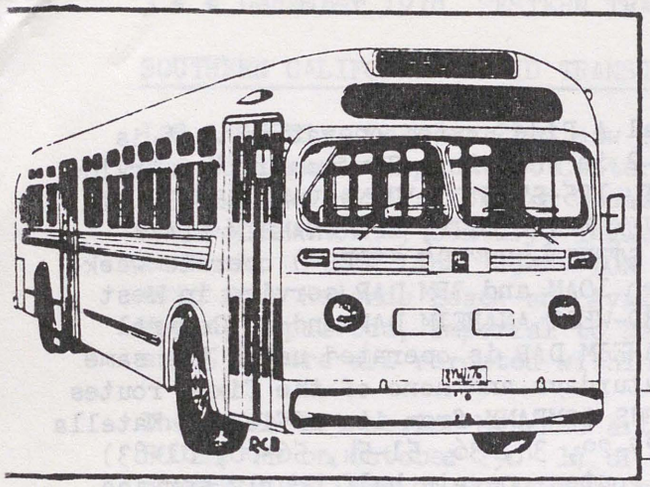


Western Transit

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PALO VERDE VALLEY TRANSIT AGENCY (PVVTA)

BLYTHE: The PVVTA system which had originally planned to begin service last July has now set a tentative start up date of March 1979. General Manager Chuck Reynolds has stated there would be a delay in delivery of two 19 passenger Fortibus XB-90s from MicroBus Corporation in Santa Fe Springs. Microbus has not yet received the 1979 GM built chassis upon which the body shells are placed. One additional vehicle (unknown make) would be equipped with a wheelchair lift.

SUNLINE TRANSIT AGENCY (STA)

PALM SPRINGS: The Indio City Council has approved new routings for Lines 5-INDIO LOCAL and 6-INDIO LOCAL which now run basically in a circular pattern and which will be repatterned to a direct line two way service. The new routings will be monitored for three months and then STA will report back to the Council. Another change will be dropping the "flag" system of hailing a bus at any safe place to do so in favor of a designated stop system. An allocation of $65,000 in TDA funds is being withheld by the County of Riverside (and also a similar withhold in Indio) until a determination is made by city officials if there are unmet transit needs for the elderly and handicapped which can reasonably be met. Coachella's decision is subject to approval of the County Transportation Commission and SCAG. STA has submitted an outline to Council based on statistics in a County Road Department Transit Study which indicates there are 85 elderly and 218 handicapped in Coachella who have no access to a car. STA figures Coachella could meet that need with one van operating one day per week. Cost would be $7500 yearly and a 50¢ fare would recover about $1000 and start up costs would be about $5100. Under the plan the van could also be used in a similar program in Indio and surrounding unincorporated areas. STA indicated it might be less costly if Coachella contracted the service out or operated themselves. City Council has not yet decided its course of action.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: Fares will be increased on January 28, 1979. New rates will be a basic 35¢ fare, 15¢ for seniors/handicapped, regular monthly pass to $14, student pass to $10 and senior/handicapped pass to $6. Under a relaxed transfer policy a passenger will receive a transfer good for two hours on any line except line of issue. Currently passengers must ask for transfers. The City of Riverside has advised RTA it should purchase 18 45-seat buses and 8 31-seaters to cover projected patronage needs. The small buses were recommended for the Highgrove, Woodcrest, Arlanza and Arlington Avenue areas with the larger buses elsewhere. RTA management and ATU officials have been meeting to work out details of the agency's first labor agreement but have yet to reach a conclusion.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: A new six line fixed route and three area Dial A Ride system operating what is known as a Mixed Mode Operation began service on October 2 in Anaheim. Six community service lines (124-ANAHEIM PLAZA-FULLERTON PARK/RIDE VIA CRESCENT, 125-STANTON-BUENA PARK CENTER VIA WESTERN, 126-BROADWAY-GILBERT-CERRITOS, 127-ORANGEWOOD AVENUE-THE CITY, 128-ANAHEIM PLAZA-N. E. ANAHEIM INDUSTRIAL AREA VIA SOUTH ST and 129-NORTH STREET-SUNKIST STREET) operate weekdays between 6AM and 10AM and from 3PM until 7PM. Between 10AM and 3PM DAR service in West Anaheim (that portion of the city west of Euclid) Line 130-WEST ANAHEIM DAR and in Central Anaheim (between Euclid and Kraemer) Line 131-CENTRAL ANAHEIM DAR is operated using the same Transcoaches as 124-129. DAR service operates 9AM-6PM Saturdays and none of the fixed routes operate. All this service is operated by TOWN TOUR FUN BUS COMPANY from its office on Katella known as Division 8. Twenty two Transcoaches (1721-25, 27-29, 34, 36, 51-54, 56-60, 81-83) have been assigned of which 18 are scheduled. The fixed routes operate half hourly service. 120-ANAHEIM HILLS DAR is operated as an extension of the Orange/Villa Park DAR system (YELLOW CAB OF NORTHERN ORANGE COUNTY) using a fleet of six sedans and making connections with Lines 128 and 131. This service operates 6AM-7PM Monday-Saturday.

Line 139-SILVERADO CANYON, a service operating one day per week - Thursday - three round trips per day between the Mall Of Orange and the Silverado Canyon area was discontinued with the close of service on November 2nd due to lack of patronage.

OCTD Bus Operators had been working since June 1977 on an extension of a labor contract which was to expire May 31, 1977 but the then General Chairman of the UTU Local failed to give timely notice to begin negotiations and the contract was then automatically renewed for one year. Since that time a series of negotiation sessions were held between the parties which resulted in approval of 35 of the 47 articles in the labor agreement and the arbitration of those remaining. The Board Of Arbitration held a series of meetings during August and was scheduled to meet in executive session to decide the final issues. During the meetings information, supposedly confidential, reached the outside concerning the sessions which information caused 112 of the 491 operators to call in sick on Thursday November 2, 61 of them to call in sick on Friday November 3 and several on Saturday November 4. 79 Operators runs on Thursday and 12 on Friday had to be cancelled because of no work force despite the fact that several members of the supervisory force drove. The sickout was staged to protest the pay raise an arbitrator was reportedly going to award. UTU officials indicated they did not sanction the sickout. On November 5 the Board issued its decision calling for a wage increase of 65¢ per hour (to $7.40) with an 18 month wage progression of 85/90/95% and 60% of the base wage for student operators. Also included was an "8 Within" provision guaranteeing 8 hours pay within the first 12 hours on duty for regular operators and 8 hours pay within the first 13 hours on duty for extra board operators with time and one half for all time worked beyond 12 or 13. The 8 hours pay is the minimum amount of pay regardless of how may hours are worked in the first 12 (13). Work above 8 in the first 12 (13) would be paid at time and one half. An increase in monthly district contribution for health and welfare, an additional paid holiday and a one day waiting period for sick pay (was payment thefirst day) are also included as is a provision which allows employment of part time operators beginning December 1979 which operators while union members and earning certain privileges would accrue no benefits except pension plan and uniform allowance and would be eligible only to drive trippers not already bid by full time operators and would be eligible only to work weekdays and not more than 30 hours per week. The present practice of contracting out any fixed route operation (Lines 121 and 123 in Buena Park and 161 and 162 in Westminster) will have to cease beginning June 1980 as these operations will be brought into the bargaining unit and have to be directly operated by OCTD employees. If this occurs an additional number of part time operators could be employed for this service. There shall be no more contracting out of new fixed route operations although there is no such bar for Dial A Ride and Dial A Lift services.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: October 22nd saw several changes in the BEEP service provided to/from the El Segundo Employment Center. 524-WEST ADAMS-INGLEWOOD-EL SEGUNDO was extended to begin at Washington and Western via Washington, Crenshaw, Florence, Hillcrest, LaBrea/Hawthorne, Century, Inglewood, Imperial, Nash, Maple, Sepulveda and Imperial to Nash. A new Line 525-AVALON BLVD-EL SEGUNDO was inaugurated operating one round trip from Redondo Beach and Avalon via Avalon, Century, Vermont, Imperial, Nash, Maple, Sepulveda, Imperial to Nash. Line 521 was discontinued. Lines 531, 532, 533 and 534 were all rerouted within the El Segundo industrial complex.

The 9200-9229 series MAN/AMG articulated buses entered service on Line 83-WILSHIRE BOULEVARD on October 29. 17 of the buses are assigned to Line 83 while 13 will be assigned to Line 91-HOLLYWOOD BOULEVARD at a later date. The buses are in the standard RTD paint scheme including black windows and seat 65, 32 in the front section, 4 side seats in the turnable and 29 seats in the rear section. The seats are brown American brand semi buckets on T mounts. Floors are black and there is wood trim below the windows which are all sealed. There are two roof hatches in the front section and one in the rear. The RTD units are the only ones with three sets of doors. The CALTRANS Consortium buses were ordered in two lengths, either 60 feet long which are known as model SG220-18 standing for 18 meters long or 55 feet long which are known as SG220-16.5 standing for 16.5 meters. The front units are identical on all buses with the difference in size appearing in the trailer unit. All the buses are 102" wide.

A new 15,000 suare foot building housing the Transportation Department at Division 5 (54th and Arlington) was dedicated on November 12th. The modern two story structure replaced a building built about 75 years ago. Within the next two years a new maintenance building will also be erected and all the older buildings will be gone.

TUSTIN CITY BUS ROUTE (TCB)

TUSTIN: TCB discontinued its one line - a large one way loop operating throughout the City of Tustin - on September 9th as the final subsidy payments from OCTD ran out and the city was not able to secure another contractor. The Transcoach (1752) was returned to OCTD and reassigned to the new Anaheim Mixed Mode operation. City residents have discussed reinstating some type of service but no definite plans have been developed.

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: NCTD is presently looking at the possibility of contracting out to private firms operation of lines in outlying areas such as Fallbrook, Ramona and San Dieguito as the cost of serving these areas is disproportionate to oters because of extended miles and hours spent deadheading and operator reliefs. NCTD would furnish the vehicles and major maintenance while the private firms would supply operators, insurance, fuel and minor maintenance. The CPO is soon to consider a request fot funds by NCTD toward purchase of 24 35-passenger buses with lifts, 40 53-passenger buses with kneeling feature, retrofitting 4 present buses, improvements to Oceanside facility, shelters and signs, ten cars for operator reliefs, tools and equipment, brake retarders for 13 vehicles, radios and fareboxes.

LONG BEACH TRANSIT (LBT)

LONG BEACH: Line 3-DOWNTOWN ELECTROBUS was expanded November 24th to reinstate service to the west side of downtown by adding Line 3 WEST from 1st & Pine via 1st, Long Beach, Ocean, Magnolia, Broadway, Cedar, 4th, Magnolia, 3rd, Maine, 6th, Cedar, 8th and Pine to First.

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN MATEO: System route and service changes made since mid summer include the following: On August 7 Peninsula Mainline weekday commute hour 7R-S. F.-REDWOOD CITY's southern terminus was cut back from Woodside & Massachusetts to Brewster & El Camino (Redwood City Greyhound Depot) and 7Z-S. F. CIVIC CENTER-SAN MATEO last AM northbound trip shortened to originate at 4th & El Camino (San Mateo) instead of Broadway and El Camino (Burlingame). 3B-BART/DALY CITY-AIRPORT-MILLBRAE EXPRESS weekday off peak headway improved from 60 to 30 minutely (same as peak) and Sunday/holiday service added on same schedule as Saturday (30 minutely 9A-6P except hourly 1230P-230P). South San Francisco Division lines 26H-SOUTH S. F.-SERRAMONTE and 27M-BURI-BURI-SERRAMONTE had their first weekday morning round trips dropped. The San Bruno Division was completely reorganized as follows: 32S-TANFORAN-SKYCREST abandoned and replaced by combined rerouting of 30A-TANFORAN-MILLBRAE SQUARE and 32P-TANFORAN-PORTOLA HIGHLANDS. 30A now runs from Tanforan Shopping Center via Sneath Lane, Cherry, Kains, Cypress, Lomita, Santa Teresa, Park, Santa Florita, Lomita, Ridgewood, Mosswood, Helen, Laurel, Barcelona, Millwood, Broadway to Meadow Glen looping clockwise Meadow Glen, El Camino, Hillcrest and Broadway (Huntington/San Anselmo portion of route in San Bruno abandoned). Weekday service 630A-830A operated 30 minutely over Millbrae Meadows portion of line from El Camino & Capuchino looping clockwise via Capuchino, Magnolia, Millwood, Barcelona, Laurel, Helen, Mosswood, Ridgewood, Lomita, Santa Florita, Park & El Camino to Capuchino and hourly over full route to Tanforan at other times except for two mid afternoon Millbrae Meadows loop trips added weekday afternoons. 32P-TANFORAN-PORTOLA HIGHLANDS revised route is from Tanforan via Huntington, San Bruno, 3rd, Angus, San Mateo, Jenevein, El Camino, Crystal Springs, Cypress, Jenevin, Whitman, Madison, Princeton, Crestmoor, San Bruno, Glenview, Claremont, Sneath and looping clockwise Monterey and Sneath around Portola Highlands Park. Weekday evening (6P-10P) and all Saturday service dropped and one additional morning peak trip via San Bruno Avenue to UAL Maintenance Base instead of Tanforan. 30B-TANFORAN-PACIFIC MANOR weekday off peak headways lengthened from 30 to hourly. On September 4 Belmont-San Carlos-Redwood City services were changed as follows: 45B-BELMONT HEIGHTS outer leg on Polhemus from Christian to Bunker Hill dropped, Hallmark leg extended to loop clockwise Wakefield, Somerset, Leigh & Hallmark, eastbound only detour off Ralston via Lassen and Tahoe dropped and Carlmont leg changed to run south on Carlmont, south on Alameda and north on Chula Vista to Ralston. 45C-CHULA VISTA mid route changed to run Ralston, Chula Vista and Alameda westbound and Alameda, Notre Dame, Ralston eastbound instead of the reverse, 46B-BRITTAN HEIGHTS had its entire route, a large loop between San Carlos S. P. Depot and Brittan & Crestview, changed from counterclockwise to clockwise and the El Camino Real portion of line shifted one block west to Laurel Street. 46C-CARLMONT's outer loop changed to run from San Carlos & Wellington via Wellington, Dartmouth, Club, Beverly, Exeter & Devonshire to San Carlos. 46S-SEQUOIA was replaced by a northward extension of Redwood City line 51S-SEQUOIA to provide thru routing between Redwood City and San Carlos S. P. Depots via Sequoia Hospital. 30 minute headways Monday-Saturday with two buses (as before on 46S and 51S). 6A-MIDDLEFIELD selected trips rerouted between Jefferson & Alameda and Canada College cia Jefferson, Canada and Farm Hill instead of more direct routing on Farm Hill Rd. Hourly evening service (7P-10P) restored school days. On September 25 San Mateo Division line 43N-NORFOLK had 2 morning and 2 afternoon short trips added between Norfolk & Shoreview and Aragon High School and 3 school day only evening trips restored northbound only from College of San Mateo. 90E-SAN MATEO-HAYWARD AM peak service was reduced from 30 to 60 and in PM to hourly except 30 minutely from 4P to 5P from San Mateo and 5P to 6P from Hayward. Midday remains 120 minutely. Menlo Park's lone remaining local line 50B-SHARON HEIGHTS-BAY ROAD had the northern leg of its split Bay Road loop abandoned (from Bay & Ringwood via Bay to Hedge looping Hedge, Dunsmuir, Greenwood and returning Bay to Ringwood).

SAMTRANS Continued

On October 2 Foster City Lines 44A-PORT ROYAL, 44B-SHELL and 44C-CRANE had their inner terminus extended west from Hillsdale Shopping Center via Hillsdale Blvd. to 31st & Del Monte weekdays only. In addition 44A had one weekday AM trip deviated from its regular route to make a clockwise loop serving Bowditch School from Marlin & Foster City Blvd via Marlin, Tarpon, Beach Park and Foster City to Marlin & regular route and 44B had one weekday AM peak trip added from Hillsdale & Gull to Del Monte & 31st directly via Hillsdale Blvd. instead of the regular Pilgrim/Comet loop. These changes were made to compensate for school bus cuts. On October 9 Portola Valley line 50A-ALPINE ROAD was extensively revised weekdays to compensate for Prop. 13 cuts in Portola Valley-Ladera-Woodside-Skylonda area school bus service and Saturday service (120 minutely) was dropped. Service on the regular route between Portola Village Square and Palo Alto S. P. Depot via Portola Rd., Alpine Rd., Ladera, Willow Rd. and Stanford Shopping Center was reduced from hourly peak/120 minute base (1 bus) to two midday and one PM peak round trips but morning and afternoon school trips requiring 3AM and 4 PM buses were extended from the basic route as follows: south off Alpine via Los Trancos, Ramona & Vista Verde to Old Spanish Trail, west on Apline from Portola to Corte Madera School at Indian Crossing, to Ormondale School from Alpine via Golden Oak, Cervantes, Westridge, Cervantes & Shawnee Pass, west to Skylonda via Portola, La Honda & Skyline to Old La Honda Rd and north to Woodside High via Portola & Woodside, from Village Square via Portola, Westridge, Cervantes and Shawnee Pass. In addition the first inbound AM trip from Portola Valley was changed to divert north off Willow Rd via Santa Cruz Ave. to University (transferring to Menlo Park 50B for a connection to Menlo-Atherton High) and thence via University to terminate at Stanford Ctr instead of Palo Alto S. P. An afternoon trip operates thru from Menlo-Atherton to Stanford Ctr and the regular 50A to Village Square, then extends north to Woodside and Canada Roads. In a final change effective November 6 Daly City 20C-MISSION & TEMPLETON/BART-SERRAMONTE had weekday headways improved from 20 min peak/30 min base to 15AM-10PM/20 min base (buses changed from 3/2 to 4-5/3). SAMTRANS now publishes a quarterly "Sams-O-Gram" newsletter, the Autumn 1978 issue of which announced that a recent $6.9 million UMTA grant will be applied toward purchase of ten 60 foot articulated buses, twenty 30 footers, ten 35 footers and twenty 40 footers - all to be wheelchair accessible ADBs as well as providing funds for two way radios, fareboxes, bus stop signs and shelters. 49er Football Specials from Stanford Shopping Center to Candlestick Park via El Camino Real & Bayshore Fwy were offered this fall using 4 to 5 buses as needed leaving Stanford at 1045AM (445PM for night games) and returning from Candlestick 20 minutes after the game. One way fares are $1 Palo Alto thru Redwood City, 85¢ San Carlos thru San Mateo and 70¢ Burlingame thru San Bruno. Stadium bound buses divert from El Camino to Bayshore as filled, then express to the park.

WEST CONTRA COSTA TRANSIT AUTHORITY (WEST CAT)

PINOLE: WEST CAT began operations on September 5 over a series of three lines serving Richomd (Hilltop Shopping Center), El Sobrante, Pinole, Rodeo, Hercules and Pinole Valley -- 404-RICHMOND-PINOLE-HERCULES, 405-RICHMOND-RODEO and 406-RICHMOND-PINOLE VALLEY. Service is operated under contract by VACA VALLEY BUS LINES using a fleet of six T6H4521As from Evanston, Illinois which are painted blue, green and white. Buses operate Monday thru Friday hourly on 405 from 6AM to 8PM, hourly on 406 from 745AM until 415PM and 45/90 on 404A/404B from 700AM to 700PM. Adult fare is 35¢, students 25¢ and senior/handicapped 10¢ with transfer privileges to AC TRANSIT Line 78A and BART Line Q.

SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: Early in the month of November SDTC officials announced a probable shutdown of operations after November 26th as federal operating assistance had been stopped when the Amalgamated Transit Union protested the awarding of $5.7 million as ATU officials were concerned that should SDTC operations be taken over by another agency such as the Metropolitan Transit Development Board (MTDB) that SDTC would guarantee that there would be no change in existing working conditions and SDTC officials would not do this. Presently SDTC Operators are the highest paid in the country and their labor agreement expires on December 31 and negotiations are just beginning and several local politicians have talked about a takeover (nothing is presently in the works) in an effort to hold down labor costs. The San Diego City Council which this year will have review rights over the new labor contract has already signaled its intent to hold the line on salaries when it approved a financial plan for the MTDB rail system including a line to San Ysidro as that plan which also covers SDTC says the trolley line is financially feasible only if bus operators forego pay raises for the next three years which union representatives say is unrealistic. Very tough negotiation sessions are envisioned. ATU officials notified the Department Of Labor that they wished to have the government process the operating assistance funds soon afterward although they still want job protection assurances and the threat of bus service ending evaporated for the present time. SDTC Directors have set a priority list for the reinstitution of night service should additional funds become available. There has been quite a political controversy brewing since almost all night service was dropped in August due to lack of funds. Lines 2-30TH STREET-AIRPORT, 3-MISSION HILLS-OCEAN VIEW BLVD., 7-UNIVERSITY AVENUE and 35-OCEAN BEACH are the candidates. The first of the 45 articulated buses SDTC has ordered have arrived and they are now being road tested and operators instructed in their operation. The buses numbered in the 1000s have been observed on Line 3. SDTC's application for UMTA approval for the purchase of seven ADB buses equipped with wheelchair lifts has been approved and bids will now be solicited.

METROPOLITAN TRANSIT DEVELOPMENT BOARD (MTDB)

SAN DIEGO: MTDB officials are looking at ways to divert some of their sales tax revenues to SAN DIEGO TRANSIT CORP. to forestall any further bus service cutbacks. MTDB expects $14.9 million in state and local transportation sales tax funds (LTF) which is the only money available for purchasing the rail vehicles for the San Diego to San Ysidro service and it is estimated that 14 cars would cost $10.7 million. MTDB has approved an amendment to its regional five year plan allowing CHULA VISTA TRANSIT to update its fleet. If approved by the Comprehensive Planning Organization the plan calls for CVT to receive $1.9 million in federal and state transit funds which would place 16 new buses on the street by late 1981. Funds would be spent for thirteen 51 passenger and three 25 passenger vehicles, all air conditioned and lift equipped. All service would be upgraded to a standard half hourly frequency by 1983.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (AC)

OAKLAND: AC has received its thirty AMG/MAN articulated buses and presently operators are being trained on the new buses before they are placed into service on heavily patronized lines. Weekend bicycle service on Transbay Line B-GRAND AVENUE-SAN FRANCISCO has been discontinued due to lack of ridership and service to the Willamette Shipyard on L-RICHMOND (generally every two hours seven days a week) has been discontinued. Line 93A-SAN LORENZO-HAYWARD has been extended to Tahoe Avenue and two weekday trips on 91-HAYWARD-CASTRO VALLEY have been diverted off regular route to serve the new Hayward Senior Citizens Center.

PHOENIX TRANSIT SYSTEM (PTS)

PHOENIX: PTS made a series of changes in their system on August 28th. Line 3-VAN BUREN was extended westward from the First & Washington off street downtown terminal over two branches, via Van Buren and 35th Avenue to either Metro Center or Greenway and via Van Buren, 29th Ave, McDowell and 43rd Avenue to Greenway or via Peoria Rd to Metro Center which 43rd Avenue branch replaced some service formerly provided by a branch of Line 22-CAMELBACK ROAD. Line 22 was in turn extended westward along Camelback to 67th Avenue. Line 26-CAVE CREEK was cut back from Paradise Valley to Cactus and Cave Creek due to the planned institution of Dial A Ride in Paradise Valley. The City of Phoenix awarded the contract to the YELLOW CAB COMPANY to provide such service as well as similar service in Scottsdale which all began November 1st. In the interim a special Line 26-PARADISE VALLEY SHUTTLE operated to provide bus service - from Cave Creek and Cactus via Cave Creek, Cactus, 32nd, Thunderbird, 36th, Desert Cove, 40th, Shea, 32nd, Cactus, Cave Creek, Cholla, 20th, Larkspur and Cave Creek to Cactus. Line 58-INDIAN SCHOOL ROAD had a branch instituted on the east end diverting from the former routing at Indian School and 44th St via Indian Schbol, 50th Place, Osborn and 56th Street to Indian School. UMTA will hold a public hearing during the month on a proposed $6.5 million grant to PTS to purchase 57 new buses and other equipment. The grant would provide 80 per cent of the $8.1 million for needed transit improvements.

STATE OF TEXAS

AUSTIN: The State Highway and Public Transportation Commission recently announced approval of state funds for transit projects in a number of Texas cities. Lubbock has requested funds for purchase of 39 45-passenger buses, diesel powered and advanced design plus purchase of two wheelchair lift equipped vans, one maintenance and four support vehicles, two way radios, shelters and bus stop signs, two downtown information booths and renovation of the existing physical plant. The City of Fort Worth wants tp purchase 25 new buses with lifts to accommodate wheelchairs. San Angelo is looking to purchase one 25 passenger bus, two 20 seaters, 300 bus stop signs and specialized maintenance department tools. The City of Wichita Falls has requested funding assistance for purchase of two 45 passenger buses, fareboxes, radios, 50 bus stop signs and two shelters, two new vans, a new service truck and certain shop equipment and construction of a multimodal transportation terminal. Amarillo is seeking funds for purchase of 22 electronic registering fareboxes and land acqusition and relocation assistance, construction of a new bus storage and office facility. All these projects still await final approval from UMTA.

REGIONAL TRANSPORTATION DISTRICT (RTD)

DENVER: The RTD Board has approved the 1979 budget which will be only 2.5% higher than this year's - a $116,322,944 budget. Bus fares, including the reimposition of fares during off peak service hours, will raise $10 million in operating revenue and other major sources of revenue will include the ½% sales tax and federal grants for capital and operating programs. Highlights expected during the year include purchase of 32 intercity buses, 60 advanced design and 40 articulated buses, occupancy of the East Metro maintenance and storage facility, selection of vehcile systems for use on the transitway mall, opening of additional Park/Ride lots, implementation of a computerized vehicle and operator scheduling system and acquisition of transit right of way in the Buchtel Corridor. Paratransit service using a 15 passenger van was instituted between Lyons and Boulder (8 weekday round trips) and between Lyons and Longmont (3 weekday round trips) was instituted November 6th. Transfers between the Lyons bus and the services in Boulder and Longmont will be available and a 75¢ fare will be charged on the Lyons service except during the off peak hours when no fares are presently charged on the RTD system.

EQUIPMENT REPORT

Property	Fleet Nos	Builder	Model/Serial	Notes
NEW				
Greyhound Lines-West	(1157-1217	TMC	MC8/-	43,PP
	(8010-8026	TMC	MC8/-	43,PP
Gardena Muni Bus Lines	770-771	GMC	TH8203/276-277	lift equipped
SCRTD	9200-9229	AMG/MAN	SG220-18-3A/298-0002-298-0031	
AC Transit	1600-1629	AMG/MAN	SG220-18-2A/298-0032-298-0061	
San Diego Transit Corp	1001-1045	AMG/MAN	SG220-18-2A/098-0062-298-0106	
Golden Gate Transit	451-460	AMG/MAN	SG220-18-2A/298-0107-298-0116	
USED				
Riverside Transit Agency	191-196	GMC	TDH4517/824,825,827	Richmond Va 351,352,354
Storer Transp Service	(109	GMC	PD4106/2816	SVBL 274
	(118	GMC	PD4108/058	SVBL 302
Trans Cal	55	MCI	MC7/U10539,S8311	-- L809
DISPOSITIONS				
El Camino Chtr Lines	501	GMC	PD4104/3257	private party

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MONTEREY PENINSULA TRANSIT/SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

MONTEREY/SANTA CRUZ: MPT and SCMTD have joined together in the purchase of 18 Advanced Design Buses with Santa Cruz buying twelve and Monterey six. The buses will all be 35' by 102" and include lifts in the front door to facilitate wheelchair access. The Flxible Company submitted a bid of $2,163,633 for its model 870 while General Motors submitted a $2,289,249 bid. This is the second joint purchase of buses for the two agencies. The Santa Cruz buses will be used for fleet expansion while the Monterey buses will replace six TDH 4517s, the oldest buses in the fleet.

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MEETINGS: Dec 10, Jan 14, Feb 11 - 730PM, Pasadena Chamber Of Commerce Room, 181 South Los Robles, Pasadena, California