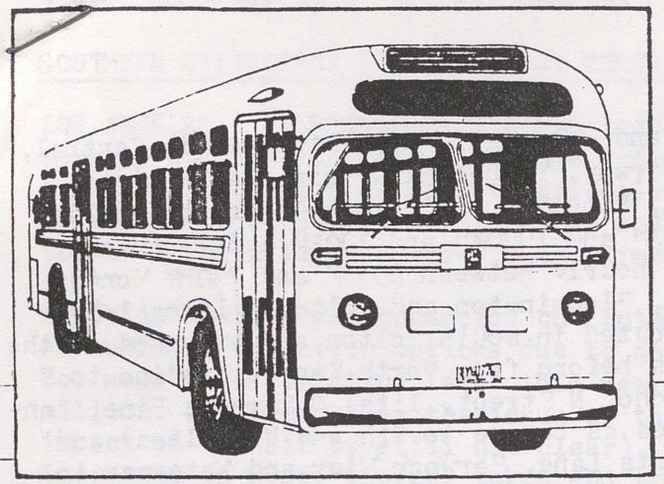


Western Transit

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OMNITRANS (OT)

SAN BERNARDINO: In what might be termed the largest service change in OT history, the West Valley area (Montclair, Upland, Chino, Ontario and Rancho Cucamonga) the previously existing Fixed Route and Dial-A-Ride networks were changed into a mixed mode service called "Van Go" last July 8th. Van Go is designed to combine the best features of fixed route transit with the assets of demand response service. The technical name of the new Dial-A-Ride program is Cyclical Demand Response Service. In place of the previously existing general public, municipal DAR the new service is a locally zoned, general public demand response service. It is operated by pre scheduling fixed route and demand response transfer connections within each of the six operating zones at each of the fixed route transfer hubs or cycling points. The transfer hubs are located at San Antonio Hospital (Upland), Baseline & Archibald (Rancho Cucamonga), Montclair Plaza, D & Sultana (Ontario) and Central & Walnut (Chino). By pre scheduling the connections traditional rider concern over connections of the fixed route and DAR buses should be overcome by guaranteeing a connection between the services at a particular time at a particular location. Door to door on demand service is limited to service within six local operating zones (roughly Upland, Rancho Cucamonga, Montclair, North Ontario, South Ontario and Chino). The vehicles operating within each zone cannot cross zone boundaries except to serve a few major generators. Fares for the new Van Go service were reduced to 80¢ Basic Fare and 40¢ Elderly and handicapped from the previous $1.50 and 65¢. Subscription rates and pre reservations are not accepted on Van Go. Passengers who wish to use the DAR service for local trips are still able to do so. For those who want to use DAR to make trips outside of their zone are able to obtain service by calling the demand response operator for direct pick up and drop off at their local transfer point. For return trips the demand response bus will be available for passenger pick up at the transfer hub at designated times. A call or pre reservation will not be necessary. The West Valley Dial-A-Lift program was expanded from 7 to 17 vehicles including five new 19 passenger vehicles. De facto inclusion of general public DAR vehicles in peak hour DAL service is no longer being made. Twelve Van Go units and eighteen DAL units are scheduled on weekdays with twelve and six on Saturday using a fleet of Econoline 350/Escort I and Dodge Van ten passenger vans and Econoline 350/Escort II nineteen passenger vans, all with wheelchair lifts. The Van Go program and West Valley Dial-A-Lift are both operated by Diversified Paratransit, Inc. of Pomona under contract to OT. Five, instead of nine, fixed routes are part of the program. The service was realigned into a less circuitious, more grid like service configuration centering on the transfer hubs allowing for timed transfer access. Lines 14-MONTCLAIR-YUCAIPA and 60-INDIAN HILL-MONTCLAIR-CHAFFEY COLLEGE remained on their previous alignments while 62-EUCLID AVENUE-CHINO, 64-N.E. ONTARIO-CHINO and 65-ONTARIO-CHINO-LOS SERRANOS were altered. 62 begins in North Upland at 21st & Euclid and travels via Euclid, D Street, Sultana, Holt, Euclid, Walnut, looping via Oaks, Riverside and Central to Walnut laying over in the Gemco Center parking lot with the Van Gos. 64 starts in Chino at Chino & 6th via Chino, Central, Palo Verde, Monte Vista, thru Montclair Plaza, Moreno, Benson, 5th, Mountain, D Street, Imperial, I St, El Dorado, 4th, Grove, 6th, Holmes, Deodar, 11th Ave, 7th, Campus, Foothill, Grove, San Bernardino Rd/Arrow Hwy to Campus with its terminal at the San Antonio Hospital. 65 begins in Ontario at D & Sultana and runs

OMNITRANS Continued

over the same alignment as Line 64 as far as Central and Walnut in Chino, thence via Central, Carbon Canyon, Monte Vista, Los Serranos, Cecelia, Fairway, Yorba, Bird Farm, Valle Vista, Rolling Ridge, Glenwood, Oakwood, Beechwood, Rosewood, Pipeline and Carbon Canyon to Rolling Ridge (Los Serranos). Except for Line 60 between 600AM and 1000AM and 300PM and 700PM on weekdays which operates half hourly, all service runs hourly between 600AM and 700PM Monday through Saturday. Other changes were made in Fontana, Bloomington and Colton. Lines 1-48TH STREET-COLTON and 2-40TH STREET-COOLEY RANCH were rerouted in south Colton and extended to the newly developed Cooley Ranch area. Line 1 operates as before from North San Bernardino to H and La Cadena in Colton, then via H, 9th, Valley, Rancho, N Street, 11th, O Street, Pine, Congress, 7th and La Cadena to N Street. Line 2 operates as before to 9th and H (Colton) and then via 9th, Valley Blvd, Mt. Vernon, Washington, Hunts Lane, Harwood Alley and Waterman to Barton. Line 8-SAN BERNARDINO-RIALTO-BLOOMINGTON was extended in the Bloomington area to Fontana from Bloomington and Cedar via Valley Blvd, Sierra, Marygold, Juniper, Valley, Fontana Avenue and Beech to Valley Blvd. Line 81-REDLANDS-FONTANA was rerouted in Fontana south of Valley and Sierra via Sierra, Slover, looping via Cherry, Santa Ana, Mulberry and Slover to Cherry. In addition, selected weekday trips deviate from the regular Foothill Boulevard routing via Lilac, Rialto and Cactus to serve the new Fontana Rehabilitation Workshop. OMT is beginning to retrofit the 1000-1015 series Flxibles from 36 forward facing seats with parcel racks to 37 seaters in traditional transit fashion with seats in the front brown leatherette padded and those in back of the rear door dark brown fiberglass.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CRUZ: The double deck Leyland Olympian demonstrator, painted in brillant Dallas DART yellow and white, was run on the SANTA CRUZ WEEKEND BEACH SHUTTLE on the weekends of August 24-25 and Labor Day (Aug 31-September 2) and attracted considerable ridership on its own. It was operated in addition to the two Twin Coach TC-31s regularly assigned to the schedule. Dodging the tree limbs along the meandering, heavily landscaped Pacific Garden Mall presented a challenge to the driver and made riding on the second deck particularly interesting. During the intervening mid-week the Olympian was operated on 35-SANTA CRUZ-BOULDER CREEK, 93-SANTA CRUZ-WATSONVILLE EXPRESS and the CAPITOLA BEACH FREE SHUTTLE. On September 1st SCMTD eliminated paper transfers and reduced the price of an All Day Pass from $1.25 to $1.00 (50¢ for those with a transit discount card). Ten ride tickets were replaced by five day tickets. Riders who do not purchase either a monthly pass or a day pass now must pay a separate fare each time they board an SCMTD bus. Surveys taken prior to the fare changes indicated that 16 per cent of the daily riders would be inconvenienced by the policy change.

CULVER CITY MUNICIPAL BUS LINES (CCMBL)

CULVER CITY: CCMBL is now referring to itself as CULVER CITYBUS and made several schedule adjustments on September 8th. Line 1-WASHINGTON BOULEVARD weekday service before 600AM (five one way trips) was discontinued although midday and evening service remains as before. Midday weekday service (9 AM - 2 PM) on Line 3-CROSSTOWN was reduced from 20 minutely to half hourly while all day weekday service on Line 6-SEPULVEDA BOULEVARD was improved from 30 to 35 minutely (3 to 4 buses).

BAY AREA RAPID TRANSIT DISTRICT (BART)

OAKLAND: BART Directors have voted to increase passenger fares beginning January 1st such that the minimum fare will increase from 60¢ to 80¢ with proportional increases for longer distance trips, increasing express bus fares from 60¢ to 75¢ for a one zone ride with zone charges going from 30¢ to 40¢ per zone, an eight per cent reduction in the High Value Ticket price allowing $32 worth of rides for $30 and retention, for now, of large discounts for elderly, handicapped and children. The Board has indicated that it does want to change the elderly discount rate, but this will be the subject of another hearing.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: On September 8th the trips scheduled to and from Florence & Central (scattered weekday and Saturday and alternate trips on Sunday) on Line 51-WEST 7TH-SAN PEDRO ST-AVALON BLVD. were rerouted to operate directly along Avalon to and from Manchester. The predecessor to present Line 51, former Line 29, had operated to and from Florence and Central as its south terminal until it was merged with former Line 355 which operated to Compton several years ago.

A public hearing was conducted on September 28th to consider a series of fare increase options and service reduction options due to an anticipated reduction in federal operating subsidies for mass transportation later this year and its impact on the RTD budget, approximately $7-10 million. (At press time the issue of the federal budget deficit is still not resolved and the impact on transit is still not clear). Fare wise, a ten cent increase in the base fare (to 95¢ increases in pass, ticket, token and transfer prices, imposing additional restrictions on eligibility to receive fare discounts and establishing separate fare structures for each line or type of service operated were all options. Service wise, 51 lines in the system were proposed to have either full days of service discontinued or the line was proposed to be discontinued in its entirety. Total cancellations were suggested for Lines 161, 192, 194, 203, 208, 225, 226, 265, 271, 274, 275, 276, 293, 423, 430, 434, 438 and 576. Weekend service cancellations were suggested for 119, 126, 130, 147, 169, 175, 205, 211, 215, 220, 236, 250, 253, 259, 262, 487 and 491. Any changes would become effective on December 29 or later depending upon RTD Board action and federal government financial actions.

Saturday October 27th was the final day of operation of Lines 602-DOWNTOWN MINIBUS and 605-WESTWOOD VILLAGE MINIBUS LOOP after fourteen years of operating the downtown service and ten years of Westwood service for RTD. The service had been funded 80 per cent by the City of Los Angeles and the Community Redevelopment Agency and following the present trend toward so called privatization of transit - one that has been strongly encouraged by the Reagan Administration and the Los Angeles County Transportation Commission - the City sought bids for the two service including city purchase of new vehicles. Although RTD did not fight the change RTD officials have expressed reservations about claims that the new provider will significantly improve service or save that much money. Last day buses on Line 602 included BR 1-4127, BR 2-4115, BR 3-4126, BR 4-4327, BR 5-4312, BR 6-4317, BR 7-4125 and BR 8-4304. Line 605 buses included three 4100 series Carpenter CBW-300s. Both lines had operated from Division 3.

Equipment reshufflings occurred on November 3rd to assign the Carpenters to several new lines which previously had used full size buses. At Division 3 the following three lines now have them-104-WASHINGTON BLVD.-LA MIRADA-FULLERTON, 250-BOYLE AVENUE and 253-EVERGREEN AVENUE with weekend useage also on 175-FOUNTAIN-TALMADGE-HYPERION and 201-SILVERLAKE BLVD. At Division 12 Line 270-EL MONTE-WHITTIER-CERRITOS now has them. There were no changes at Division 16.

COMMUNITY TRANSIT SERVICES, INC. (CTS)

SANTA ANA: CTS has recently been awarded several management and operations contracts for Dial-A-Ride and transit services within California. CTS is the new operator at CHULA VISTA TRANSIT with a three year contract operating CVT's fleet of new Orions. CTS also operates HANDY-TRANS, the accessible system for elderly and handicapped in Chula Vista and Bonita. A three year contract from the City and County of Madera for operation of a six vehicle general public Dial-A-Ride has also been received. The City of Rosemead has awarded CTS a one year pact to operate that city's Dial-A-Ride system. ROSEVILLE COMMUTER SERVICE, which provides transportation to Roseville residents employed at McClellan Air Force Base, is now being managed by CTS. Operate on weekdays RCS picks up passengers at two park and ride locations enroute to McClellan charging a $1 one way fare with multi ride passes available. CTS has been and continues to operate the Roseville Area Dial-A-Ride (RADAR) for in city transportation needs.

TIME TO RENEW MEMBERSHIPS AND SUBSCRIPTIONS FOR CALENDAR YEAR 1986 - DO NOT MISS ONE THRILL PACKED ISSUE OF WT NEXT YEAR

DIVERSIFIED PARATRANSIT, INC. (DPI)

POMONA: DPI has been awarded a contract by the City of Los Angeles to operate both the down-Los Angeles circulator service (formerly RTD's DOWNTOWN MINIBUS) and the weekend Westwood Village circulator service and began providing those services on Monday October 28, 1985.

The downtown service has been named DOWNTOWN AREA SHORT HOP (DASH) and operates over the same alignment and with the same time schedule as the RTD service did. What is new is the fleet of fourteen (twelve scheduled, two spares) Econoline 350/Champion buses being used. The vehicles are painted silver grey with black window treatment and a blue over magenta belt rail with the words "DASH LOS ANGELES" just ahead of the stripes. The buses are three axled, have 24 blue upholstered seats in perimeter style, white interiors, air conditioned, roof hatch in rear, two doors with wheelchair lift at rear door with the rear seat able to fold up to accommodate a wheelchair, Diamond fareboxes and two way radios. The buses are numbered 30 through 43 and first day buses included 30, 32, 33, 35, 36, 37, 38, 39, 40, 41, 42 and 43. A supervisor is stationed at the Bernard and North Broadway Chinatown terminal to regulate departures and operators contact their radio dispatch center periodically to advise of their location. The buses have headsigns and the DASH reading is "Central City". New bus stop signs are rectangle in shape with the name DASH at the top, a map of the route shown along with the hours of service and the fare (25¢). The operation has been advertised as a City of Los Angeles transit project from Proposition A funds with the assistance of the Community Redevelopment Agency.

The operation in Westwood Village is now called the WESTWOOD SHUTTLE and DPI operation began on November 1st. This service operates Friday evenings 600PM until 200AM and on Saturday from 1100AM until 200AM using three vehicles operating on a eight minute headway as before. The route has been modified slightly. Beginning at Wilshire and Veteran next to the Federal Building buses loop thru the parking lot, thence via Veteran, Wilshire, Glendon, Weyburn, Gayley, Wilshire and Veteran to the terminal. A supervisor is also stationed at the Veteran Avenue terminal to regulate departures. Three buses of the 30 through 43 series are used for this operation with a "WESTWOOD VILLAGE" headsign. Units 30, 41 and 42 were in operation on the first full day of operation. The former 25¢ fare has been maintained. Bus stop signs have yet to be installed, but the stops are the same as Line 605 made.

In addition to operating these two services DPI also operates the BEVERLY HILLS SHUTTLE (a free fare circulator service in the downtown area to relieve traffic congestion), FOOTHILL TRANSIT (a general purpose Dial A Ride in the Lakeview Terrace-Pacoima-Sunland area) and two services for CYNITRANS - West Valley Dial-A-Lift and the new Van Go Dial-A-Ride service.

LEGISLATION AND TRANSIT

A bill was recently signed by Governor Deukmejian which will allow Orange County to use $9 million annually for road projects. It is the first time any county has been allowed to use funds earmarked for transit development (capital projects such as rail starts) for another purpose. The Orange County Transportation Commission will administer the law which takes effect January 1st. The ORANGE COUNTY TRANSIT DISTRICT has scaled back its ambitious plans for a 38 mile light rail system after voters' defeat last year of a 1 cent sales tax hike to pay for various transportation projects. Some local transportation officials say it was fear the legislature would give Orange County money to Los Angeles and San Diego counties where major rail transit projects are planned or under way that brought about local agreement on the diversion plan. The most recent newsletter of CALIFORNIA ASSOCIATION OF PUBLICLY OWNED TRANSIT SYSTEMS said that comments, most notably those of Orange County Supervisor Bruce Nestande who is also chairman of the State Transportation Commission and said that the portion of sales tax revenues set aside for transit projects in large counties should be diverted to other transportation or highway projects, were cause for great concern. In counties with populations greater than 500,000 a quarter cent from each six cents of revenues raised from the state's 6 cents per $1 sales tax is placed in the transit account, the Local Transportation Fund.

LOS ANGELES COUNTY TRANSPORTATION COMMISSION (LACTC)

LOS ANGELES: Ground breaking for the Long Beach-Los Angeles Light Rail Line took place October 31st amid charges and counter charges of both proponents and opponents and at least two lawsuits on route selection in Long Beach. The 21.5 mile line is the first segment of a projected 150 mile rail transit network within the county to be paid for from the half cent sales tax for transit approved in 1980. LACTC which will build the line says it is carrying out the will of the voters and that this line and the others to follow will permit continued growth and development. Critics contend that ridership projections have been overestimated and that project costs have already tripled since the project was proposed. They also contend that potential savings from train operations are being exaggerated and that proposed cutbacks in the surrounding bus system could mean overall transit service along the route may be worse after the project. There is considerable debate as to what voters really intended when the complex Proposition A was voted on. One heavily emphasized feature was a guaranteed three year period of 50 cent fares. After three years one third of the sales tax was to be shifted to development of rail systems. Critics of the rail system contend that voters really wanted lower bus fares. Many officials and LACTC staff have indicated that the language of the measure permits some of the development funds to be used for projects other than rail. To get the measure on the ballot Supervisor Kenneth Hahn compromised to win the support of former County Supervisor Baxter Ward, a strong rail proponent. Hahn has indicated that without lower bus fares the tax would not have passed. Supervisor Edmund Edelman is considering placing some provisions of Proposition A including the rail only mass transit restriction and the amount going to cities for local transit projects on the ballot for a new vote. The greatest use of the LA-LB LRL is expected to be by the residents along the middle of the route (Watts-Willowbrook-Compton) where public transit useage is at twice the county average. LACTC consultants have reported that the train will likely be more attractive to riders of express buses than local buses as convenience in gaining access to service (bus stops) plays a more important role than other factors. Commission plans call for bus service along the route to be rearranged with some RTD lines cancelled (358, 360, 455, 456) and others rerouted into stations. Major construction and equipment contracts will be awarded next summer and peak construction will occur in 1987 and 1988. Revenue service is expected to begin in 1990.

GRAY LINE OF SAN FRANCISCO (GLOSF)

SAN FRANCISCO: GLOSF, which was purchased by Grosvenor Bus Lines, Inc. from Greyhound Lines, Inc. in 1980, is one of the original members of the Gray Line Sight-Seeing Association. This past May GLOSF was the first Gray Line member to start operating a multilingual tape tour on a daily basis, the Multilingual City Tour. This 3½ hour tour is offered in six languages: English, French, Italian, German, Spanish and Japanese. Use of the headsets in included in the price of the tour. The tape system was developed by Bach Engineering Company. The languages are recorded on special tapes and the driver starts each "cue" with a single switch which start all tapes simultaneously. As each language finishes that tape stops. A light on the dashboard advises the driver when all languages are completed. He can then begin the next cue at the appropriate place on the tour route monitoring the tour in English with an earphone. Cue cards help know when to begin each section of the tour. The tour has been enthusiastically received and GLOSF is considering expanding that program.

SOUTH TAHOE AREA GROUND EXPRESS (STAGE)

SOUTH LAKE TAHOE: The City of South Lake Tahoe has stated it will discontinue STAGE service due to accelerated insurance costs. A group of employees have banded together to form a new operating company in the event the city does discontinue the service. Other events include passengers filing suit against the city to prevent discontinuation and the South Shore Gaming Alliance and the Tahoe Tomorrow Foundation have applied for a $2 million federal grant to acquire and run 15 to 20 shuttle buses around the clock from the heart of South Lake Tahoe to the various gambling houses at Stateline, Nevada.

COUNTY TRANSIT (CT)

SAN JOSE: Many of the route changes effective with the July 1st driver sign up were related to shifting of the Mountain View Transfer Center from the defunct Mayfield Mall (now being rebuilt for office use by Hewlett-Packard) to the southeast end of San Antonio Shopping Center at Showers Drive and Latham Street. Complete route and service changes are as follows: 15-MORGAN HILL-JACKSON OAKS (So. County local route) had weekday service hours extended to begin from Morgan at 627 instead of 657AM. 20-MOUNTAIN VIEW-MILPITAS changed its eastbound route from new Mtn. View Transfer Center continuing via Showers, Lathar, Ortega to California and regular route. Westbound route remains California, Showers, El Camino Real and San Antonio. Weekend/holiday now begins from Milpitas at 833AM instead of 803. 23-SAN JOSE-STANFORD SHOPPING CENTER VIA STEVENS CREEK eliminated the Mayfield Mall loop but detours off San Antonio via ECR, Showers and California northbound/Showers only and ECR southbound to serve the Mtn. View Transfer Ctr. 24-SAN JOSE-STANFORD UNIVERSITY VIA STEVENS CREEK was rerouted thru Stevens Creek Plaza shopping center to run Stevens Creek, Winchester, Dorich and Redwood to Forest. 34-SANTA CLARA CALTRAIN DEPOT-MAYFIELD MALL changed its off peak western terminal to San Antonio Ctr. was redesignated SANTA CLARA CALTRAIN DEPOT-SAN ANTONIO CTR and now makes a large ccw loop from ECR via Bengstroff, California, Showers and ECR. Weekday peak extension to Ford Aerospace also changed to serve San Antonio Ctr. 36-HOSTETTER/CAPITOL-VALLCO PARK dropped the one am eastbound/pm westbound weekday peak hour detour off the regular Old Oakland Rd route serving the San Jose Mercury-News building due to low ridership. 40-LAVENTA/MACON (CT NORTH DIVISION)-SAN ANTONIO CTR dropped service to Mayfield Mall with southern ccw terminal loop changed to Bengstorff and California to Showers looping Showers, ECR, San Antonio and California. 50-EL CAMINO HOSP-SAN ANTONIO CTR VIA MTN VIEW CALTRAIN DEPOT changed the first two am trips which operate ccw around the normal ccw northern Mtn View loop to run San Antonio, Showers, Latham, Ortega and California. 67-ERNAL/SANTA TERESA-ALMADEN EXPWY changed its complex northern terminal loop at Almaden Expwy to a ccw routing on Old Almaden and Foxworthy between Hillsdale and Almaden Expwy. 76-LOS GATOS-SUMMIT ROAD (effective Sept 3) with change from summer to school schedule added one am peak trip over previous schedule and changed the layover point in Los Gatos CBD to Civic Center at Main & Pageant. 84-PALO ALTO-MAYFIELD MALL and 86-STANFORD UNIVERSITY-MAYFIELD MALL changed their southern termini to San Antonio Ctr (86 had alternate weekday off peak trips extended to San Antonio Ctr) and now continue south on San Antonio, looping Showers, ECR and San Antonio. They were redesignated 84-PALO ALTO CALTRAIN DEPOT-SAN ANTONIO CTR and 86-STANFORD UNIVERSITY-SAN ANTONIO CTR. Also, weekend/holiday schedules were slightly reduced (84 and 86 are interlined) but a basic 60 minute headway was maintained. 117-CAMPBELL/BRANHAM-MOFFETT/AMES EXPRESS was changed on pm southbound route to eliminate service thru the Campbell CBD in favor of the same routing as am northbound trips of San Tomas and Camden to Union. 140-FREMONT/PART-MOUNTAIN VIEW EXPRESS was changed to terminate am/originate pm at San Antonio Ctr. Without apparent consensus the Transit District Board of Directors (County Board of Supervisors) decided to change CT's basic paint scheme from medium blue over orange waistband to royal over burgundy, a much more subdued tone. The first coach to emerge in the new scheme was GMC T8H201 #1035.

NEIGHBORHOOD SHUTTLE PROGRAM (NSP)

PARAMOUNT: November 2nd saw the beginning of a new check point Dial A Ride system in this southeastern Los Angeles County city. Operating hours on weekdays will be 7AM to 8PM and on Saturday between 9AM and 6PM using a fleet of five high roof style van type buses operated by COMMUNITY TRANSIT SERVICES, INC. under contract to the city. Under the system riders may call for pick ups at their residences or they may be picked up at nine checkpoints within the city. Buses can be available within 20 minutes and transport them within the city limits. Reservations for continuing pick ups can also be made. Seniors can continue to ride free to elderly nutrition programs at Paramount Park Community Center. Seniors would be charged 50¢ for rides to other locations and all other riders will be charged 50¢ per ride. This service will be financed by the city using Proposition A sales tax revenues.

RENEW NOW FOR 1986 - YOU WONT WANT TO MISS WESTERN TRANSIT EACH MONTH NEXT YEAR

* NOVEMBER 1985 WESTERN TRANSIT

PIERCE TRANSIT (PT)

TACOMA: On September 2nd Line 27-SOUTH 10TH STREET was revised in the downtown area. Still operating between Tacoma Community College and downtown Tacoma the line operates as before to 9th and J, then via 9th, Commerce, 13th, A Street, 11th and Commerce to 9th, the main transfer point downtown.

REGIONAL TRANSPORTATION DISTRICT (RTD)

DENVER: Major changes were made in Boulder bus service beginning September 1st including two new regional (long distance) bus routes. To celebrate all local service and new Lines J-GUNBARREL-DENVER VIA FOOTHILLS and T-BOULDER-GREENWOOD PLAZA VIA FOOTHILLS were free of charge for two weeks. J begins at Gunbarrel Center in North Boulder and travels via Spine, 63rd, Diagonal, 47th (serving Foothills Park N Ride), Foothills, U. S. Hwy 36, Dillon, McCaslin (serving Superior Park N Ride), US 36, Interstate 25, Exit 213, Fox, 23rd, Broadway and California to 15th in downtown Denver. Outbound buses use Stout from The Mall (16th) to Broadway. Denver bound buses leave Gunbarrel at 515AM and half hourly until 750AM, then 850, 1050, 110PM and the last bus at 310PM. From Denver buses depart at 950AM, 1210PM, 210PM, 345 and half hourly to 550 with the last bus at 711PM. Line T operates from the Boulder Transit Center at 14th and Walnut to the Denver Technical Center and Greenwood Plaza area just south and east of downtown. Three morning inbound to Denver and four outbound from Denver trips are operated weekdays only. Line T operates via Walnut, 15th, Pearl, Foothills Park N Ride, 47th/Foothills serving Table Mesa Park N Ride, US 36, Colorado Hwy 121 serving Broomfield Park N Ride, US 36, Interstate 25, I-225, RTD Blvd, Tufts, Union, Ulster, Syracuse, Belleview, Quebec, Berry, Syracuse, Caley and Ulster to Syracuse Way. Intercity buses (RBM4055A, MC7, MC8s) are used on these lines and baggage is handled at the terminals and at each Park N Ride location.

SUN CITY AREA TRANSIT (SCAT)

EL PASO: The El Paso City Council has approved action which will allow the Director of Purchasing to dispose of all but two (former EL PASO CITY LINES) PCC streetcars by bid to the public and negotiations with the City of San Diego, California. The existing cars include 1504, 1506, 1508, 1510, 1511, 1512, 1513, 1514, 1515 and 1517.

PHOENIX TRANSIT SYSTEM (PTS)

PHOENIX: The City of Scottsdale will not sever its ties with PTS next year as originally intended, but instead will keep four regular PTS crosstown lines. Last July the Scottsdale City Council approved a plan to replace all PTS service in the city with its own small bus service which would have required riders going to and from Phoenix to transfer near the Phoenix-Scottsdale boundary. Scottsdale officials estimated that plan would save them $90,000 a year over the $445,600 they now pay Phoenix while the new plan will save about $20,000. Under the new plan PTS will continue to operate east-west buses on Camelback Rd (22-CAMELBACK CROSSTOWN), Indian School Rd (38-McDOWELL CROSSTOWN) and McDowell Rd (3E-EAST VAN BUREN). Scottsdale plans to contract with a private vendor and use buses seating 15 to 25 passengers each. Routes would provide north-south service along Scottsdale Rd from Tempe to the Scottsdale Airport, along Hayden Rd from Roosevelt to Shea Blvd and along Miller and Granite Reef Rds from Roosevelt to McDonald Dr. Scottsdale would also take over rush hour expresses from McCormick Ranch (PTS 90) and South Scottsdale (PTS 99) to Phoenix. PTS does not provide much north-south service in town except for 22 which operates east-west on Camelback to Scottsdale, then north-south on Scottsdale Rd to Arizona State University in Tempe. Both those streets are very busy and 22 uses mostly articulated buses on a close (for Phoenix) 20 minute headway. This would suggest that several "small buses" may be required. Scottsdale is now soliciting bids from private firms to operate the service and hopes to award a contract during November and begin service in January.

WTS MONTHLY MEETINGS ARE HELD SECOND SUNDAY EACH MONTH AT 730PM AT 272 ALPINE STREET IN PASADENA

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
-NEW-				
San Francisco Municipal Pwy	6082II	MAN	SG-310-203-12/FC130077	replacement unit
AMTRAVEL	570-571	Neoplan	N216-3/FP512000-01	Jetliners
United Charter Service	814	Neoplan	N216-3H/EP41027h	Jetliner
Scenic Hyway Tours	8631-8632	Neoplan	N116-3/FS11004-05	Intercityliners
Express Tours	757	MCI	MC9/CP037183	
Preferred Charter	8506-8508	MCI	9643/FP04027-4029	
Sierra Pacific	605	TMC	MC9/CP003284	
Lin Lines	8303	TMC	MC9/DP003879	
Orange Belt Stages	204	TMC	9643/FP005155	
Starline Sightseeing Tours	STAR 63	TMC	9643/FP005179	
Americoach	78-79	Prevost	2P9A/S1001002,1003	
Polynesian Hospitality	(41-42	Prevost	2P9L/F1001045-1046	
	(49	Prevost	2P9A/F1001005	
Bullman Transit System	no #	Gillig	35TP96/F181263-265	
-USED-				
Roberts Hawaii	(271,275,276	Gr Flx	53102-8-1/90877,90885,90634	Houston Metro 1095,1103,852
	(278,279	Gr Flx	53102-8-1/-	
Lineas Azul Y Blanco	24	Gr Flx	53102-8-1/90456	OCTD 2029
AMTRAVEL	735-744	GMC	T8H5305A/135-144	OCT 735-744
Laidlaw Transit (Santa Rosa)	745	GMC	T8H5305A/145	OCT 745
Royal Coach Tours	(553	GMC	SDM5302/480	GM00, Henry Vin
	(558	GMC	SDM5302/979	orig W. Fordham 6
Sierra Pacific	(603	GMC	P8M4905A/9440	Abbey 203
	(607	MCI	MC7/S8060 U10619	GL 1523
Cal Vista	5306	MCI	MC7/7475	CLOSE 214
Trans Cal	71	MCI	MC8/S10581 U30472	GL 7563
Vista Charter Service	4703	MCI	MC8/S11639 U31138	No. Transp Co 38
Santa Rosa Airport Express	(Edith	MCI	MC8/S1061 U30612	GL 7580
	(Archie	MCI	MC8/-	
-DISPOSITIONS-				
Americoach	65	MCI	MC9/EP03654-5	to CLOSE
SAMTRANS	175-181	GMC	T6H4523N/1216-1222	to Rouge Valley T.P. (Medford)
AMTRAVEL	51	GMC	T8H6409/071	to Bayshore Bus Co

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BUS RIDE

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