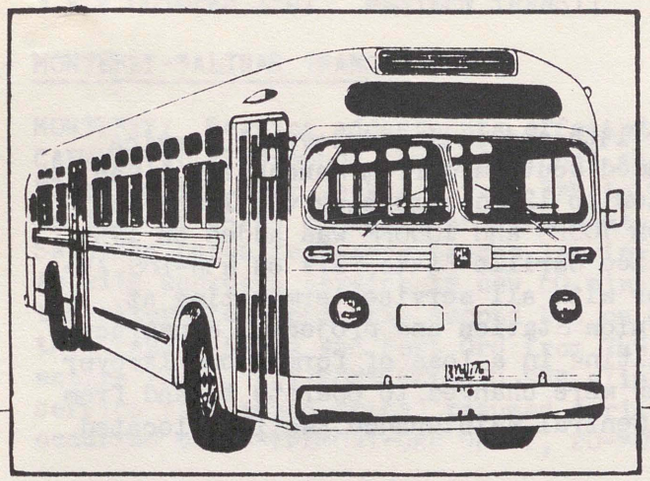


Western Transit

Monthly Publication of The Western Transit Society

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POSSIBLE REORGANIZATION OF LOS ANGELES COUNTY TRANSPORTATION AGENCIES

LOS ANGELES: Assembly Bill 18 designed to replace both the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT and the LOS ANGELES COUNTY TRANSPORTATION COMMISSION and place bus, commuter rail and highway authority under a superagency run by a board og high level elected officials passed the legislature on September 12th (on the second try and after substantial amendments) and was sent to Governor George Deukmejian. The Assembly voted 43-33 while the Senate approved the measure 25 to 10. The new agency would take over all present operations and future planning and construction projects beginning on January 1, 1988 while SCRTD and LACTC would cease to exist after June 30, 1988. The governor was placed in an awkward political position regardless of whether he signed the bill or not. Two Republican Los Angeles County Supervisors (Mike Antonovich and Deane Dana) and a host of other local officials friendly with Duekmejian urged him to sign the legislation. Also supporting the bill, belatedly, was Los Angeles Mayor Tom Bradley, politically powerful, but certainly not friendly with the governor. On the other side were 34 Republicans in the Assembly and seven GOP state senators who voted against the measure, many on political rather than technical grounds. After waiting until September 30th, the last day to sign bills, the governor vetoed the bill saying that the legislation placed too many restrictions on the new agency and offered only cosmetic improvements. In addition, he said he could not accept restrictions against contracting out for service and provisions that would have required MTA to honor current labor contracts and pension obligations, that set affirmative action goals for contracts, freezing until 1992 the existing formula for dividing local transit monies and provisions barring either SCRTD General Manager John Dyer or LACTC Executive Director Rick Richmond from consideration for the MTA's top job. Although the bill's supporters have indicated they will ask the governor to convene a special session of the legislature to deal with the issue once again opponents say that the grueling negotiations to get the bill approved may have drained the sentiment from the coalition supporting the legislation. For the time being both SCRTD and LACTC will continue in business but mindful of the attention that has been focused on the operations and the changes which have started to take place within SCRTD in particular.

SAN GABRIEL VALLEY TRANSPORTATION ZONE (SGVTZ)

LOS ANGELES: On August 27th County Supervisor Pete Schabarum withdrew his proposal to create the SGVTZ in the face of a likely defeat by the LACTC although he indicated that he would try other methods to create the zone (WT 4/87, 3/87). The original zone size had been reduced to exclude lines which operated a majority of their mileage in Pasadena after that city voted to oppose the zone. The RTD lines include 188, 267, 268, 401, 402, 483 and 485. Zone or RTD operation of five other lines - 187, 264, 487, 489 and 491 - was under study by LACTC at the time of the expected vote.

SUPPORT THE SOCIETY BY SENDING IN NEWS STORIES OF INTEREST FROM YOUR AREA TRANSIT SYSTEMS

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: The Fall Shake Up took effect on September 13th and included several service items. Line 48-MAPLE AVENUE-SOUTH MAIN STREET was extended southward from Manchester & San Pedro to 120th & Avalon via San Pedro, Imperial and Avalon to 120th returning via 120th and San Pedro to Imperial. New weekday night service between 700PM and 1000PM was added on 175-FOUNTAIN-TALMADGE-HYPERION while summer only service to Leo Carillo State Park on 434-LOS ANGELES-MALIBU-TRANCAS EXPRESS was suspended for the winter with all service terminating at Trancas Canyon. Due to Metro Rail construction at the Union Station and projected construction at the Los Angeles County Jail, both activities resulting in a loss of former bus layover areas, most buses formerly terminating at those locations were changed to operate to and from a newly constructed off street terminal facility at the Central Maintenance Facility located at Macy and Vignes Streets.

Beginning September 20th all lines that normally ran north and south on Olive Street downtown had their routes changed to run regular routes southbound to First and Olive, thence west on First, south on Grand to either Terminal 28 at 18th and Hill or their regular route to some terminal west of downtown. Northbound operations on Olive Street remained unchanged. The City of Los Angeles had originally scheduled the conversion of Olive Street to northbound only and Grand Avenue to southbound only, but due to construction on portions of Grand delayed the official changeover to a later date. Presently the rerouted lines are operating on a detour and instead of using Grand from 1st Street southward the buses are traveling on Olive to 5th to Grand.

On October 1st the Los Angeles experienced a 6.1 earthquake and damage was extensive in Whittier, Rosemead, San Gabriel, Pasadena, East Los Angeles and portions of downtown Los Angeles including the RTD Headquarters at 425 South Main Street. Damage was severe enough to close one half of the complex that is made up of four buildings joined together. The two buildings facing Main Street had no damage, but the two buildings facing 4th Street have been closed. It has yet to be decided whether they can be repaired or will need to be torn down. Departments are being reshuffled within the building as well as the Central Maintenance Facility and Division 2. Just recently the RTD Board had instructed General Manager John Dyer to look into finding a new headquarters site.

A new transportation center, the Montclair Transcenter, opened October 9th in Montclair. Located at Arrow Highway and Monte Vista Avenue it is served by RTD Lines 185-HACIENDA BLVD-ARROW HIGHWAY, 496-LOS ANGELES-RIVERSIDE-SAN BERNARDINO and 497-MONTCLAIR-POMONA PARK/RIDE as well as OMNITRANS Line 60-INDIAN HILL VILLAGE-MONTCLAIR-CHAFFEY COLLEGE. Line 185 was also rerouted in Claremont and Montclair as well. It now travels to 6th St and Claremont Blvd as before, then is routed via Claremont, Arrow Hwy, thru Montclair Transcenter, Monte Vista and Moreno to Montclair Plaza returning via Moreno, Fremont Street and Arrow Highway.

General Manager John Dyer, who has been blamed for many of the much publicized porblems at RTD, has announced his resignation effective January 31, 1988. RTD Board President Jan Hall said that Los Angeles owed Dyer a debt of gratitude for getting the funding for the Metro Rail program and she said that a nationwide search for a successor will begin immediately. Many of Dyer's critics have also indicated that the General Manager had done a good job of planning for Metro Rail, but, at the same time, had done a very poor job of running the current bus system.

CULVER CITY BUS (CB)

CULVER CITY: Beginning September 7th CB Line 4-JEFFERSON BOULEVARD was extended into an alignment almost twice its former length. The line still runs hourly weekdays only between 630AM and 630PM, but now operates from Fox Hills Mall via Sepulveda, Jefferson, looping Overland and West LA College roadways, Jefferson, Duquesne, Culver and Washington to Fairfax and the RTD West Los Angeles Transit Center.

MONTEREY-SALINAS TRANSIT (MST)

MONTEREY: Service adjustments effected last January 10th including the following: 4-MONTEREY-CARMEL VALLEY dropped the additional short trip bus to Carmel Rancho leaving Monterey Transit Plaza on the hour weekdays from 7AM to 5PM so that headways are now hourly the entire route instead of 15/45 minutely between Monterey and Carmel Rancho and similarly dropped the two extra Saturday buses to Carmel Rancho leaving Monterey on the hour and half hour from 8AM to 530PM. As with weekdays service is now 60 minutely throughout. 12-MARINA VIA COE AVENUE eliminated the alternate short trip second bus on Saturdays which had provided 30 minutely service between the Transit Plaza and Fort Ord from 745AM to 545PM in favor of basic hourly service over the entire route. 22-MONTEREY-BIG SUR eliminated weekend only Winter/Fall service. Seasonal daily service (two round trips) resumed April 18 and continued thru September 7. Trip time changes occurred on 10-FREMONT-ORD GROVE, 20-MONTEREY-SALINAS, 33-NORTHRIDGE and 40-DEL MONTE AVENUE.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (SCMTD)

SANTA CRUZ: Changes effected with the Spring Schedules on March 12th included: 40-DAVENPORT-SANTA CRUZ winter season to Ano Nuevo State Park (elephant seal habitat) ceased. 61A-DOMINICAN HOSPITAL had alternate trips leaving Capitola Mall extended into the hospital grounds from Soquel Drive via Paul Minnie Rd and Dominican Way to Dominican Education Center and return. All trips (instead of alternate ones) are now accessible. 61B-DOMINICAN HOSPITAL changed its route between Capitola Mall and the hospital and return from a cw to ccw loop and added a cw loop within a loop from Soquel & Paul Minnie via Paul Minnie, Podriguez and 7th Ave to Soquel. 71-SANTA CRUZ-WATSONVILLE VIA SOQUEL DR had the 30 minutely short trips between Santa Cruz Metro Center and Cabrillo College redesignated 71C-CABRILLO VIA SOQUEL DR. In equipment news AM General coach #848 appeared in early June in a new "black window" paint scheme wherein the light blue window surrounds were replaced with black.

SOUTH TAHOE AREA GROUND EXPRESS (STAGE)

SOUTH LAKE TAHOE: Effective with the January 1987 timetable all night "Graveyard" service, which had been reduced to 90 minutely on one route when the STAGE system was reorganized in October 1985, was restored to a basic 30 minute headway on two routes alternating 60 minutely. 21-STATELINE-GLENWOOD AL TAHOE-TAHOE ISLAND-D ST-Y AREA, which ran daily on a 90 minute headway from Stateline 745PM-445AM, was dropped and replaced by extending daytime 31-STATELINE-GLENWOOD-SIERRA BLVD-Y AREA to operate hourly around the clock and weekend only daytime 25/28-STATELINE-AL TAHOE-TAHOE ISLAND-D ST-Y AREA to operate daily from 740PM to 640AM (hourly) as well.

SANTA CLARA COUNTY TRANSIT DISTRICT (CT)

SAN JOSE: Several changes were made with the April 6th driver sign up. They included 63-SAN JOSE STATE-ALMADEN VALLEY VIA MERIDIAN increased the number of weekday pm school/peak trips operating over the Mt/ Carmel/Camden/Via Valiente extension from six to seven. 104-PIEDMONT HILLS-STANFORD INDUSTRIAL PARK EXPRESS dropped the detour on one am northbound and one pm southbound trips off US 101 via Moffett Blvd into Moffett NAS and NASA Ames Research Center. These trips now stop at the serviceman's Greyhound bus shelter off US 101 at the Moffett Blvd overcrossing instead where connections can be made to other routes serving Moffett/Ames. 141-FREMONT/BART-GREAT AMERICA EXPRESS resumed seasonal weekend only service on March 21st, coincident with the spring opening of Great America Theme Park. Service is on the same schedule as operated in 1986 with one bus in base service supplemented by a second in mid morning (from BART) and late evening (from Great America).

SEND IN CHANGE OF ADDRESSES IN ADVANCE TO THE EDITORIAL OFFICE - DO NOT MISS ANY ISSUES OF WT

SAN DIEGO-CORONADO FERRY (SDCF)

SAN DIEGO: After an eighteen year absence ferry service was resumed between San Diego and Coronado on July 1st. Operated by the Star & Crescent Boat Company the Silvergate, a wooden hulled boat built in 1940, operates between the Broadway Pier, at the foot of Broadway and Harbor Drive, in San Diego and the Old Ferry Landing at the f.ot of B Avenue and First Street in Coronado. The Silvergate has a capacity of 290 passengers and 20 bicycles but will not carry autos. The Ferry departs the Broadway Pier between 10AM and 10PM on weekdays and between 10AM and 11PM on weekends. Departures from Coronado are one half hour later than San Diego. One way fares are $1.00 with an all day pass available for $4.00. Ferry service last operated in 1969 but was replaced when the San Diego Coronado Bay Bridge opened that summer.

CORONADO PACIFIC TROLLEY LINES (CPTL)

CORONADO: Using two of the former NEWPORT TROLLEY motorized vehicles CPTL commenced operations in August on a single route between the Coronado Ferry Landing, residential areas of North Coronado, the Orange Avenue business district and the Coronado Shores area on the Strand. Service operates daily between 900AM and 900PM on a varying headway (average of twenty minutes) charging a fifty cent fare. Former NT vehicles 10 and 11, relettered for Coronado, are being used for this service. (Ed. Note - Although printed public information materials are not yet available it is believed that CPTL is operated by AMERICAN TROLLEY LINES interests who have previously operated in Santa Monica, Manhattan Beach and Redondo Beach).

METROPOLITAN TRANSIT DEVELOPMENT BOARD (MTDB)

SAN DIEGO: The MTDB Board of Directors has given final approval to operate a non continuous "hook" trolley system instead of a two way loop for the BAYSIDE Line in the downtown area. Under the hook plan the EAST (presently EUCLID) Line will enter downtown at Commercial and 12th Avenue, run on 12th and C Street, then turn south at a new station on the site of the former Tower Bowl at Kettner and Broadway. After becoming the BAYSIDE Line it would run past Seaport Village and the under constrction Convention Center along Harbor Drive and along L Street before ending at the 12th and Imperial Station. The SOUTH Line from San Ysidro would operate as now to Kettner and Broadway, then turn north along the Santa Fe tracks to serve the County Administration Center and a planned northward extension to Old Town. MTDB recently signed an order for twenty more Siemens/DueWag U-2 double ended, articulated light rail vehicles which would bring the MTDB fleet to fifty when the cars are delivered in 1980. Five of the cars are for the BAYSIDE Line while the rest are for the planned extension of the EAST Line to El Cajon.

SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: The Fall Shake Up took place and with it came a number of changes including the transition of former 32-CHULA VISTA-SAN YSIDRO to YELLOW AND PINK BUS LINES (WT 9/87). In addition 30-LA JOLLA EXPRESS was rerouted to travel on Torrey Pines Road to La Jolla Village Drive and service on 34-LA JOLLA was increased to 15 minutely seven days a week until 700PM with new Sunday service to University Towne Center. The PARADISE HILLS DART area expanded to serve South Bay Terrace residents between Paradise Valley Road and Skyline Drive and now provides timed transfer connections with Routes 4 and 11. MID CITY DART now provides scheduled hourly service between City Heights and Route 6 at 33rd & University with no telephone reservations required. DART's new scheduled stops are 33rd & University (five minutes after the hour between 705AM and 605PM, Central & Thorn and Landis & Marlborough at five minutes before the hour between 655AM and 555PM. SDTC broke ground on July 24th for its new Kearny Mesa Division which will accommodate up to 200 buses and service principally routes in the northern part of the city. The $7.9 million facility is scheduled for completion by mid 1989.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: MUNI instituted a second historic trolley operation, the EMBARCADERO TROLLEY, providing service between the Ferry Building and Pier 39 along The Embarcadero beginning on September 11th and operating every Friday and Saturday through October 17th including special additional service during the American Public Transit Association Annual Meeting which was held in San Francisco between September 27th and October 1st. On September 8th the San Francisco Public Utilities Commission held a public hearing on MUNI plans to consider headway reductions between 9AM and 3PM on weekdays, on weekends and at night on several lines including 2-CLEMENT, 3-JACKSON, 4-SUTTER, 8-MARKET, 10-MONTEREY, 18-46TH AVENUE, 21-HAYES, 26-GUERRERO, 37-CORBETT, 45-GREENWICH, 56-RUTLAND and 83-PACIFIC.

WHITTIER TRANSIT SYSTEM (WTS)

WHITTIER: The City of Whittier recently awarded COMMUNITY TRANSIT SERVICES, INC. a three year contract to operate the two bus route fixed route system. The changeover from the former operator, TRANSIT CONTRACTORS, occurred on August 10th and was caused when the city and TC could not agree on a renewal rate. TC was rated highest in the procurement process, but the decision to go with CTS was made on the basis of the lowest bid from a known company. Other bidders included PACIFIC BUSING, DIVERSIFIED PARATRANSIT, YELLOW CAB OF NORTHERN ORANGE COUNTY, DOOTSON ENTERPRISES and A.M.E. MEDICAL TRANSPORTATION. The CTS fleet includes five Econoline 350/ ElDorado Falcon 25 passenger vehicles with gray/blue cloth forward facing seats, two way radios, Diamond fareboxes, air conditioning/heating and one piece headsigns. The buses are numbered 391-395 and painted in the WTS colors of white body with blue and red trim.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: On June 21st Line 42-PIEDMONT-OAKLAND-ALAMEDA was extended from downtown Oakland into Alameda. The route from Piedmont to 8th and Broadway is as before, thence via Broadway, 7th, Webster, Constitution Way (Alameda), Marina Village Parkway to Marina Village Plaza continuing via Mariner Square Drive, Tynan Drive into Harrison to 8th to Broadway and regular route to Piedmont. On September 6th Line 5-OAKLAND DOWNTOWN SHUTTLE was changed from a two way loop to a line from Jack London Square via Broadway, 21st, Lakeside and 20th to Broadway returning to Jack London. Service operates every 15 minutes (two buses) between 930AM and 530PM except for a 5 minute headway between 1145AM and 130PM. Line 59/76-MONTCLAIR was rerouted south of 20th & Broadway via 20th, Madison, 5th, (returning via Oak St/Lakeside Drive), Oak, Embarcadero to Broadway (Jack London Square).

SACRAMENTO REGIONAL TRANSIT DISTRICT (RT)

SACRAMENTO: On September 5th RT officially opened the second leg (FOLSOM LINE) of Sacramento's new 18.3 light rail system. This line parallels Folsom Boulevard, a well used transportation corridor, and is projected to transport 7300 daily riders within one year using the ten stations. Trains run every 15 minutes on weekdays and every half hour nights and weekends. Sixty percent of the system is single track and the rest is double tracked passing areas. Three timed transfer bus connections have been planned for implementation next January.

SIMI VALLEY TRANSIT (SVT)

SIMI VALLEY: This four route Ventura County bus system changed fares on July 1st. Pricing now is Regular fare 50¢, elderly and handicapped 15¢, zone charges 25¢, SVT transfers 20¢ with Regular monthly passes costing $25.00 and Student monthly passes at $17.50.

DEPARTMENT OF CORRECTION: The BENICIA BAY CONNECTION has always been operated by COMMUNITY TRANSIT SERVICES, INC. rather than by BENICIA-VALLEJO STAGE LINE (WT 6/87).

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: The Fall Shake Up took effect on September 13th and included a number of service changes - midday weekday service on Line 22-TUSTIN-LA HABRA which operates between Tustin and Mall of Orange was discontinued. Weekday midday headways on 30-ORANGETHORPE AVENUE were reduced from 30 to 35 minutely and alternate trips were turned back at Orangethorpe & Valley View instead of continuing onto the Cerritos Center terminal. Line 46-BALL ROAD experienced three changes including direct operation on Ball between West and Walnut on weekdays only bypassing Disneyland, a minor realignment in Cypress and discontinuation of the peak hour extension from the Naval Hospital along Carson Street to McDonnell Douglas Plant in Long Beach. Line 64-BOLSA AVENUE was cut back to Leisure World from Marina Pacifica Shopping Center and 65-SANTA ANA-IRVINE-BALBOA was rerouted in Irvine to serve the Woodbridge area. Summer only Line 78A-LAGUNA HILLS-LION COUNTRY-SOUTH COAST PLAZA and 93-ALICIA PARKWAY-MISSION VIEJO were discontinued and winter only 161-NEWLAND-TRASK was reinstated.

PINETREE SERVICE CORPORATION (PSC)

LONG BEACH: The AIRPORTCOACH division of PSC has changed its LAGUNA HILLS-ORANGE COUNTY AIRPORT-DISNEYLAND AREA-LAX line to operate on an approximate two hour headway between Orange County Airport and LAX with four trips extended to/from Laguna Hills. Service now begins at 445AM and operates until 1145PM. Previously service did not start until 730AM and only four trips operated to and from LAX.

CALIFORNIA PUBLIC UTILITIES COMMISSION (PUC)

SAN FRANCISCO: Listed below are recent activities of the Commission:

Approved the application of W. D. Thomas dba FOSTERS TRANSPORTATION SERVICE to transfer its psc and assets to FOSTERS TRANSPORTATION SERVICE, INC. and to extend the service area to Santa Maria.

The Commission is still reviewing comments received concerning on call passenger stage service to and from airports and is soon expected to issue an Order Instituting Rule Making in this matter.

Consolidated for hearing have been several applications including D. Wittmann et al (BOB'S RIDE) vs San Diego Airporter Express, Inc. dba AIRPORTER EXPRESS to cease and desist from providing service between points in San Diego County and Camp Pendleton, AIRPORTER EXPRESS application to operate an on call service between points in San Diego County and Lindbergh Field, AE's application for reinstitution of its charter party carrier certificate and a PUC investigation into AE's operations.

TRANSIT AND THE CALIFORNIA STATE LEGISLATURE

SACRAMENTO: Senate Bill 142, signed by Governor Duekemejian, authorizes local transportation authorities, with voter approval, to impose a sales tax of up to one percent and sell bonds for specific transportation purposes. Assembly Bill 1586, also signed, defines general public paratransit (commonly called Dial A Ride) and exclude it from the definition of a school bus with the Highway Patrol to annually inspect and certify paratransit vehicles. The Governor also signed a bill prohibiting smoking on buses, trains and airplanes making intrastate trips and also calls for at least 75 percent of bus, airline and train waiting rooms to be set aside for non smokers. AB 2626 would establish a mandatory quota of 3 per cent of fixed route service which annually must be provided under competitive procurement based on a percentage of annualized average weekday vehicle miles in 1987 for operators of 120 or more buses. The legislature did not take formal action and granted the author reconsideration for the second year. Transit agencies generally oppose the mandated quotas and have fought for either changes or for defeat.

AMERICA WEST AIRLINES (AWA)

PHOENIX: On August 1st AWA retimed its basic airplane frequency (they had maintained an even 50 and 100 minutely) to 45, 90 and 135 minutely. As a result the ground feeder buses for Sky Harbor Airport in Phoenix from Scottsdale and Mesa were changed. SCOTTSDALE-PHOENIX now runs 7AM and hourly through 11PM (formerly 705AM and 50 to 825PM) while MESA-PHOENIX operates 630AM and two hourly through 1030PM (was 705AM and every 100 minutes to 905PM).

SUN VALLEY BUS LINES, INC. (SVBL)

PHOENIX: BLUE & WHITE LINES, INC. of Altoona, Pennsylvania through subsidiary BLUE & WHITE LINES OF ARIZONA, INC. has filed an application with the Interstate Commerce Commission seeking control of SVBL and the GRAY LINE franchise in Phoenix. SVBL operates between Phoenix and Las Vegas and operates charters while GL provides sightseeing and tour in the Greater Phoenix area.

TRAILWAYS LINES, INC. (TWI)

DALLAS: As reported (WT 8/87) TWI was acquired, at least on a temporary basis, by GLI Holding Company, which indirectly controls the GREYHOUND LINES, INC. carriers. Service in the west, southwest and Rocky Mountain areas was reduced in some cases below the large reductions last April. Three, instead of five, DALLAS-LOS ANGELES round trips were continued, one via Phoenix and two via San Diego. One NEW YORK-OKLAHOMA CITY-PHOENIX-LOS ANGELES round trip and one RALEIGH-OKLAHOMA CITY-PHOENIX-LOS ANGELES round trip were continued but service between Flagstaff and Barstow via Kingman was discontinued with GREYHOUND still operating there. One SALT LAKE CITY-GREEN RIVER, UTAH round trip was retained but it connects with GL schedules now. The one LOS ANGELES-LAS VEGAS-GRAND JUNCTION-DENVER round trip was continued. San Joaquin Valley service was reduced (WT 8/87). GL reduced its FLAGSTAFF PHOENIX service by two round trips and began serving Long Beach and Lynwood stopping at TWI stations, the only two cities in California cities with only one bus depot and it being a TWI facility. TWI depots in San Diego, Oceanside, Santa Ana, San Bernardino, Riverside, El Monte, Los Angeles, and San Fernando, at least, were closed and operations transferred to GL stations. To date none of these stations display any outward signs of TWI service, however. Stations in Sacramento and San Francisco, served by independent TRAILWAYS carriers, PACIFIC TRAILWAYS and CASCADE TRAILWAYS, remained open and are also served by TWI schedules. In El Paso all operations are presently using the GL station while the TWI station is remodeled after which all service will be transferred. Although separate timetables for TWI and GL continue to be published in those areas where both companies operate over the same linkage both carriers are shown with TWI schedules prefixed with a "T" and GL schedules prefixed with a "G". Two routes in Colorado, DENVER-ALAMOSA-DURANGO and GRAND JUNCTION-PUEBLO, have been reinstated (one weekday round trip), at least on a temporary basis. With the return to winter schedules on September 9th one DALLAS-SAN DIEGO-LOS ANGELES round trip and the Phoenix-Los Angeles segment of the RALEIGH-LOS ANGELES round trip were discontinued. In the northwest, CASCADE TRAILWAYS is now operating the SEATTLE-SACRAMENTO route and reduced service on it from two to one daily round trip connecting with the one TWI operated SACRAMENTO-LOS ANGELES round trip.

SUN CITY AREA TRANSIT (SCAT)

EL PASO: The El Paso City Council has formerly abolished the Greater El Paso Rapid Transit Authority which was effectively stripped of power last April when voters approved a county surcharge to the Texas state sales tax law. To replace the Authority the council is expected to introduce an ordinance creating a Mass Transit Department which would cover only areas inside the city limits and could be funded by a city sales tax. Plans are in the works to ask voters in November to approve a half cent sales tax to help fund MTD operations. As long as SCAT remains as a city department without a dedicated tax source and dependent upon funding from the City Council history suggests that the system will be reduced in size and scope on an annual basis.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
-NEW-				
Whittier Transit System	391-395	Ford	Econ350/Falcon	25 seaters
Torrance Transit System	(374-378	Ford	Econ350/Escort II	10 seat, lifts
	(422-426	Orion	01.502/F6001151-1155	
-USED-				
Yellow & Pink Bus Lines (Amarillo Y Rosa)	(173,179, (180	Flxible	111-CD-D06-1/56671,5674, 56751	MARTA 1106,1170, 1186
-DISPOSITION-				
Airport Service, Inc.	4114	MCI	MC-9/BP036213	Hausman for sale

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CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: The City Council's Transportation and Traffic Committee has approved and sent to the full council a proposal to operate a four mile shuttle demonstration project using portions of the city's Proposition A funds. The proposed Watts Shuttle would operate nine to ten hours per day with headways of 20-30 minutes serving the community and King/Drew Medical Center, Martin Luther King and Kenneth Hahn shopping centers, Watts Health Center, Nickerson Gardens and the Watts City Hall and area post office. Fares would be 25¢ and RTD monthly passes for elderly and disabled would also be honored. If the measure is passed by council it would take about six months to start up including requesting bids from prospective providers and securing vehicles.

CITY OF WEST COVINA THEME SHUTTLE (COWC)

WEST COVINA: This San Gabriel Valley city is presently evaluating bids from prospective operators of a community fixed route service using three 20 passenger theme vehicles. (Ed. Note - detailed operating plans including days and hours of service and alignments presently are unknown).

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The joint WTS/WEST COACH MOTOR COACH SOCIETY excursion took place on October 11th with a group of sixteen using former LAMTA/SCRTD 5184, a TDH 4801 painted two tone green and white, to visit LONG BEACH TRANSIT, TORRANCE TRANSIT SYSTEM, GARDENA MUNICIPAL BUS LINES garages. A brief stop was also made at the under construction South Bay Transit Center on the grounds of the Galleria at South Bay shopping center.

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