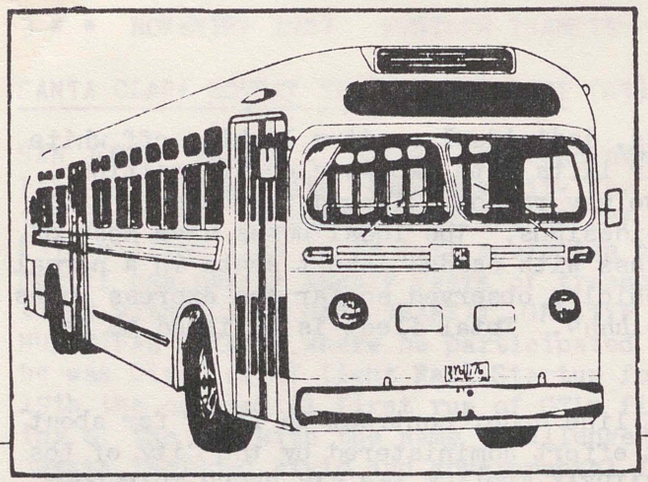


Western Transit

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LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: October 5th saw the institution of nine express services formerly operated by the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT while on October 11th two local lines commenced operation. These services are being operated by LAIDLAW TRANSIT, INC. under a three year contract administered by LADOT as part of their Bus Service Continuation Project.

Over the past year RTD held public hearings which included recommendations to discontinue 18 bus lines that carried ridership about half the system average and required three times the subsidy of the average RTD route. The lines were officially discontinued last June 21st, but the City of Los Angeles provided bridge funding, from Proposition A sales tax funds, until the city was in position to assume operations.

In a separate program the County of Los Angeles is preparing to assume total operation of four local and two express lines and shared operation (with RTD) of two more express lines later.

Using a portion of its share of sales tax money the city is paying $1.2 million of the $2.9 million for the first year of the pact which includes options for two more years after the initial three year demonstration. A fleet of new buses has been procured using a combination of sales tax money, federal government funds and LACTC money.

The express lines include: 413-VAN NUYS, 419-CHATSWORTH, 423-WESTLAKE VILLAGE, 430-PACIFIC PALISADES, 431-WESTWOOD, 437-MARINA DEL REY, 438-HERMOSA BEACH, 448-RANCHO PALOS VERDES and 686-EL SEGUNDO PEEP while the local lines are 147-SAN PEDRO and the reinstated 203-GRIFFITH PARK OBSERVATORY (discontinued by RTD in June 1986). These lines operate over the same alignments on the same schedules charging the same fares including the honoring of all RTD fare media (passes, tickets and tokens).

The City and RTD have entered into an agreement under which RTD provides telephone information service, complaint monitoring and forwarding, timetable production and distribution, printing, installing and maintaining bus stop signs and decals for LADOT.

The bus fleet consists of both 30 foot and 40 foot Gillig Phantom buses painted white with black window effect, a blue over gray over purple belt rail stripe and gray below the rub rail. The 40 foot buses, used on the express lines, are lettered "Commuter Express - Los Angeles" while the smaller buses for the local lines are lettered "Community Connection - Los Angeles". All of the units have "LADOT" on the front with decals on the side indicating that the buses are operated by LAIDLAW TRANSIT, INC., TCP 143-A.

LADOT Continued

The express buses feature 43 mostly forward facing seats, individual reading lights, off white interiors, black drivers area, EEC front door wheelchair lifts with two wheelchair positions, kneeling feature, openable windows, push rear doors, two way radios, Diamond fareboxes, "Stop Requested" lights and one piece curtain headsigns and sidesigns. The local buses have most of the same features except that they have 29 blue fibreglass with padded insert seats in a normal transit configuration and no reading lights. Of the vehicles observed so far the express buses are numbered 1442l-14440 and the local buses are 14445-14449. Total fleet is believed to be about thirty units.

LAIDLAW TRANSIT, INC. has operated the ENCINO PARK/RIDE line under contract to LADOT for about one year and this is the sixth privatization of transit effort administered by the City of Los Angeles, the others including DASH, FOOTHILL TRANSIT, FAIRFAX TROLLEY and SAN PEDRO TRANSPORT.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: OCTD buses in the new paint scheme are now in operation in revenue service. The first two units to be repainted were 0411 and 0414, Ford Econoline 350/Escort IIs used in Region 4 Dial A Ride service (these had been painted in a special scheme for the NEWPORT SHUTTLE (WT 6/86). The first large bus to be splashed was 1901, a Flxible New Look 53102-8-1, normally assigned to Line 50-KATELLA AVENUE from Division 6, then 3071, a GMC RTS, also from Division 6 and on 29-BEACH BOULEVARD and then 1114, a Flxible New Look, based at Division 7 and assigned to 75-SANTA ANA-EL TORO-LAGUNA HILLS. OCTD staff will be doing some repainting, principally Flxibles, while a contract has been awarded to COMMUTER BUS LINES, INC. to repaint one hundred GMC RTS buses beginning about the first of the year.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: Construction of a rail extension of the J-CHURCH line will start next year now that funding for the project has been assured. MUNI will construct 2.3 miles of new rail from the current 30th & Church terminal to BART/Balboa Park Station traveling east on 30th, then south on San Jose Avenue to BART/Balboa Park. This extension will provide a new, crosstown connection between Noe Valley, Mission and Ingleside districts and San Francisco State University. It will also reduce MUNI operating expenses because the extension will provide a direct route to the MUNI Metro Rail Division at San Jose and Ocean for both the J and N-JUDAH lines. Plans also call for some of the J line cars to be operated as far as Stonestown Shopping Center on 19th Avenue by using the San Jose Avenue extension and then following the route of the M-OCEAN VIEW line to Stonestown.

VICTORIAN VEHICLES COMPANY (VVC)

EUREKA: Another company has started to manufacture motorized trolley cars modeled after early street cars. This is VVC of Eureka who has completed the first unit for Eagle House, a tourist type shopping facility. Mr. Jerry Loring is the president of Victorian Vehicles, in association with Eric Hollenbeck. The facility where the vehicles are manufactured is the old North Mountain Power Company plant at the foot of X Street in Eureka. The vehicles are powered with 302 cubic inch Ford propane power engines and the price range is believed to be in the area of $25,000 - $35,000. The project has received a good deal of publicity in the Eureka press as the area, with a 20 per cent unemployment rate, welcomes anything that would assist the economy.

1988 RENEWALS ARE NOW DUE AND PAYABLE -- SUPPORT WT BY SENDING IN NEWS STORIES FROM YOUR AREA

MONTHLY MEETINGS - 2ND SUNDAY AT 730PM AT 272 ALPINE STREET IN PASADENA, CALIFORNIA

SANTA CLARA COUNTY TRANSIT DISTRICT (CT)

SAN JOSE: Thomas G. Matoff has been named to the new position of Deputy Director of Light Rail Operations with responsibility for managing all aspects of the Guadalupe Light Rail System including maintenance of the 50 LRV fleet and on line operations. When the 20 mile, $372 million line is in full operation sometime in 1989, he will supervise 150 employees. Matoff has nearly twenty years of transportation experience and previously held planning positions with GOLDEN GATE TRANSIT, GREATER VANCOUVER TRANSPORTATION DISTRICT and SAN FRANCISCO MUNICIPAL RAILWAY where he participated in planning MUNI's METRO LRV system. Most recently he was Director of Light Rail Startup for TRI MET's new 15 mile MAX line in Portland. On May 19th the ceremonial first run of CT's first assembled LRV (car #804) was held following cristening of the car with the name "Challenge" at the Younger Street Light Rail Operations Base. Guests included civic and governmental leaders as well as the 53 finalists in the "Name The First Light Rail Vehicle" contest. Three round trips were made along a short portion of the line along North 1st Street between Younger St. and Brokaw Road. Operator training and vehicle test trips are being operated regularly at night after construction activity ceases. Chain link fencing has been erected along either side of the center median right of way between Brokaw and Trimble Roads for safety purposes so that speed runs can be operated in the late evening hours, at which time all cross streets are barricaded. Operation of the six mile (northernmost) segment of the line between County Government Center (at Hedding St., one block south of Younger) and Great America Business Park (Tasman & Old Ironsides) in Santa Clara is scheduled to begin on December 14th. October 1st brought a new fare structure to CT operations. Cash fares, day pass fares and monthly pass rates were all increased although a new midday fare was created. Cash fares are now: 75¢ for adults, 50¢ for youth, 10¢ for seniors and disabled and $1.00 for Express for all riders. Day Passes now cost $1.50 for adults, 75¢ for youth, 20¢ for elderly and disabled and $2.00 for Express. Monthly passes now cost $27.00 for adults, $13.50 for youth with seniors/disabled remaining at $3.00 and Express remaining at $29.00. New to the fare structure are Day Pass books of ten tickets priced at ten times the applicable Day Pass price for each type of fare. Early next year CT plans to sell off most of their 1978 GMC Model TH8201 ADBs, numbered 1000-1066 and originally ordered by AC TRANSIT who cancelled after production. Over the years CT has refurbished some of the units and has added front door wheelchair lifts. The drivers area had to be modified in order for a wheel chair to fit through the front door. The original roller type headsigns were replaced with electronic dot signs and the slope back was modified with a square back to accommodate the air conditioner. Eleven of the buses are scheduled to be retained - 1000, 1006, 1010, 1019, 1021, 1022, 1027, 1028, 1029, 1042 and 1048. The electronic signs in these buses are now being transferred to the 1100 series T8H203 buses.

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN MATEO: Twenty six SAMTRANS routes experienced changes beginning September 26th, most of them minor reroutings or time changes. However, one NEW route, 41F-SAN MATEO PARK/RIDE-SAN FRANCISCO, was started departing a new Park & Ride Lot at the junction of Highways 92 and 101 in San Mateo at 610AM, 640AM and 710AM operating express to downtown San Francisco (First & Mission) arriving 40 minutes later with three return trips in the afternoon departing at 415PM, 445PM and 515PM. In Daly City 20S-SOUTHERN HILLS was extended from Mission & Templeton to Acton & Brunswick while 32B-DOWNTOWN SAN BRUNO was shortened to terminate at 3rd & Angus dropping service to Kains and Easton Avenues, San Anselmo and Mastic Avenues and Taylor Avenue and El Camino Real.

JOINT POWERS AGENCY (JPA)

SAN FRANCISCO: California Governor Deukmejian has signed legislation giving $250,000 to a three county (Santa Clara, San Mateo, San Francisco) JPA to be used for planning toward agency takeover of present Peninsula CALTRAIN service and the 47 miles of track and right of way from SOUTHERN PACIFIC by the time the present state managed service is scheduled to expire in 1990.

GREAT AMERICAN STAGELINE, INC. (GASL)

NEWBURY PARK: GASL increased passenger fares by 6.1 per cent on June 29th (WT 5/87) and instituted On Call service to/from LAX and Burbank Airport from Newbury Park, Agoura Hills, Tarzana, Encino and Sherman Oaks. On Call service is provided for a minimum of ten adult passengers with a twenty four hour advance notice.

EL RIO BUS SERVICE (ERBS)

OXNARD: Adult fares were increase from 50¢ to 75¢ on July 1st (seniors remaining at 25¢) and a NEW route was added to the Nyeland Acres area. The NYELAND ACRES line operates one mid morning and one mid afternoon trip following completion of the trips on the EL RIO line. NYELAND ACRES begins at The Esplanade and travels along the Ventura Freeway to Almond Drive returning along Ventura Boulevard (diverting off at Financial Square), Vineyard Avenue and Esplanade roadways. The morning trip departs The Esplanade at 1010AM and the afternoon trip leaves at 311PM with a twenty one minute round trip running time.

SOUTH COAST AREA TRANSIT (SCAT)

OXNARD: All SCAT routes are now serving the downtown Oxnard Transportation Center (On 4th Street east of Oxnard Boulevard) as the downtown terminal replacing Plaza Park (at 6th & B), long the Oxnard downtown terminal. The Monday thru Sunday headway of 20 minutes on COLONIA and the daily headway of 30 minutes on SOUTHSIDE were both replaced with daily headways of 35 minutes on both lines. A NEW line was started, CROSSTOWN SPECIAL, consisting of one morning peak and one afternoon peak trip on somewhat different routings. The morning trip begins at the Transportation Center at 710AM operating via 4th, C Street, Gonzales Road, Ventura Rd, Devonshire Drive, H Street, 5th Street, C Street and Laurel to Savier. In the afternoon the trip begins at Laurel and Savier at 225PM operating via Savier, Iris, C Street, 2nd, H Street, Ivywood, Ventura Rd, Azalea, Mariposa, Fuchsia, H Street, Gonzalez, C Street and 4th to OTC.

COUNTY TRANSIT SYSTEM (CTS)

SAN DIEGO: The County of San Diego, Department of Public Works is presently reviewing bids submitted by prospective operators of fixed route service in the City of Poway and surrounding areas (CTS 843, 844, 845) and evening fixed route service in La Mesa, El Cajon, Santee and Lakeside (CTS 846, 847, 848, 849, 854G) and all day service in Spring Valley/Lemon Grove (856) and El Cajon to/from Alpine (864). The contract would become effective January 2, 1988 and continue for three years. The contractors can bid on one area or the other or both and will need to provide new buses (20-29 passenger capacity), seven in Poway (5 scheduled plus 2 spares) and nine in East County (7 scheduled plus 2 spares). 843 will be a NEW line in Poway serving Rancho Carmel, Camino del Norte, Midland Road and South Poway. 864 is the present 880 but would be expanded to five round trips on a two hour headway Monday through Saturday. It is not presently known what will happen to the Back Country trips to/from Pine Valley, Descanso, Morena Village, Cameron Corners and Campo. 856 is proposed to be extended to operate between College Grove Shopping and Cuyamaca College via Lemon Grove and Spring Valley replacing part of SAN DIEGO TRANSIT CORP. Line 36. The service needs to be based at different facilities. In the East County the contractor shall provide administrative, maintenance and vehicle storage facility at their expense at a facility in the area which must be able to accommodate light vehicle maintenance, store spare vehicles and dispatch vehicles and operators. A similar facility needs to be provided in Poway within a six mile radius of Poway Road and Pomerado Road capable of similar activities. The County is studying the possible use of a County Road Station at Pomerado Road and Oak Knoll Road and providing certain amenities which would be included in the monthly fee for use of the station.

1988 RENEWALS OF SUBSCRIPTIONS AND MEMBERSHIPS ARE NOW PAYABLE - PLEASE USE ATTACHED FORM

* NOVEMBER 1987 WESTERN TRANSIT

AMMOTH AREA TRANSIT (MAT)

MAMMOTH LAKES: With the coming of the 1986-87 ski season in November, this five route system connecting the Town of Mammoth Lakes with the three major ski lift centers of the Mammoth Mountain Ski Area took on a new look. Whereas operation was previously sponsored jointly by the Ski Area and the Town, the Mammoth/June Ski Resort (newly named with acqusition of nearby June Mountain Ski Area north of Mammoth at June Lakes) assumed full responsibility for the system and the name MAMMOTH AREA TRANSIT (MAT) was adopted. Ten new Specialty Vehicle Manufacturing Corp. 5000 series 25 passenger transit coaches (#B21-B30) were delivered in October. They are mounted on Isuzu MR-111 chassis with Isuzu diesel engines and Allison AT-545 automatic transmissions and are fitted with ski pockets on the curbside of their bodies. The route numbers 100, 200, 300, 400 and 500 have been dropped from the Red, Blue, Green, Orange and Yellow routes, respectively, and only the color designations retained, except that the Orange Line, an afternoon only (330PM-530PM) express route between the Main Lodge and Warming Hut II via Minaret Summit Road and Canyon Blvd was abandoned. New route lime up is as follows: RED LINE-MAMMOTH LAKES (SNOW CREEK)-MAMMOTH MTN (MAIN LODGE) is the same as before from the Lodge via Minaret Summit Rd, Main St (Cal 203) and Old Mammoth Rd to Chateau (Sherwin Plaza), but was extended via a ccw loop on Chateau, Minaret and Old Mammoth (returning to Chateau) to serve the Snow Creek Athletic Club/Condominiums - operates 700AM-530PM as before. BLUE LINE-WARMING HUT II LOOP continues to connect the Hut II ski center with the residential housing along Lakeview and Canyon Blvds on a large ccw loop along these streets, but added a connection with the RED LINE at Minaret Summit & Canyon from Lakeview & Canyon via Canyon to Hillside, looping cw Hillside, Forest Trail, Minaret Summit and Canyon. Service hours were expanded to operate 700AM-530PM, 30 minutes longer than before. GREEN LINE-MERIDIAN BLVD continues on same route from Old Mammoth via Meridian to Chairlifts 15 & 24 at Majestic Pines Drive and runs 730AM-530PM ending 30 minutes later than before. YELLOW LINE-WARMING HUT II-CHAIRLIFTS 15 & 24 operates on same route from Warming Hut II via Lakeview, Lake Mary, Kelley, Silver Tip and Majestic Pines to Lifts 15 & 24 and on same 900-1000AM, 1230-130PM and 330-530PM service hours. Fare remains at 50¢ with free transfers between lines. A free MAIN LODGE PARKING SHUTTLE is also operated, as before, along Minaret Summit Rd between the Main Lodge, Chairlift 2 and Chairlift 4. Basic service on the four color coded lines is 15 minutely with 3 buses on RED and one on each of the other three lines. Additional coaches are added at am and pm peaks as demand requires with a total of 22 buses available for service plus an additional 5 for the Parking Shuttle. MAT also owns a 1985 Kassbohrer-Setra parlor coach (B60), painted in a colorful multi hued blue stripe scheme and lettered "Mammoth Mountain Ski Area", which is used to shuttle employees from Bishop (40 miles south of Mammoth Lakes) to the Main Lodge in the morning and return them to Bishop at the end of the work day. With the light winter snowfall and resultant short ski season, the last Spring trips were made on the GREEN and YELLOW lines with the closing of Chairlifts 15 & 24 on April 12 and on the BLUE line when Warming Hut II closed a week later, leaving only the RED line to finish out the 1986-87 season. Although the MAT Guide contained a notice reading "Summer Transit System -- Look for a summer bus service to be sponsored by the Town of Mammoth Lakes", such did not come to pass. Introduction of the ten new Specialty Vehicle/Isuzu coaches did not result in any older buses in the MAT fleet being disposed of, although the smaller transit types (#B16-B19) appear to have been downgraded to non revenue duty as employee shuttles. The 4 wheel drive conventionals are the mainstays of the densely populated BLUE line. Current MAT roster is shown below:

FLEET NOS.	BUILDER	TYPE	MODEL	REMARKS
B1-B7	Ford/Wayne	Conv.-4 WD	7000	B7 cannibalized
B8-B10	Internatl/Ward	Conv.-4 WD	1800	
B11-B15	Fleetwood	Transit	FL-TB-1	Parking Shuttles
B16	Chev/Superior	Transit	unkn	
B17	Chev/Ward	Transit	Coachette	Rear lift (disused)
B18	Chev/Superior	Transit	unkn	
B19	Chev/Ward	Transit	Coachette	Mid lift (disused)
B21-B30	Spec Veh/Isuzu	Transit	5000/MR-111	B23 is VIN JALYA11NXF2508375 B26 is VIN JALYA11NXF2507829
B60	Kassbohrer-Setra	Parlor	S215HDH	44 passenger

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: Since the opening of the Central Maintenance Facility during the summer most of the major maintenance functions formerly performed at Division 4 in Downey have been transferred over. Beginning October 25, 1987 a new terminal operation was established at the location. The new facility has been designated Terminal 4 and will be functioning as a satellite of Division 1. Portions of Lines 460-L.A.-NORWALK-DISNEYLAND and 462-L.A.-NORWALK-CERRITOS-HAWAIIAN GARDENS from Division 1 and all of 466-LA MIRADA-LOS ANGELES PARK/RIDE from Division 9 were transferred over. Included are one am and three pm buses on 460, five am and five pm buses on 462 and four morning and afternoon buses on 466. Buses used for Terminal 4 are officially assigned to Division 1 and fuel there midday on weekdays. All weekend operation of Lines 460 and 462 continues to operate from Division 1. Buses reassigned for these lines are 1014-1016 and 1018-1021 from Division 9 and 1053-1057 from Division 12.

Recently the RTD Board voted to exercise an option in its last bus purchase bid for purchase of 155 additional TMC RTS buses at a cost of $27.3 million. Scheduled for delivery beginning next spring is a fleet of 297 TMC RTS T80206 buses including 267 diesels and 30 which will be operated on methanol as a demonstration program.

Additional information, some of it correcting already published information, has been received on the 1100-1189 and 3300-3714 Neoplan buses. The 1100 series buses are Model AN-440/3. 3300-3689 are equipped with DDA model HT-740 transmission/ATEC control while 3690-3714 are equipped with DDA HTP-748 "ATEC" (output retarder) transmission. 3300-3689 were originally spec'd with and some constructed with TEIMA driveline retarder, but the units were removed prior to RTD acceptance of the buses. 3690 is a test coach - it has a DDA 6V-92TAC "DDEC" (electronic control) engine/DDA HTP-748 "ATEC" transmission. "DDEC/ATEC" engine/transmission control computerized and interlinked. Neoplan Model AN-440A Serial DLO 13838 was built for AC TRANSIT as #1260 as replacement for an unaccepted prototype coach. The 3300-3714 serial numbers are shown below:

Fleet Nos	Model	Serial Numbers	Year
3300-3372	AN-440A	DL013765-DL013837	1983
3373-3390	AN-440A	DL013839-DL013856	1983
3391-3714	AN-440A	EL013001-EL013324	1984

With the close of service on October 30th Lines 492-LOS ANGELES-SOUTH ARCADIA-SAN DIMAS and 494-LOS ANGELES-EL MONTE-MONROVIA-GLENDORA, both peak hour express lines, were discontinued with service assumed on November 1 by the County of Los Angeles as part of their Bus Service Continuation project. Details on FOOTHILL TRANSIT which is operated by Embree Buses, Inc. under contract to the County will appear in the December issue.

TRANSIT IN THE NOVEMBER ELECTIONS

There were two ballot issues directly affecting transit which were passed in the November 3rd election and one item which may have bearing on transit. In San Diego County voters approved a measure to increase the sales tax from 6 to 6½¢ for 20 years to fund highways, local streets and transit. MTDB will be the recipient of funds to help with expansion of the SAN DIEGO TROLLEY and seniors and disabled will be able to take advantage of reduced subsidized fares. Highway 78, the main route between Oceanside and Escondido, will be widened from 4 to 6 lanes. In San Mateo County voters approved an advisory vote calling for BARTD to be extended 6.1 miles south to San Francisco International Airport. Estimated cost of the three station alignment is $500 million. San Mateo County is presently not in the BARTD district. The communities of Valencia, Saugus, Newhall and Canyon Country which are located in Los Angeles County north of the San Fernando Valley voted to incorporate as the new city of Santa Clarita. Currently the County of Los Angeles provides a six route local transit system and a home to work commuter service to downtown Los Angeles using Prop. A sales tax funds. It is too early to know if the new city will vote to continue this service when the contracts come up for renewal.

CITIFARE (CF)

RENO, NEVADA: CF officials recently announced that the CF transported a record, 5,000,000 passengers in the last Fiscal Year. In mid October a representation election was scheduled to be held at which time about 150 CT operations and maintenance employees were scheduled to vote on whether or not to be represented by the Teamsters Union. Complaints have included low wages and certain unsafe conditions. CF's parent, the Regional Transportation Commission of Washoe County, is considering studying the construction of a monorail system for the Reno area. Other than in amusement parks the are no operating monorails in this country and the RTC would almost need to reinvent the wheel.

SUN CITY AREA TRANSIT (SCAT)

EL PASO, TEXAS: On October 25th a series of service reductions was implemented by SCAT to stay within the authorized budget for this year. Three lines were eliminated - 1-EASTSIDE EXPRESS, 2-NORTHEAST EXPRESS and 59-HELP VIA FARAH. Saturday service was dropped on 6A-TIGUA while Sunday operations were dropped on 12-COUNTRY CLUB, 32-BEAUMONT, 36-HIGHLAND, 62-PASO-DALE and 63-LOMA TERRACE. Weekdays and Saturdays the 12 was rerouted away from Paisano Drive and onto Mesa Street, Mesa Hills Drive and Sunland Park Drive and offering two hour headways between 935AM and 335PM weekdays and all day Saturday. On 23-DELTA/24-SECOND WARD line 24 lost weekday midday and all day Saturday service. Weekend frequency also reduced on 40-SUN VALLEY/RUSHING and 41-SUN VALLEY/MCCOMBS - on Saturdays headways reduced from 32 to 52 minutely (5 to 3 buses) and on Sunday headways reduced from 50 to 77 minutely (3 to 2 buses). Line 62 was decreased from 60 to 70 minutely weekdays and Saturdays and 63 weekdays was reduced from 40 to 50 minutes. In September the El Paso City Council created a mass transit department to be headed by council representatives which has the power to ask for the ½ cent sales tax surcharge to pay for supporting a transit system and such an election has been set for November 3rd. Increasing the sales tax is expected to produce about $10 million annually. Without the tax the future of the city's bus system is in jeopardy as federal funds continue to shrink and the city is more reluctant, each year, to divert city funds into transit.

REPEAL OF FUEL TAX EXEMPTION IS DEFEATED

WASHINGTON, D.C.: An opposition effort led by transit systems, a number of associations and local elected officials was successful in defeating a proposal to remove the federal fuel tax exemption for transit buses and other vehicles operated by state and local governments. The measure would have made transit systems liable for the full federal tax of 15¢ per gallon on diesel fuel and 9¢ on gasoline beginning 1/1/88. This would have meant, nationally, a cost of $90 million which is equivalent to a ten per cent reduction in total federal operating assistance.

TRANSIT AND DEFICIT REDUCTION MEASURES

WASHINGTON, D.C.: House and Senate tax writing committees have approved separate plans proposing many tax changes intended to raise revenue and help mitigate the impact of $23 billion in mandatory deficit reduction required by Gramm-Rudman-Hollings balanced budget law. Although this impacts transit, the President issued an order that poses a greater threat to the industry by placing the $23 billion in federal spending in escrow under terms of G-R-H. Included is $306 million in federal transit aid. At the present time administration and congressional teams are working to reach comprises of taxes and revenue and the final impacts are unknown.

CITIFARE UPDATE

RENO, NEVADA: CF employees recently voted to join the Teamsters Union. Membership in the union will not be required, but the union will be negotiating for all the employee job classifications in the bargaining unit.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
-NEW-				
Mark IV Charter Lines	(450	MCI	96A2/FP0450425	
	(451-453	MCI	102A3/GP0450903-450905	
Western Greyhound Lines	(7000-7024	TMC	102A3/HR005783-5786, 5789-5794,	
	(		5808-5811, 5862-5872	
Golden Gate Transit	402	MCI	102A3/HP0451207	lift equipped
Starline Sightseeing Tours	STAR 69	TMC	102A3/HR006032	
-USED-				
Gray Line of Los Angeles	(4777-1 -	MCI	MC8/1705,1735,1737,1815	GL 5517,5547,5549,
	(4777-15		1818,1851,1863,1946	4627,4630,1085,
			1948,2017,1793,1826	1097,7787,7789,
			1690,1755,1927	4665,4605,4638,
				5502,5567,7768
Carson Circuit	702-703	Ford	Econ350/Escort II	Whittier Transit 702-703
Transit Contractors	810	Dodge	Wide One Van	San Pedro Transport 810
-DISPOSITIONS-				
Roberts Holiday Lines	804	Eagle	AE10/30544	to Mid American Coaches 190
California Charter Buses	4502	Prevost	LM103-2718-80	to Mid American Coaches 199

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AMBUS TRAIN CONNECTING SERVICE (AMBUS)

SACRAMENTO: Presently there are four daily round trips on the SANTA BARBARA-VENTURA-LOS ANGELES route (two from Santa Barbara and two as far as Ventura) connecting at Union Station with SAN DIEGAN trains. At a future date Trains 774 (Depart Los Angeles 1045AM) and 783 (Depart San Diego 445PM) will be extended to Santa Barbara with intermediate points. At that time bus schedules will change and when rail service starts at Van Nuys and Ventura connecting buses will stop at AMTRAK stations.

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