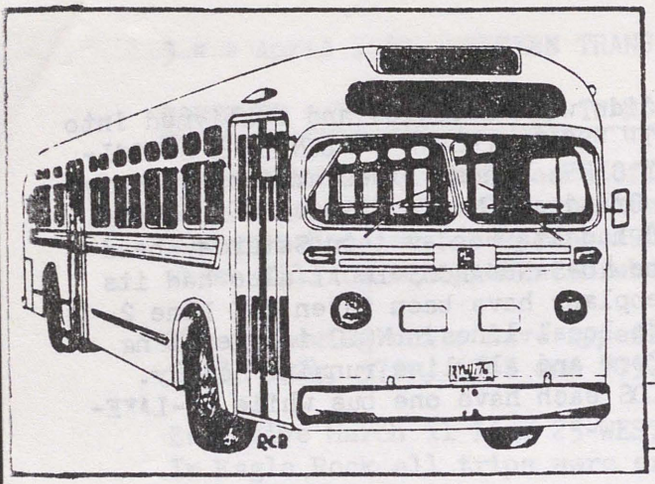


Western Transit

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TRANSIT SITUATION IN CITY AND COUNTY OF SAN DIEGO

SAN DIEGO: SAN DIEGO TRANSIT CORP. bus operators, the SDTC Board of Directors and the San Diego City Council have all approved a new three year labor contract which calls for no pay increases through June 1980 but a $1.01 increase before 1982. Operators currently earn $9.53 per hour. Plans now call for restoration of service which had been discontinued during the three month labor dispute (WT 3/79) but will not include service cut in the wake of Proposition 13. Also on the horizon are a 5 or 10 cent bus fare increase July 1st, a fight to reinstate a special ten cent property tax that could provide $4 million for buses and major debate over creation of a regional transit authority. The Comprehensive Planning Organization, the Metropolitan Transit Development Board, San Diego Mayor Pete Wilson and County Supervisor Roger Hedgecock have all authored plans (different from each other) for such an agency. Already on the table is a proposal by the MTDB, the state created agency planning the trolley line for creation of a transit authority in the south San Diego County area which would include virtually all of the county not served by the NORTH COUNTY TRANSIT DISTRICT. The authority itself would not directly hire bus operators but instead contract for bus service with various operators. The existing operators, SDTC and CHULA VISTA TRANSIT, could be contract operators in an expansion mode or could eventually be forced out of business. If the plan were established abandoned SDTC service could then be operated by someone else. Amalgamated Transit Union officials say their members could be faced with lay offs while non union operators manned the buses. Tom Prior, SDTC General Manager since the beginning of the system in 1967, has announced his resignation and Roger Snoble, Assistant General Manager, was appointed to the position with John Meyer, Director of Finance, becoming Assistant General Manager. Prior has indicated his disapproval of the contractor operated service citing the coordination problems of many independent operators and the cost of administration. The MTDB has requested SDTC not offer for sale as planned the fifty TDH 4801s (#501-550) purchased 1956-1958 in case of service expansion or operation by contractors. The buses were removed from active service in December with the arrival of the MAN/AMG articulated buses. The federal government will receive 80 per cent of the selling price for the units as they were replaced with federally financed vehicles. SDTC is also asking UMTA approval to sell seventeen of the Mercedes Benz diesel 0309Ds (#101-163) which units are no longer needed. Many of these buses were used in east and north county lines now operated by NCTD. The Mercedes were also 80 per cent financed by the federal government and Prior indicated that UMTA was seeking to place them with another transit system and would pay SDTC twenty per cent of their value representing the money that was allocated locally. As part of the transit reorganization plans the CPO has suggested that certain urbanized areas that are currently not in either the MTDB or NCTD jurisdictions, Coronado, Poway, Lakeside, Santee and Del Mar, be included in one of the regions. The confusion of proposals and counter proposals for reorganizing transit operations could make it impossible to accomplish.

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: During February the four local lines in Escondido were rerouted and realigned into three lines -- 71-ESCONDIDO VILLAGE MALL-DEL DIOS, 81-NORTH BROADWAY-ORANGE GLEN HIGH SCHOOL-ESCONDIDO VILLAGE MALL and 85-E. V. MALL-ESCONDIDO COUNTRY CLUB. These lines are now anchored around the Escondido Village Mall rather than downtown at Grand and Maple. Service frequencies remained as before. Line 8-ESCONDIDO-RANCHO BERNARDO had its Monday thru Saturday headways reduced from 60 to 30 minutely (one bus to two). Line 40-SAN MARCOS LOCAL also had its headway reduced from 60 to 30 minutely. The new Gillig-Neoplans have been taken off Line 2-OCEANSIDE-ESCONDIDO and place into service on the Escondido local lines. NCTD is operating the former SDTC services with the same line numbers as before and all line running hourly. 44-RANCHO PENASQUITOS, 45-POWAY, 46-SANTEE and 47-SAN CARLOS each have one bus while 48-LAKESIDE and 54-GROSSMONT-LA MESA-SANTEE each have two.

METROPOLITAN TRANSIT DEVELOPMENT BOARD (MTDB)

SAN DIEGO: The California Transportation Commission has conditionally agreed to advance MTDB $30 million in gasoline sales tax funds to begin its $86 million project of construction of a passenger rail line between the border and downtown San Diego and contracting out freight service on the 108 mile rail line extending into the Imperial Valley. The approval is contingent on state legislature funding appropriation and project approval by the Interstate Commerce Commission. The ICC must approve MTDB's proposed purchase of the San Diego and Arizona Eastern Railway.

CALTRANS

SACRAMENTO: Warren D. Weber, Chief - Office of Bus and Rail of CALTRANS has advised that contrary to a report in WT 2/79 State studies and programs for intercity bus systems in California were not directly affected by Proposition 13 and that further study of the intercity bus plan is included in the Governor's proposed budget for fiscal year 1979/1980. CALTRANS has not promoted the notion that all carriers should receive some form of assistance but supports the private sector's role as a cost effective partner in providing unsubsidized public transportation. Representatives of both TRAILWAYS, INC. and GREYHOUND LINES, INC. have offered support for the proposed CALTRANS intercity bus plan.

PALO VERDE VALLEY TRANSIT AGENCY (PVVTA)

BLYTHE: The PVVTA purchased two buses from the National Bus Sales and Leasing Company of Van Nuys for $41,042 which vehicles are scheduled to be on the road on April 2nd. The units are 1978 14 passenger Wayne Transette Vistas with perimeter seating. The PVVTA Board has directed their attorney Scott Zundel to contact the Microbus Corporation advisng them that their $56,000 contract is terminated and that liquidated damages would be assessed at the rate of $200 daily from February 1st. Microbus was orignally scheduled to deliver two Microbuses Janaury 1st but advised PVVTA the units would be delayed until July. Three operators need to be hired and they will be trained at the SUNLINE TRANSIT AGENCY. A third bus, equipped with wheelchair lift, should arrive within two months. Open house ceremonies are being planned and the buses will be featured in the Colorado Country Fair parade on Blythe's streets April 21st.

PROPOSED AIRPORT SERVICE FROM BARSTOW AND VICTORVILLE

BARSTOW: Robert W. Pollack of Apple Valley has applied to the Public Utilities Commission for authority to operate between Barstow, Victorville and the Ontario International Airport. Daily service would be provided by a 12 passenger van. Fares would be $9 on way ($18 round trip) from Barstow and $8 ($16) from Victorville with half fare for those ages 2-11 and free for those under two. All fare paying passengers would be entitled to a carry on bag and two pieces of luggage with a $2.50 charge for each additional bag. Three daily trips each way are planned from the Holiday Inns in both cities. A few years back the VICTOR VALLEY PASSENGER SERVICE operated a similar service from the high desert cities.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: The RTD Board of Directors has approved a $30 million contract with the Grumman Flxible Corporation for purchase of 230 Advance Design buses with delivery scheduled for spring 1980. The Flxible 870 buses will be 48 passenger units which will be equipped with wheelchair lifts. The buses will be $130,591 each.

The following units have appeared in the black window paint scheme -- 5003, 5071, 5237, 5724, 5729, 6267 and 7030.

Effective March 11 Line 25-WEST NINTH-NORTH FIGUEROA was altered in several respects. In Eagle Rock all trips were extended westward along Colorado Blvd to Eagle Rock Plaza and short turn trips downtown were extended from 9th and Hope to 9th and Figueroa. Trips operating over the Griffin Avenue branch were rerouted between Daly & North Broadway and Avenue 26 & Griffin to operate via Broadway and Griffin. Saturday service to Avenue 66 and Meridian was discontinued with all trips to Eagle Rock Plaza.

Weekday midday service frequencies were upgraded on 21 lines beginning March 11th as 28 buses were added: 14-BOYLE-STATE and 87-EUCLID-EVERGREEN from 25 to 20, 15-ROWAN AVENUE from 30 to 20, 16-ARIZONA AVE-FREMONT and 17-ARIZONA-TEMPLETON from 45 to 30, 142-LORENA-HAZARD-FOWLER from 40 to 30, 154-TAMPA-BURBANK-OXNARD, 159-COLD-WATER-TUJUNGA and 162-RIVERSIDE-GLENOAKS from 30 to 22, 158-DEVONSHIRE-WOODMAN, 155-WHITE OAK-ZELZAH-RINALDI and 160-LAUREL CANYON from 30 to 20, 432-HUNTINGTON DR, 483-L.A.-PASADENA-FAIR OAKS and 485-L.A.PASADENA-NORTH LAKE from 30 to 20, 434-GLENDALE-CITY OF HOPE from 60 to 40, 447-AZUSA AVE from 45 to 30, 827-EL MONTE-CERRITOS and 873-LONG BEACH-SANTA MONICA from 60 to 30, 840-ROSECRANS from 35 to 30 and 844-ALONDRA BLVD from 60 to 40.

Public hearings are now being held on the Greater Los Angeles System Improvements proposal which is an evaluation of all lines in central Los Angeles, East Los Angeles, San Fernando Valley, South Bay, Southside, Westside, Huntington,Park, Bell, Carson, Beverly Hills, Compton, Cudahy, Glendale, Hollywood, Inglewood, Lynwood, Maywood, Monterey Park, Montebello, Pasadena, Santa Monica, Vernon and the Verdugo Mountain communities. Generally a gird system will emerge with no U shaped and few L shaped lines. A new numbering is also part of the plan -- 1-99 are local lines to/from downtown Los Angeles, 100-299 are local lines in other areas, 300-399 are limited stop lines, 400-499 are express lines to/from downtown, 500-599 are express lines in all other areas and 600-699 are special service lines. At this time the numbering system applies only to those lines studied for purposes of this proposal and all non study lines except 121, 122 and 123 will retain their existing number. June 1980 is the target date for this changeover. Most downtown lines will terminate at the opposite end of downtown from which they enter with Terminal 28 at 18th & Olive, Maple Avenue Lot, Fremont Avenue between 1st and Temple and Union Station as terminals.

TORRANCE TRANSIT SYSTEM (TTS)

TORRANCE: March 25th brought a general fare increase to TTS as the 25¢ local fare was increased to 35¢ and the 50¢ Los Angeles or Long Beach fare went to 60¢. Seniors and the handicapped will remain free but the city staff is studying a method of identifying persons who would qualify as "hardship cases" with the thought of charging the others at least a dime.

MOVING ? SEND US YOUR NEW ADDRESS IN ADVANCE SO THAT YOU DO NOT MISS RECEIVING WT

COUNTY TRANSIT (CT)

SAN JOSE: Janaury 2nd brought the introduction of CT's second and third express routes (E2 and E4), changes to 68 and 82 and discontinuance of unproductive Line 31. EXPRESS TWO-SAN JOSE-PALO ALTO consists of peak service between the south San Jose/ Santa Teresa area and Stanford Industrial Park in Palo Alto and base service between SAN Jose CBD and Stanford Industrial Park. Peak route begins on a large loop from Skyway and Monterey Hwy via Monterey, Cottle (IBM Plant), Santa Teresa, Snell and Skyway to Monterey, thence Monterey Hwy onto So. 1st, Market onto Coleman, De La Cruz, Central Expwy, Scott, Lawrence Expwy, Kifer, Hendy, Sunnyvale, Washington, Frances, Evelyn, Hope, Villa, Bailey, Central Expwy onto Alma, Oregon Expwy onto Page Mill to ECR looping clockwise ECR, Hansen and Page Mill. Base route is shortened at Market and W. Santa Clara in San Jose CBD looping Market, San Fernando, Almaden and Santa Clara to Market and bypasses the Scott/Lawrence/Kifer route thru Santa Clara/ Sunnyvale industrial area in favor of a more direct routing via Central Expwy from Scott to Wolfe to Kifer and regular route. Service is offered weekdays only using 2 buses with hourly headways 830A-230P and 5 buses at peak on approximate 30 minute headways in the peak direction. EXPRESS FOUR-BERRYESSA-PALO ALTO also runs weekdays only with four westbound AM trips from Piedmont & Serra in northeast San Jose via Serra, Morrill onto So. Park Victoria, Calaveras, looping thru Milpitas CBD via Main, Weller, Abel and Serra onto Highway 237, U.S. 101, San Antonio, Charleston, Alma, Page Mill, Hanover and Hillview to Arastradero and four eastbound PM trips over a nearly identical routing. Four buses are used and one trip each way serves Moffett Field/ Ames NASA by detouring off U.S. 101 via Moffett Blvd and return. CT's Commute Pool #8 was abandoned since its service area is covered by EXPRESS FOUR. Line 31-STANFORD INDUSTRIAL PARK-SUNNYVALE VIA-EVELYN/ALMA which was instituted July 1, 1977 as replacement for portion of GREYHOUND Commute Route C between South Palo Alto and Sunnyvale was abandoned since its routing is duplicated by new EXPRESS TWO except for small portion paralleled by 98-SUNNYVALE-DE ANZA COLLEGE. 68-SAN JOSE-GILROY had weekday base headways reduced from 60 to 30 (4 to 7 buses) and Limited Stop service (1 AM NB, 1 PM SB) upgraded to Express service at the 50¢ premium fare fare with a second SB PM trip added (peak buses from 6 to 8AM-9PM). The midday only extension north of San Jose CBD to Civic Center operated as Line 82 was dropped although the Express trips operate to/from that point. Weekday evening service was extended from 7 to 9 PM from San Jose and 6 to 8 PM from Gilroy, weekend operating hours lengthened from 930-530 to 730-730 and Sunday headways improved from 105 to 70 minutely (same as Saturday) with addition of a third bus. On February 5 evening service hours on 66-BART/FREMONT SANTA TERESA HOSPITAL were extended with last weekday trip leaving Santa Teresa 1027 instead of 927 and BART at 1205 instead of 1105 - hourly headways. On weekends hourly night service was added between downtown San Jose (7-9PM) and BART (8-10PM). February 14 saw 64-SANTA CLARA-SAN JOSE AIRPORT-ALMADEN VALLEY become the first major line (after 18-HANDICOACH) to be fully served by lift equipped buses (Gillig-Neoplans of the 682-733 series). This line will be followed by 66, 62 and others, one at a time, as more lift equipped buses become available (mechanical shake down problems are still being experienced with lifts). The Line 64 Gilligs are also equipped with roof mounted strobe lights for activating signal pre-emption devices along the Almaden Expressway. GMC was the successful bidder on an order for 50 Advance Design 35 x 96 buses to replace a like number of Gilligs cancelled from the original order for 102 when the CT Board responding to the Transportation Commission's recommendation decided to drop propane in favor of diesel. The rear door lift equipped buses are to be delivered in spring 1980. A ribbon cutting ceremony was held February 9 for the Agnews major overhaul and repair facility, a 65,000 square foot building which includes a 10 bay body repair area, a 14 bay major overhaul area, a compnnent repair shop and CT's main parts warehouse. The adjacent Agnews operations base should be open this summer. The facility is located at Zanker Road and Highway 237 in north San Jose where it is planned to eventually construct a County Transportation Agency Administration Building and move the CT staff from the present headquarters in the County Administration Center on Berger Drive in north central San Jose.

OMNITRANS (OT)

SAN BERNARDINO: ATE Management and Service Company took over operational leadership on March 1st with a team of four executives but with the position of Director of Maintenance as yet unfilled. The General Manager is Robert Chafin who came from ATE run GREATER RICHMOND (VA.) TRANSIT COMPANY, the Director of Operations is the former OT General Manager Paul Marsh and the Administrative Services Officer is Michelle Robertson from ATE run CHATTANOOGA (TENN.) AREA REGIONAL TRANSIT AUTHORITY. Following the changeover the San Bernardino City Council on a 6-1 vote decided to withdraw from OT (they cannot legally do so until July 1, 1980) and establish their own bus system in cooperation with interested neighboring cities. At this time Colton and Rialto are considering similar actions but many politicians and newspapers are calling for much more thinking and consideration in view of what could be termed taking an existing regional system and dismantling it contrary to the present course of considering problems including transportation on a regional basis. OT has received the seven Chance Minibuses (Model RT-50) and although they have been placed in service throughout the system malfunctioning lifts have made their accessibility feature one which has yet to be advertised. The buses have been seen on 22-RIALTO SHOPPER, 56-NORTHWEST ONTARIO and 59-SOUTHEAST ONTARIO and they are 23 seaters including 3 double fold up seats to anchor wheelchairs - brown leatherette bucket style seats, lift equipped, air conditioned, dark brown interiors with cream upper sides, diesel powered, two way radio equipped and microphones, touch tone buzzers, sealed windows except last one on each side, red flecked floors, double width folding front door, two piece headsign and a one piece sidesign. OT is in process of correcting the lift problems on the Minis plus retrofitting two full size buses (two AMG 1100 series) as the first part of the out-of-court settlement last year regarding handicapped persons transportation needs. Some demand responsive services are already operating. Hearings are being held at this time by both the East Valley Transit Service Authority and the West Valley Transit Service Authority on whether the county and cities are contributing enough funds to meet local transit needs and how can transit be made more cost effective in view of impending legislation which would require that OT operating costs be offset by fare box revenues equalling twenty per cent of costs. OT fares now generate only 9.7% of costs bot officials are shying away from increasing fares. Among proposals being considered are removal of 30 little used early morning and late evening trips each day on 12 lines in San Bernardino, Colton, Rialto and Loma Linda affecting all but Lines 6-NORTON AFB and 8-INLAND CENTER and replacment of Line 19-GRAND TERRACE by an extension of RIVERSIDE TRANSIT AGENCY's Line 25-HIGHGROVE along Michigan Avenue and Barton Road to Loma Linda and the Veterans Hospital. Another proposal calls for all day 40 minute headways on Line 14-MONTCLAIR-YUCAIPA using eight buses instead of the present hourly all day (5 buses) and half hourly peak hours from Fontana to Redlands (2 more buses). Establishment of two Park/Ride lots at Montclair Plaza and a shopping center in Chino with RTD operating two trips weekdays only from each location and discontinuance of Sunday and holiday RTD Line 194-CHINO with replacement service provided by institution of holiday service on Line 55-LOS SERRANOS has also been suggested. Another proposal is to add 1 or 2 vans to the existing 3 now operated by OT for elderly and handicapped in the West Valley.

CITY OF DELANO

DELANO: The Kern Council of Governments (KERNCOG) recently completed a study of the city and determined that a 2 bus fixed route system would best serve residents needs and could easily be operated using the $211,000 Transportation Development Act funds available. Certain city officials, notably City Manager Richard Copeland, are pushing for a Dial A Ride system instead based principally on costs although the advisory committee on transportation has stated its feeling that only elderly and handicapped would use the system and that the needs of the general public would not be served.

CITY OF CALEXICO

CALEXICO: This city, located in Imperial County and adjacent to the International Boundary with Mexico, finds itself in a unique position - that of having two competing privately owned bus systems in intracity service. The City Council recently approved, over the objections of the CALEXICO TRANSIT SYSTEM, granting a certificate to KENNEDY TRANSIT SYSTEM whose buses are lettered "Kennedy Transit Service" to operate between Kennedy Gardens, Las Palmas, downtown and the border. The firm has at least two vehicles, new short wheelbase school buses painted off white and lettered KTS.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: MUNI's Planning Division has just completed the first master transit plan for the City of San Francisco. This 5 Year Plan is a requirement of UMTA which provided funding for both work on the plan by consultants Wilbur Smith & Associates and also for partial staffing of the Planning Division. The final draft report from Smith was the Planning, Operations and Marketing Study (POM) from which the 5 Year Plan was developed and the proposed grid network is retained as are service standards. New recommendations regarding fare collection procedures, vehicle specifications and regional transfers also appear. During April MUNI will present the plan to the Public Utilities Commission asking the Commissioners to adopt the plan and the implementation of Phase I which consists of a number of motor coach changes primarily in the Richmond district to be followed about 3 months later by other motor coach changes in the remaining parts of the city. The final route changes would occur mostly in the Sunset District when MUNI Metro rail operation begins. At about the same time various trolley coach changes would occur in terms of either extensions of existing lines or substantial realignments or complete electrification of certain lines.

SFO AIRPORTER, INC. (APTR)

SAN FRANCISCO: Since the Downtown Airline Terminal at Mason & O'Farrell was recently demolished by the Hilton Hotel to clear ground for a new high rise hotel APTR has been picking up and dropping off passengers at curbside near the former location while negotiating with three Tenderloin District parking lot owners to buy land for a permanent terminal and has also proposed three downtown San Francisco routes which plan has drawn fire from the Chauffers Union Local 265 which union represents APTR bus operators, baggage handlers and cab drivers for three firms (De Soto, Veterans and Luxor) which cabbies could have their earnings threatened by expanded bus service. The three routes would be: Union Square area with stops between Taylor and Mason and O'Farrell and Geary to serve the Clift, Hilton, El Cortez, St. Francis and Sir Francis Drake hotels; Nob Hill with a stop at the Fairmont Hotel and another stop at Mason and California to serve Mark Hopkins and Huntington Stanford Court and the Fishermans Wharf Special serving hotels in the area. The City has endorsed the operation on a trial basis but numerous details have yet to be worked out to satisfy all sides.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: GGT Directors have voted to wait until the City of Sausalito decides if it wants more ferry service before considering leasing its Sausalito dock to Harbor Carriers, Inc. who is presently authorized to operate one round trip on Saturday and Sunday from San Francisco. They also voted to discontinue ferry service on New Years Day to both Larkspur and Sausalito same as Thanksgiving and Xmas due to costs and added a new Club Bus between Petaluma, Ignacio and Firemens Fund in San Francisco for a three month period with GGT and the riders each paying half the cost of the service.

REGIONAL TRANSPORTATION DISTRICT (RTD)

DENVER: RTD has submitted an application to UMTA for funding to purchase 200 Transbus vehicles which will permit expansion of the present fleet and replacement units. The low floor transbus would be designed to provide easier access for elderly and handicapped and each bus would be equipped with a front door ramp for wheelchair users. A ballot issue to provide for the upkeep of the 16th Street Transitway/Mall was approved by voters last November and will provide for downtown property owners to pay for the annual cost of maintenance of the project through establishment of a special maintenance district. Construction will begin this year on the transitway a tree lined pedestrian walkway to be served by shuttle vehicles traveling between terminals at either end of 16th Street. Ten standard GMC buses have been retrofitted with wheelchair lifts manufactured by the EEC Corporation and began operating on three fixed routes December 4 to serve Denver area elderly and handicapped persons. The specially designed routes, each of which will follow a major thoroughfare from an outlying area to a transfer point on East 13th between Broadway and Lincoln will serve major employers, hospitals and shopping centers. Each bus has been fitted with seven wheelchair tie downs and 15 seats for ambulatory passengers. Six buses are scheduled with four as spare units. Service will operate Monday thru Friday from 7AM to 11PM as local service charging regular fares. Route "a" operates from Littleton on the south to the North campus of Denver Community College in Westminster, route "b" will run from the Southmoor Park/Ride in southeast Denver to Arvada and "c" will operate from Red Rocks College in Jefferson County along Colfax to the CBD and to Aurora. Lower case route letters will distinguish radial fixed route accessible service from RTD circulator and regional lettered service. Headsigns are blue and carry the handicapped symbol. Construction is progressing on new bus operating facilities in both Longmont and Boulder and paratransit service using Dodge vans was recently introduced bevween Lyons and Boulder and Longmont. 23 new MC-8 intercity buses were recently placed into service on the regional services to Boulder, Brighton, Conifer, Evergreen, Lafayette, Longmont, Louisville, Parker and Stapleton Airport. Bus fares were reinstated during the off peak hours effective February 1 after completion of a one year fare incentive demonstration project which increased weekday ridership about 45,000 per day or about 9 million more per year. A new fare structure was also introduced: peak hour fares are 25 cents for circulator service, 50 cents for local service, 75 cents for express and short distance regional service and $1.25 for long distance regional service. Off peak fares are the same except for local service which is 25 cents. Free and reduced fares for elderly and handicapped and children were maintained. A new Bus Transit Center is now in service at Stapleton International Airport. It provides an exclusive bus entrance to the transit center and terminal from the junction of the upper level area where arriving passengers are unloaded and the lower level where passengers are picked up. Eight local and regional bus lines service the airport and the transit center has berths for five buses.

ANCHORAGE, ALASKA

ANCHORAGE: Anchorage began public transit service in 1972 with a federal demonstration grant carrying about 100 riders per week and presently they have a fleet of 37 buses and a daily ridership of 9000. With the opening of a new federal office building downtown the entire system has undergone routing and schedule changes which allow all buses to service both the new federal building and the bus accommodation center at the opposite end of the CBD. To publicize the new routes free rides were offered for a period of three weeks on all buses departing the federal building and there was a significant increase in the number of rush hour buses and institution of express services.

EQUIPMENT REPORT

Property	Fleet Nos	Builder	Model/Serial	Notes
NEW				
Montebello Municipal	68-69	Mercedes	0309D/-,1002o240	14 seaters
Omnitrans	(700-706	Minibus	RT-50/	704 is 78-7019, lift equipped
	(			
Spokane Transit System	149-169	GMC	TH8603/066-086	
City of Commerce	II302	Eagle	05MSE/19697	
Allstate Charter Lines	124	MCI	MC8/-	43,RR
Airport Service, Inc	4801-4803	MCI	MC9/-	53 seat
Scenic Hyway Tours	(7423-7424	Prevost	LM-103-2562-78, LM-103-2553-78	Le Mirage models
	(			
USED				
Falcon Charter Service	(66-69	GMC	PD4107/794,833, 856,896	GLW 7914,7953, 7976,7983
	(			
Omnitrans	(829-831	GMC	TDH4801/243,180, 168	SCRTD 6577, RT 4809,4803
	(			
Parish Charter Lines	103	MCI	MC5A/U5984S6456	GLW 7234

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EAST LOS ANGELES DIAL-A-RIDE

This service, funded by the County and operated by TELACU, has expanded its boundaries beyond the unincorporated area and will now operate within a 5 mile radius of the center of East Los Angeles which will enable elderly and handicapped to travel to USC-County Medical Center and other medical facilities on the east side plus Monterey Pk.

DIAL-A-RIDE (BOYLE HEIGHTS, EL SERENO AND LINCOLN HEIGHTS)

Operated by Medi-Van the east and northeast portions of Los Angeles are again served by a DAR using 5 vans with lifts. Service was formerly operated by the East Los Angeles Community Improvement Association but was discontinued when the federal government discovered some irregularities in the operation of the system and ordered its closure until the situation was resolved.

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