mall), Van Buren, Indiana, Adams, Auto Dr, Jefferson, Indiana, Madison, Peters, Grace, Lincoln, Mary, Marguerita, Maude, Lincoln, Horace, Arlington, Brockton, Central, Riverside, Jurupa, Olivewood, 14th, Market, 7th, Main, Columbia to Orange. Line 15-ARLINGTON AVE.-LA SIERRA-Tyler Mall via Magnolia, La Sierra, Arlington (thru Riverside Airport), Brockton, Central, Victoria, Cridge, Olivewood, 14th, Lemon to 7th and Market. Line 16-SUNNYMEAD-UNIVERSITY AVE-7th and Market via 7th, Orange, University, Canyon, Crest, Central, Box Springs Blvd, Day, Allesandro, March AFB, Indian St to Heacock and Sunnymead. Line 1 has daily service while 12 runs weekdays only. 1 and 14 offer half hour weekday service but only 1 has Saturday half hour service. Tyler Mall is served by 5 of the 6 city lines, Riverside Plaza has 4 and Hardman Center 3. Line 21-JURUPA LOOP was scheduled, effective June 19, to stop at the 200 unit Swan Lake Mobile Home Park on Hamner Avenue eliminating the routing on Beach which has been under utilized. The Woodcrest and Highgrove areas are next in consideration for new lines after financial complexities are ironed out as well as extension of the Perris Dial A Ride to Good Hope, Wagon Wheel, Mead Valley and Enchanted Heights (unknown if by direct RTA operation or contractor). Talk of increasing fares has been put off possibly until next January 1st while a study on the comparative costs of purchasing and operating 17 to 27 seat buses vs. 45 to 53 passenger units is due shortly. The City of Riverside has recommended smaller units while RTA has pointed out that labor is the largest share of operating costs and smaller buses would leave less room for expansion or handling passenger increases on existing services.

MONTEREY PENINSULA TRANSIT/SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (MPT) (SCMTD)

MONTEREY/SANTA CRUZ: The two systems serving the Monterey Bay Region have joined in the purchase of 16 Advance Design Buses, MPT to buy 5 and SCMTD 11. All buses will be equipped with wheelchair lifts. The order includes both 35 and 40 foot buses all to be 102 inches wide to facilitate wheelchair maneuverability. The Grumman-Flxible bid of $1,834,004 was $121,000 below GMC. Both agencies intend to use the buses for fleet expansion, MPT experiencing a 300 per cent ridership increase and SCMTD 400% over the last four to five years.

ALAMEDA CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: Bus service for northwest Contra Costa County will begin in the fall as AC in cooperation with WESTERN CONTRA COSTA TRANSIT AUTHORITY will extend Line 78A-EL CERRITO-RICHMOND via San Pablo Ave (which becomes Parker Ave in Podeo and Crockett) to serve residents of Pinole, Hercules, Rodeo, Crockett and unincorporated areas along the way. Line 78A which will also serve the Hilltop Shopping Center Center in Richmond will operate hourly weekdays only between approximately 800AM and 600PM. WCCTA will offer its own para-transit including limited Dial A Ride for elderly and handicapped and a transfer agreement will be in effect between the two agencies.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: The Summer Shake Up took place June 18th and included a number of changes including the discontinuance of Lines 181-LAGUNA HILLS-SADDLEBACK COLLEGE and 182-LAGUNA HILLS LOOP in favor of a contractor operated Saddleback Valley Dial A Ride using a fleet of seven passenger sedans covering the New World, Laguna Hills, Lake Forest, El Toro, Mission Viejo areas. Line 38-LA PALMA AVENUE was extended from Seal Beach Leisure World to downtown Seal Beach via Seal Beach, Electric, Marina, 1st and Ocean to Main. Line 82-WEST NEWPORT-UCI VIA COAST HWY was discontinued for the summer, a traditional cutback and additional trips were added on beach oriented lines. Last day buses on Line 181 were: BR 8101-1503, BR 8102-1504 and on Line 182: BR 8151-1501 and BR 8152, 1502. Except for the Orange Dial A Ride system all contractor provided systems had been up for bid during the spring and the successful bidders began operating their contracts on the 18th. YELLOW CAB OF NORTHERN ORANGE COUNTY retained the Fullerton Dial A Ride system and added the La Habra/Brea Dial A Ride. COMMUNITY TRANSIT SERVICES retained its Buena Park Community Service (Lines 121 and 123) pact and picked up the County Wide Dial A Lift contract to be administered from its La Habra office. The only new contractor, ORANGE COAST YELLOW CAB of Fountain Valley was awarded the contract for the Saddleback Valley Dial A Ride and one for the Westminster Community Service lines (161 and 162). The demand-responsive contracts will expire November 3, 1979 while the Community Service agreements will end September 8, 1979. OCTD has received a federal grant for $10 million which will be used for purchase of 95 new buses including 75 47 passenger units and 20 small buses and vans including 11 lift equipped units, purchase of land and engineering studies for proposed Division 6 in North Anaheim and improvements to the Laguna Beach Transportation Center. A out-of-court settlement with TOWN TOUR FUN BUS COMPANY, INC. has been agreed to by the OCTD Board which for $450,000 will allow both OCTD and TTFB to run in the same area. Based on a provision of the state Public Utilities Code the lawsuits, if successful, would have required OCTD to buy out TTFB or eliminate those district services in the TTFB service area. For $175,000 OCTD will buy out a portion of TTFB's business which gives the district the right to continue operating and for alleged loss of business since 1974 TTFB will receive $275,000. In addition TTFB is to receive management contracts for the Anaheim mixed mode system to be inaugurated in September 1978 and a community service operation in Garden Grove scheduled for February 1979.

SANTA CLARA COUNTY TRANSIT (CT)

SAN JOSE: For the first time in nine months CT ridership exceeded the previous years' figure in April with a total of 1,014,279, about 5% higher than April 1977 which numbers do not include CT's subsidized S. P. Rail Rider program but a total of 4456 Rail Rider I. D. cards had been issued by April 30. The ridership increase indicates that the effect of the equipment crisis, which began late last summer, on rider attitudes and habits has passed with the improved overall fleet reliability as the new Gillig/Neoplans come on line (57 were in service by the first week in May) to relieve the Twin Coaches for needed maintenance and replace worn out GMCs. By mid April ten of the twenty leased SCRTD TDH 4801s (2300s) were moved to the North Division for standby storage. Residents in the area of the proposed West Valley Division (Doyle Dr near Lawrence Expway) protested the use of the site for an operating yard to such a degree that the County Board of Supervisors voted to abandon the site and asked the staff for alternate locations. The division would have required continued use of propane powered buses as a condition of the site's EIR despite CT's recent policy change to go all diesel. 15 buses put up for disposition at the end of April include the last TGH 3102 built, the last CT 3501s and 4507s and all four 3612s. Remaining "paired window" buses are 4512s 6511 and 6512 (exSJCL) and leased 4512s 4541-4550, 4552-4558, 5103 #4551, 5105s #4501-4503 and the 20 leased 4801s. #66 (TD4506/032) modified with slant windows by adding sheet metal facing to the window posts is also to be retained.

OMNITRANS (OT)

SAN BERNARDINO: An OT budget of about $12 million for the next fiscal year has been approved by OT Directors which budget is about $3 million more than last year's primarily because OT will assume administration of taxi Dial A Ride contracts for five cities and because of the enlarged program to meet elderly and handicapped needs as shown below. Aside from these factors a planned start up of DAR in Redlands and Rialto and expansion of Ontario-Upland DAR, the new budget reflects little increase other than that attributed to planned wage increases. Administration of the DAR contracts is being assigned to OT to qualify for participation in federal assistance programs. SANBAG has approved a $1.6 million plan which will place as many as 27 more vans and sedans into service next fall for elderly and handicapped needs. The plan calls for 17 vehicles including 12 lift equipped vans for the San Bernardino-East Valley area (Fontana to Yucaipa); 3 sedans for the West Valley, one each for Rancho Cucamonga, Chino and Montclair and the equivalent of 1½ more vehicles for Ontario-Upland DAR all operated by YELLOW CAB; two vans and a sedan in the Victor Valley to be added to 7 vehicles now operated by Meals On Wheels, Inc., the county's Community Services Department and City of Adelanto; one van and two sedans to increase Barstow's four car DAR fleet and expand it; one van for Needles with the city helping the county's Office On Aging initiate and maintain the service; one van for Big Bear; two vans for Morongo Basin added to the 3 now there (Yucca Valley, Joshua Tree); three van trips a week from Barstow to hospitals and medical offices in San Bernardino coordinated with a similar service from Victorville; 3 day per week service between Mill Creek Canyon communities and the East Valley; retrofitting 15 OT buses, rerouting certain lines and eliminating several fixed routes in favor of more DAR service.

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN MATEO: System wide changes on local lines were made May 1 and in line with current policy some lightly patronized trips and overlapping routings were eliminated. Details from north to south include: Coastside Lines 1C-BART-LINDA MAR EXPRESS and 1L-BART-LINDA MAR LOCAL were largely merged with Linda Mar locals 1OL-LINDA MAR BLVD and 1OT-TERRA NOVA such that 1OL and 1OT were extended north from Linda Mar Center v[ia] L and C routes to BART/Daly City. 1C was reduced to 2NB/1SB and 1L to 4 NB AM/1 SB midday/2SB PM trips. Combined 1C/1L/1OL/1OT service provides 15 minute (or better) peak and half hourly midday except hourly 10AM-1PM between BART and Linda Mar and 30 peak/60 base on 1OL and 1OT east of Linda Mar. Midday trips operate to BART as 1OT returning as 1OL with alternate trips to/ from Linda Mar Center. Nights only 1L runs as before with 1OL/1OT feeding 1A/1L Saturdays and only 1A/1L running Sundays. 1A-HALF MOON BAY LOCAL and 1H-HALF MOON BAY EXPRESS were not changed but a midday variation of 1OT known as 1OT-SENIOR CITIZEN SPECIAL operating Monday-Thursday only was added with 2 trips each in mid morning from Oceanview & Linda Mar and from Casa Pacifica to Senior Citizens Center in Oddstad Park and 2 trips each in mid afternoon to the two origin points. Line 3C-BART-CRYSTAL SPRINGS EXPRESS had southerly end changed from a two way route from Crystal Springs Apts via Crestmoor, Bennington, Madison, Rosewood, Courltand and Whitman to Shelter Creek to a counter clockwise loo[p] from Shelter Creek via Whitman, Cunningham, Crystal Springs, Crestmoor and then completing loop to Shelter Creek. 3B-BART-AIRPORT-MILLBRAE EXPRESS was extended south from San Francisco Airport via Old Bayshore, Millbrae and El Camino Real to Burlinga[me] Plaza. In Burlingame/Millbrae the peak hour extension via Millbrae, Old Bayshore, Cowan, Gilbreth and Mitten to Old Bayshore was abandoned and midday weekday and all day Saturday headway reduced to hourly. 33B-MILLBRAE HIGHLANDS was rerouted by jogging off Richmond around Lincoln Circle and midday headways were reduced to hourly s[o] that 1 bus now operates 33B/33C alternately. 34B-BAYSHORE was abandoned by extensi[on] northward of 84G and 43R from San Mateo while 34C-EL CAMINO was dropped as it too was duplicated by 5L and 5M. 34D-SKYLINE had its northern terminus at Burlingame Plaza extended back south on ECR to Peninsula Hospital (formerly served by 34C) and Saturday service was reduced from 30 to 60 between 9AM and 2PM.

OLIVER BUS LINES (OBL)

HOUSTON: Using a former Greyhound PD 4106 OBL inaugurated commuter service between Magnolia and Houston via Pinehurst, Decker Prairie and Tomball on April 25th. One round trip is operated Monday thru Friday departing Magnolia at 600AM operating via Farm Road 1774, Farm Road 149 and Interstate Highway 45 to downtown operating thru Houston along Milam, Leeland and San Jacinto to Prairie returning in the afternoon from Texas and Fannin via Fannin, Bell and Travis to the freeway. Afternoon departure will be 435PM.

TRANSPORTATION ENTERPRISES, INC. (TEI)

AUSTIN: The Railroad Commission of Texas has granted authority to TEI to begin bus service between Texas A&M University at College Station, Texas and Sam Houston University at Huntsville, Texas. TEI has acquired several PD 4106s from Greyhound. Heretofore they have used, almost exclusively, a large number of front engine-rear exit school bus type equipment.

HOUSTON TRANSIT SYSTEM (HOUTRAN)

HOUSTON: Beginning May 2nd Line 70-UNIVERSITY was rerouted in the city of West University to travel along University, Weslayan, Stella Link, Bellaire to Weslayan returning along Weslayan to University also allowing a transfer with Line 66-BELLAIRE. The first all day Park/Ride line - 62-SOUTHWEST FREEWAY-WESTWOOD - began operation between the Westwood Mall and downtown via Country Creek Drive, Club Creek Drive, Southwest Freeway, Louisiana, Texas and Main to Bell, Smith and return via freeway to the Mall. Fifteen minute peak hour headways are operated peak hours with hourly midday and between 6PM and 10PM. Saturday hourly service is operated 7AM to 10PM. Two new Mini-bus lines were started on June 5th. Line 37-EAST END operates daily 15 minutely during weekday rush hours and 30 minutely otherwise with 40 minute headways Saturday and Sunday. Service hours are 630AM to 630PM every day. From Clayton Homes buses travel Navigation, Milby, Lovejoy, Eastwood, Schroeder, Lockwood, Harrisburg, Hughes, Polk, South 69th, Capitol and South Wayside to Polk. The other line is THIRD WARD MINI-BUS which is a loop operation. From Scott and McIhenny buses travel Scott, Leeland, Live Oak, Bell, Dowling, Cleburne, Almeda, Calumet, Hutchins, Prospect, Dowling, Blodgett, Canfield, Cleburne, Scott, Alabama, Sauer, Cleburne, Delano, Elgin, Canfield, Drew, Sauer, McIhenny to Scott. Buses operate 7AM to 7PM Monday thru Friday and 9AM-5PM Saturday.

AAA TAXI/CITY OF SAN CLEMENTE

SAN CLEMENTE: AAA TAXI, after operating a Dial A Ride service here since January 23 on a trial basis and without subsidy, has received permission from the city to continue the operation. The DAR has hauled about twenty passengers daily and the average response time was 12 to 15 minutes. Many letters were sent to the City Council praising the operation and the police chief recommended its continuance. The firm allots one vehicle from its fleet for the DAR and does not inhibit its regular taxi service. Fare is $1 per person.

THOUSAND OAKS TO VENTURA BUS LINE

VENTURA: The Ventura County Board of Supervisors has approved funding for the line on a month to month after deciding to raise fares from 50 to 75 cents, eliminate the second section on the first and last trips of the day and again try to persuade the City of Oxnard to help inasmuch as 30% of the patronage is from Oxnard. Another proposal, to shorten the line from Ventura to Oxnard, was tabled.

EQUIPMENT REPORT

Property	Fleet Nos	Builder	Model/Serial	Notes
NEW				
Goodalls Chtr Bus Service	1978	MCI	MC8/U- S12735	47,PB, "Barbara"
Peninsula Chtr Lines	325	GMC	P8M4905A/1733	47,PB
City of San Luis Obispo	unkn	Argosy	B24L8V/3223-3226	CNG power
Port Of Oakland	unkn	Argosy	B28L8V/3222	Wheel chair lift, AC, used between BART and Oakland Airport
City of Los Angeles Department of Airports	unkn	Argosy	B28L8V/3239-3258	AC, to be used by successful bidder on VSP, Lot A, Lot C shuttles
SCAT (Arroyo Grande CA)	unkn	Argosy	B24L8V/3218-3219	
USED				
Lane County Transit District (Eugene OR)	(301-305	GMC	TDH4509/100,108,106, 2346,110	SDTC 946,954,952, --,SDTC 956
	(306-311	GMC	TDH4512/1600,2582,2799, 2416,2417,1601	Portland Stages 155, Intercity 173,178, PS 172,171,156
	(401-405	GMC	SDM5301/220,310-12,17	Baltimore MTA
	(406-408	GMC	SDM5302/454,455,457	Baltimore MTA
Santa Clara County Transit	(2313-17,19	GMC	TDH4801/079-083,085	Delete 2318 & 33 shown in error- ex SCRTD units
	(2326,30-32	GMC	TDH4801/092,096-098	
	(1202,1207,1210	GMC	TDH5301/2446,51,54	Indpls same nos.
	(1213,1215,1309	GMC	TDH5301/2457,59,3131	via Bus That Goes In Circles (SD)
	(VP40-41	GMC		Vans
	(VP42-51	Plymouth	Voyager Custom	Vans-correct fleet
Bus That Goes In Circles (San Diego)	(5121-5125	GMC	TDH5105/3530,3535, 3538,3539,3541	Omaha 1503,1508, 1511,1512,1514 3 leased to CT
	(5326-5327	GMC	TDH5301/2449,2456	Indpls 1205,1212
Town Tour Fun Bus	(unkn	GMC	TDH5301/2461	Indpls 1217 via BTGIC (SD)
Torrance Transit Sys	365-367	GMC	TDH5301/3640-3642	SMMBL 5322-5324

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MOTOR BUS SOCIETY will hold a Fall Meeting weekend of October 7 and 8, 1978 with visits planned to SCRTD and other area properties - headquarters will be Hyatt House at Los Angeles Airport. Contact MBS c/o Donald Weiss, 4 Tall Trees Road, New Rochelle, New York, 10804 for details.