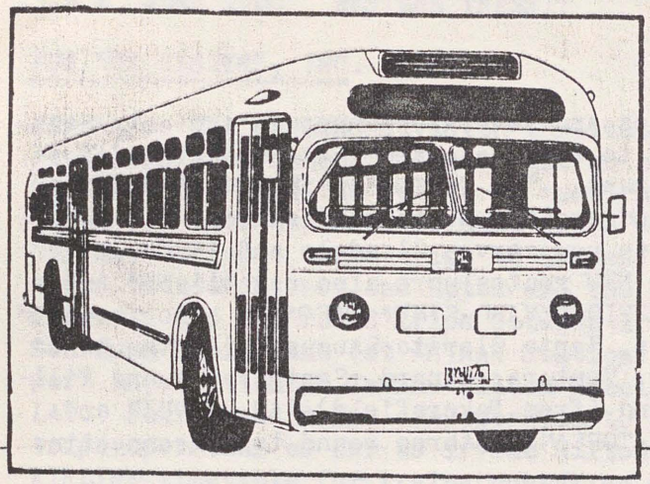


Western Transit

Monthly Publication of The Western Transit Society

OUR 25TH YEAR

VOL. 26 NO. 6 JUNE 1988

AIRPORTCOACH (GROUND SYSTEMS, INC d/b/a)

ANAHEIM: In late April PINETREE SERVICE CORPORATION d/b/a AIRPORTCOACH and GROUND SYSTEMS, INC d/b/a AIRPORTCOACH filed an application with the Public Utilities Commission to transfer Certificate of Public Convenience and Necessity PSC 1152, held by PINETREE to GROUND SYSTEMS. This PSC allows the transportation of passengers and their baggage between certain points in Orange, Riverside, San Bernardino, San Diego and Los Angeles Counties, on one hand, and Los Angeles International Airport, Orange County Airport, Long Beach Airport and Ontario International Airport, on the other, plus shuttle service from the cities of Anaheim and Buena Park to Orange County Airport and other terminal points. A number of officials of GSI previously held executive positions with the former AIRPORT SERVICE, INC. The Commission was requested to grant the transfer by ex parte order (without hearing) and to authorize interim operations by GSI pending final disposition by the Commission. PINETREE is now phasing itself out of the passenger transportation business and concentrating its efforts in other industries. PINETREE TRANSPORTATION was sold to LAIDLAW TRANSIT a few years ago and CALIFORNIA CHARTER BUSES is apparently now operated by DAVE SYSTEMS, INC. GSI is to have a fleet of twelve TMC/MCI MC-8 motor coaches and eight new Econoline 350 XLT Wagons seating seven passengers. Routes operated include ANAHEIM/DISNEYLAND-LONG BEACH AIRPORT-LOS ANGELES INTERNATIONAL AIRPORT (twenty round trips using five buses) and ANAHEIM/DISNEYLAND-ORANGE COUNTY AIRPORT (seventeen round trips using two buses). Also operated are ANAHEIM/DISNEYLAND-BREA MALL-ONTARIO INTERNATIONAL AIRPORT (two round trips) and Anaheim area on call service using approximately four Ford wagons. The PALM DESERT-PALMS SPRINGS-SAN BERNARDINO-RIVERSIDE-ONTARIO INTERNATIONAL AIRPORT-LOS ANGELES INTERNATIONAL AIRPORT route is also operated (four round trips using two buses). During the first half of May GSI was operating the system as described above and the Anaheim area terminal was moved from the Hyatt Alicante Hotel to the Anaheim Hyatt House at Freedman Way and Harbor Boulevard. A portable building has been constructed on the grounds and acts as a ticket office and work station for employees. The Anaheim area on call van service operates to and from this point. On May 13th FUNBUS SYSTEMS, INC., operator of AIRLINK, filed an application with the PUC to have GSI cease and desist from providing airport service without Commission authorization. July 6th has been set as a hearing date for the application to transfer the certificate from PSC to GSI and to hear FBI's arguments for a cease and desist order. GSI has already announced plans to increase service on its present routes. The previous AIRPORTCOACH operated a number of different routes in its three years of operation including an extensive amount of service in San Diego County and south Orange County which was reported through the pages of WT.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: Beginning last February 6th Line 33-STANYAN was extended from Haight & Stanyan to Sacramento & Cherry via Stanyan, Fulton, Arguello, Sacramento, Maple and California providing the first ever service on Arguello.

AMBUS TRAIN CONNECTING SERVICE (AMBUS)

SACRAMENTO: May 15th brought the summer AMTRAK schedules and several changes in the connecting bus services. The SAN JOSE-STOCKTON route was extended to originate/terminate in Palo Alto at CalTrain Station and also serve Tracy at Denny's Restaurant. The CHICO-SACRAMENTO-STOCKTON route now serves Woodland with the morning southbound and evening northbound schedules as Woodland-Stockton trips. The BAKERSFIELD-INLAND EMPIRE route now serves Glendale and it was extended from Riverside to Corona at Yum Yum Donuts. Two NEW routes were also established and they are BAKERSFIELD-VAN NUYS-THOUSAND OAKS and BAKERSFIELD-OXNARD-SANTA BARBARA. The Thousand Oaks route also serves Simi Valley, Chatsworth, Van Nuys, Santa Clarita-Saugus while the Santa Barbara route serves U. C. Santa Barbara, Santa Barbara, Ventura, Oxnard, Santa Paula and Fillmore. These two routes connect with the 3:45PM northbound (from Bakersfield) SAN JOAQUIN and the 1:40PM southbound arrival. The SANTA ANA-LONG BEACH-TORRANCE (three round trips connecting with San Diegans) was discontinued.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT (SBMTD)

SANTA BARBARA: A new small bus is now plying the streets of Santa Barbara. Called the "Villager" it is a 30 foot bus only 90 inches wide. The Villagers were built by a consortium of manufacturers and suppliers. Stewart and Stevenson Power, Inc. of Denver was responsible for overall engineering and contract adherance and supplied engines, transmissions and other power components. The buses were assembled by Bus Manufacturing USA of Santa Barbara with chassis shipped from the Walter Vetter Company in Germany. The buses are in the new SBMTD colors of all white body with yellow roof with lettering MTD-Santa Barbara. There are 26 upholstered seats in a brown/tan/orange design mostly longitudinal ahead of rear door and forward facing in the back. Interiors are white, the units are not air conditioned but there are four roof fans and windows that open. There are also two roof hatches. The buses have a two stream front door and rear door wheelchair lift and have curtain front headsigns with electronic side signs. Fifteen of the buses have been ordered to be numbered in the 300 series and they have been observed in service on Lines 8-CALLE REAL, 9-GOLETA-UCSB and 22-OLD MISSION.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

SANTA ANA: The new Gillig Phantom buses (WT 5/88) are now being placed into service and the 1600 series Flxibles are being withdrawn. Bus #1632 was the first to go into service on Bus Run 4357 on HARBOR BOULEVARD on May 25th. On May 29th #1625 was on BR 1702 on ANAHEIM BOULEVARD and 4134 was on BR 4998 on STATE COLLEGE BOULEVARD. On June 2nd #1630 was on BR 3005 on ORANGETHORPE AVENUE. By theweekend of June 4/5 ten of the new buses were on the road. The new buses will be phased in over the summer and changes in the accessible bus network are scheduled for September when the 4100s and the retrofitted 4000s and 4500s should all have lifts.

The Summer Shake Up is scheduled for June 19th. Largest changes include reinstitution of Line 93-ALICIA PARKWAY-MISSION VIEJO operating from Laguna Hills Transit Center via Paseo de Valencia, Alicia, Trabuco, Marguerite to Santa Margarita Road. Operates hourly using one 1600 series bus from Division 7. Headways were increased from 90 to 45 minutely and a branch was established along Magnolia and La Palma on Line 44-FULLERTON-DISNEYLAND VIA BALL ROAD. Line 61-SANTA ANA-FASHION ISLAND VIA JAMBOREE ROAD was rerouted in southeast Santa Ana along Chestnut, Lyon and McFadden instead of directly along Grand to replace the peak hour extension of 64-BOLSA AVENUE to Ritchey and Edinger which was discontinued. 161-TRASK-NEWLAND was suspended for the summer and a 35 minute end to end weekday headway is in place on 65-SANTA ANA-IRVINE-BALBOA. When Line 100-ANAHEIM STADIUM SERVICE returns for the fall football season the 100F branch from Fullerton Park & Ride will not return.

25TH ANNIVERSARY DINNER ON JUNE 11TH IN CONJUNCTION WITH WEST COAST MOTOR COACH MUSEUM

25TH ANNIVERSARY SPECIAL EXCURSION ON AUGUST 20TH

FUN BUS SYSTEMS, INC. (FBS)

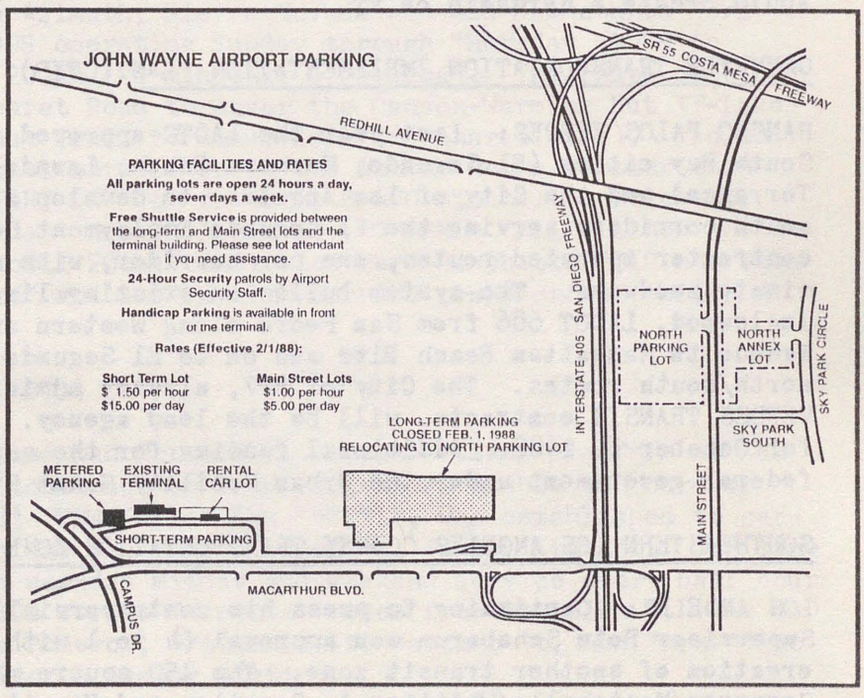
ANAHEIM: The AIRLINK division instituted a number of changes on May 8th including two extensions and the rumored discontinuation of the LAX-WILSHIRE DISTRICT and LAX-HOLLYWOOD-UNIVERSAL CITY routes (this has yet to be confirmed at press time - Ed.) The DISNEYLAND-BUENA PARK-LAX route has been expanded to also serve Buena Park's Hampton Hotel and La Palma's Days Inn. Service includes three trips to LAX and five from LAX serving all points and two express round trips between Disneyland Hotel and the Long Beach Airport. The SOUTHCOAST-LAX route, which formerly had ten round trips between Irvine and points north to/from LAX was extended to serve San Juan Capistrano (at AMTRAK Station) and Laguna Hills (at Hyatt Lodge) and Long Beach Airport in addition to Irvine Hilton Hotel, Orange County Airport, South Coast Plaza Hotel and LAX. Four round trips are operated to and from San Juan Capistrano with two additional round trips operating as far as Irvine Hilton Hotel. Trip times and connections are shown on the AIRLINK timetable for trains operating on AMTRAK's SAN DIEGAN line from San Diego, Del Mar, Oceanside and San Clemente, believed to be a first for an airport operation publication.

MAIN PLACE SHOPPER SHUTTLE (MPSS)

SANTA ANA: The MPSS service, implemented during February (WT 3/88), has been altered and the adult one way fare has been increased to $2.50. Service hours are now weekdays and Saturdays 900AM to 500PM and on Sundays between 1000AM and 500PM. The pick up/discharge points in the Disneyland area now include Hotel Ibis, Grand Hotel, Howard Johnsons, Disneyland Hotel at AIRLINK terminal, Emerald, Magic Carpet/Magic Lamp, Anaheim Hilton, Anaheim Marriott, Quality Inn and Holiday Inn. FUN BUS SYSTEMS, INC., the firm that operates this service under contract is now using a Ford Econoline/Escort twenty passenger vehicle decorated for the shopping center.

JOHN WAYNE AIRPORT PARKING SHUTTLE (JWAPS)

IRVINE: The John Wayne/Orange County Airport is beginning to undergo an expansion of the terminal building which caused the former long term parking lot just north of the terminal to be closed permanently on February 1st with a second lot to be called North Annex Lot opened on Main St (see map). Shuttle service is now also provided to and from the Annex Lot and AMPCO Parking Company, operators of the parking lots and shuttles added three buses, #5-#7, all Chevy Van 30/Escort II, to its fleet. Service continues to be operated between the Main Street Parking Lot and the airport as well. Buses are free after paying for parking which is $1.00 per hour or $5.00 per day.



REQUESTS FOR PROPOSAL TO SUPPLY NEW TRANSIT BUSES

SAN DIEGO and STOCKTON: The County of San Diego for COUNTY TRANSIT SYSTEM has requested bids for seventeen 35 foot lift equipped buses and STOCKTON METROPOLITAN TRANSIT DISTRICT is seeking 17 new small heavy duty buses utilizing the competitive negotiation procedures process.

* JUNE

SAN GABRIEL VALLEY TRANSPORTATION ZONE (FOOTHILL TRANSIT)

GLENDORA: At the first board meeting of SGVTZ the Board voted 12 to 8 to maintain the same fare structure as RTD for at least the first six months of operation. County Supervisor Pete Schabarum, acknowledged as the zone's most vocal advocate, voted with the minority stating fares may be reduced after initial savings are realized. Following the RTD Board's late May vote to increase the basic fare from 85¢ to $1.10 with increases in distance steps and passes and other rates, SGVTZ directors again met and proposed their own fare structure - 90¢ basic fare ($30 monthly passes) and $2.70 fares ($90 passes) on Lines 495-DIAMOND BAR and 498-GLENDORA-EASTLAND (Ed. Note - it is not presently known how or if FT will create its own fare mechanisms as original plans called for RTD fare mechanisms to be honored).

Earlier this year United Transportation Union which represents RTD bus operators and Amalgamated Transit Union which represents maintenance employees indicated their plans to seek a restraining order to prevent SGVTZ from assuming operations of current RTD services (WT 2/88). Plans have been underway for some time for RTD to discontinue and FT to assume operations of Lines 495 and 498 on July 1st. On June 10th Superior Court Judge Eli Chernow continued the hearing on the union's petition until June 14th. The unions were requesting blocking the transfer until RTD negotiated provisions for those employees adversly affected by the move and that the transfer be conditioned on a promise that the private contractor will abide by existing RTD labor agreements and to bar the Los Angeles County Transportation Commission from cutting off RTD funding if the transfer is not made by July 1st. On June 14th Judge Chernow ruled that the LACTC is temporarily barred from taking over the RTD routes and having the service operated by a different provider. LACTC attorney John Powers said that he would appeal the injunction, but this presumably would halt LACTC's plans to change providers on July 1st. RTD attorney Richard Katzman said that it was unlikely RTD would discontinue the two express lines in question. Testimony in the court proceedings suggested that FT had already procured the needed additional buses and hired a number of new employees and this change would create a hardship on FT.

COMMUTER TRANSPORTATION IMPLEMENTATION PLAN (CTIP)

RANCHO PALOS VERDES: Last year the LACTC approved funding for a joint effort between six South Bay cities (El Segundo, Hermosa Beach, Lawndale, Rancho Palos Verdes, Redondo Beach and Torrance) and the City of Los Angeles to develop a commuter service plan along th ee north/south corridors serving the El Segundo Employment Center. The plan selected consists of three contractor operated routes, one per corridor, with six trips provided each peak period with 20 minute headways. The system builds on existing lines - RTD Line 685 along Hawthorne, Anza and Inglewood, LADOT 686 from San Pedro along Western and the former HER-MAN line from Catalina Avenue to Manhattan Beach Blvd and on to El Segundo. Eventually, the system could include 14 north/south routes. The City of RPV, already administering the Peninsula Dial-A-Ride and PALOS VERDES TRANSIT contracts, will be the lead agency. Implementation of this program is slated for October 1, 1988. Additional funding for the service is being sought by LACTC from the federal government under the Urban Mobility Grant Program.

SOUTHEASTERN LOS ANGELES COUNTY TRANSPORTATION ZONE

LOS ANGELES: Continuing to press his controversial drive to break up the SCRTD system County Supervisor Pete Schabarum won approval (4 to 1 with Supervisor Ed Edelman voting no) to study creation of another transit zone. The 150 square mile area to be studied includes cities from Commerce/Montebello/Whittier to Cerritos and Hawaiian Gardens. The County Department of Public Works will be conducting a feasibility study of service eligible to be operated by the zone along with available revenues. Existing transit operators in this area include RTD, MONTEBELLO MUNICIPAL BUS LINES, COMMERCE MUNICIPAL BUS LINES, WHITTIER TRANSIT SYSTEM, NORWALK TRANSIT SYSTEM, LONG BEACH TRANSIT and several community based Dial A Ride networks.

ROSTER OF THE MONTH

VALLEJO TRANSIT LINES
Vallejo, California

FLEET #'S	MFGR	MODEL	SERIAL #'S	YEAR	NOTES
31-32	GMC	TDH-5301	2024,2040	1961	Ex ACT 562,578
33-34	GMC	TDH-5304	272,268	1963	Ex ACT 305,301
35-36	GMC	TDH-4519	462,469	1964	Ex ACT 765,772
37-38	GMC	TDH-4519	472,467	1964	Ex ACT 775,770
39	GMC	TDH-4521A	500	1969	Ex LBT 4581
40-53	GMC	TDH-4523N	1559-1572	1975	
*54-58	Gillig	3596T6V92	C1080213-217	1982	
*59-61	Gillig	4096TB6V92	H1081598-600	1987	

Lift Equipped
ACT-AC Transit
LBT-Long Beach Transit

MAMMOTH AREA TRANSIT (MAT)

MAMMOTH LAKES: Service for the 1987-88 ski season began on December 6, 1987 on the same routes as established in 1985-86: RED-MAIN LODGE-SNOWCREEK, BLUE-WARMING HUT II-LAKEWOOD-CANYON LOOP, GREEN-OLD MAMMOTH RD-CHAIRS 15 & 24 and YELLOW-CHAIRS 15 & 24-WARMING HUT II, with daily service operated 700AM to 530PM on all four lines (previously GREEN had started at 730AM and YELLOW operated 900-1000AM, 1230-130PM and 330-530PM). A cw loop was added to GREEN at its southern end from Meridian via Azimuth, Sierra Nevada and Old Mammoth to Meridian. Also added was a new NIGHT SHUTTLE BUS operating Sunday through Thursday 530PM to midnight and Friday-Saturday from 530PM to 200AM (20 minutely - 2 buses). The route combined the complete RED Line with a detour off Minaret Road to cover the Canyon-Warming Hut II-Lakewood BLUE Line loop (less the Hillside-Forest Trail terminal loop at Minaret Road). Due to the less-than-normal winter snowfall, seasonal service ended one to two weeks earlier than usual with last service days as follows: NIGHT SHUTTLE on April 2 (60 minutely service for Mammoth Lodge guests continued Friday/Saturday through April 16), GREEN & YELLOW Lines April 3rd, BLUE Line April 10th and RED Line on April 20th. Chevrolet-Ward Coachette #P10 has been repainted and lettered "Small World Day Care" and saw regular service transporting children to and from the local day care center.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT (RTD)

LOS ANGELES: Beginning May 23rd the eastbound San Bernardino Freeway Busway platform at Cal State University Station was closed due to construction with passengers unable to board or alight buses there. A shuttle line, 600/483-BUSWAY STATIONS SHUTTLE, was established to carry passengers between the Cal State Station and the General Hospital Busway Station. The line operated daily between 700AM and 700PM with weekday midday and weekend service every half hour and 15 minute weekday peak service using 4100 series Carpenter buses from Division 3. The 600 was routed from Hospital Busway Station via Pomeroy, Brittania St, Marengo St, San Bernardino Freeway, Ramona Blvd, Campus Dr, Circle Drive to Busway Station.

The RTD Board recently approved a $54 million purchase of thirty stainless steel rail cars for Metro Rail from the Italian firm of Breda Costruzioni Ferroviarie. Decisions on seating arrangements will be made in the coming months. Breda has built subway cars for WASHINGTON AREA METROPOLITAN TRANSIT AUTHORITY and GREATER CLEVELAND REGIONAL TRANSIT AUTHORITY. Initial service on the first 4.4 mile segment of Metro Rail (Union Station to Wilshire & Alvarado) is now scheduled for January 1993.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: During the week of April 25 to 29 GGT tested the 46 foot demonstrator model of the Super Bus on tw of its commute routes. This unit has a lavatory and a sink in the back but GGT indicated that these features would not be expected to be included if they were to consider purchasing any of the large buses. The purpose of the demonstration was to test the passengers reactions and to allow GGT personnel an opportunity to evaluate the operating characteristics of the Super Bus. The bus worked on four one way trips - in the morning first on Line 74-SANTA ROSA-ROHNERT PARK-SAN FRANCISCO departing Piner & Industrial at 558AM, serving Rohnert Park Expressway Park & Ride at 615AM, then operating non stop to the Golden Gate Bridge Toll Plaza and then serve all San Francisco stops on the Financial District routing arriving Main and Folsom Streets at 750AM. Then the bus off routed back to Marin County to operate a trip on Line 4-MANZANITA PARK & RIDE-SAN FRANCISCO departing the Park & Ride at 830AM arriving Main and Folsom at 911AM. In the afternoon the bus worked a Line 4 trip at 302PM returning to operate a 74 trip departing San Francisco at 426PM.

SOUTH TAHOE AREA GROUND EXPRESS (STAGE)

SOUTH LAKE TAHOE: On September 8, 1987 STAGE, operated by Area Transit Management, Inc. (ATM), an employee cooperative, effected a system route renumbering and added a fifth line. The renumbering (somewhat less mind boggling than before) is as follows: 10-STATELINE-PIONEER TRAIL-BARTON HOSP-D ST-SIERRA BLVD is former 25, 50-STATELINE-AL TAHOE-TAHOE ISLAND-GARDINER MTN-D ST is former 28, 30-STATELINE-GLENWOOD-SIERRA BLVD-'Y' AREA is former 31 and 05-STATELINE-AL TAHOE-TAHOE ISLAND-GARDINER MTN-D ST is former 25/28. Schedules remain the same (hourly and one bus on each line) with #10 running weekdays 631AM to 735PM, #50 weekdays 608AM to 821PM, #30 daily around the clock and #05 weekdays 710PM to 610AM (graveyard only) and around the clock weekends and holidays. Added was 30-EXPRESS-STATELINE-'Y' AREA-GARDINER MTN-BARTON HOSP which runs from Stateline & US 50 (Lake Tahoe Blvd) via Stateline, Pine, Park US 50, F St, Tata, Lake Tahoe Blvd, Cal 89, 15th St, Glorene, 13th, Taylor, 10th, Cal 89, B St, South, 2nd and US 50 to Stateline. The two loops in the Y Area allow riders to move north and south about the Y Area without transferring. Operates weekdays 647AM to 703PM from Y Area and hourly from Stateline 730AM to 630PM using one bus. In late April 1988 the active STAGE fleet appeared to consist of Mercedes Benz 0309Ds #3051-3052 and Gillig Phantom 3096TP6V92s #3046-3048 with GMC T7H603 #3036 in reserve and M/B 0309D #3013 stored out of service. T7H603s #3035 and 3037 and T7060Hs #3043 and 3044 are believed to have been sold recently to CITIFARE in Reno based on information received although there was some conflict in serial numbers involved. ATM again operated the Sierra Ski Ranch Free Ski Shuttle Service during the 1987-88 season with the fleet expanded from 2 to 4 Ford/Wayne school bus types. Improved service called for hourly departures from Stateline via U.S. 50 to the ski area from 800AM to 1200 Noon (five trips) with return schedules from Sierra Ski Ranch at 200PM, 330PM and 500PM.

HEAVENLY VALLEY FREE SKI SHUTTLE (HVSS)

SOUTH LAKE TAHOE: The 1987-88 ski season service was resumed on the same four routes as before-RED FLAG-BIJOU LOOP, YELLOW FLAG-STATELINE LOOP and GREEN FLAG-PIONEER-CASINO LOOP to the California side base lodge (30 minutely 830AM-515PM) and CASINO LOOP-NEVADA to the Nevada side base lodge (60 minutely 830AM-515PM) with weekend and holiday service beginning on all lines at 8 AM.

DASH/VENICE (DASH)

LOS ANGELES: The shuttle service to Venice Beach began its second summer of service on May 29 and will run through September 5th operating between 900AM and 900PM on a 15 minute headway. People who park their cars in City Parking Lot #739 at Venice and Washington Blvds (starting point of the line) ride DASH for free while all others are charged 25¢. Auto parking costs $3 for the day. Two DASH buses (three axle Econoline 350/Champion vehicles) are being used for this service.

LAS VEGAS-TONOPAH-RENO STAGE LINE, INC. (LTR)

LAS VEGAS, NEVADA: LTR reduced service between Reno and Phoenix via Las Vegas from two daily round trips to one round trip. With this schedule change comes the complete abandonment of service between Schurz and Fallon (40 miles with little or no population). A similar change was made last year (WT 4/87, 7/87) but was recinded after a short period of time. This change became effective on May 29th.

SEE TAHOE TOURS (Earl E. Kladstrup d/b/a) (STT)

RENO, NEVADA: STT has filed an application seeking a 9.2 per cent increase in passenger fares between the Reno International Airport and North Shore Lake Tahoe.

LAIDLAW LIMITED (LL)

TORONTO, ONTARIO, CANADA: LAIDLAW TRANSPORTATION, North America's largest school bus operator, was recently sold to the Canadian Pacific for an estimated $404 million ($500 million Canadian). Michael DeGroote, who started the firm thirty years ago and built it into a major force in North American transportation and waste disposal, wanted to sell the combined firm but was not able to find a perspective bidder. CP has indicated that it may increase its stake in LAIDLAW but there are no plans to change any of the operations. LAIDLAW TRANSIT, INC. has many school bus contracts throughout the west as well as being a transit management firm in a number of communities.

REGIONAL TRANSPORTATION DISTRICT (RTD)

DENVER, COLORADO: RTD, Denver's bus agency, has eighteen months to "privatize" twenty per cent of its operations under a bill recently signed by Colorado Governor Roy Romer. The Amalgamated Transit Union's national office is expected to challenge the measure in federal court. State Senator Terry Considine said the bill prohibits firing any RTD employee to accomplish privatization but ATU's Mary Perez, president of Local 1001, disagrees. Perez has said that while the bill says no layoffs what would be done with 180 drivers if there was no work for them ? RTD General Manager Ed Colby and his staff have been studying ways to prepare for privatization. Portions of all services (local, special and special) are expected to be involved. Although there have been estimates of how much money would be saved by a change in providers no one is willing to predict dollars until there has been some experience.

TRANSIT CONSTRUCTION AUTHORITY (TCA)

DENVER, COLORADO: The TCA was created last year by the Colorado legislature to finance and build a rapid transit system between downtown Denver and northern Douglas County and was given the authority to impose two taxes, an employee head tax which has already been assessed and a property tax. There is no limit to the amount TCA can levy and, as a result, a group of business owners has formed the Association for Constructive Taxation to file a lawsuit challenging the authority of an appointed body to tax. Meanwhile, two state senators, Dottie Wham of Denver and Steve Durham of Colorado Springs, have both introduced bills which would delay or eliminate TCA authority to tax.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: The RTA Board recently approved a $7.7 million budget for next year that includes reinstatement this summer of the LAKE PERRIS SHUTTLE Line 11 operating three round trips Wednesday through Saturday. Other changes planned for this year could include a bus route linking Corona and Norco and extending 29-RUBIDOUX into the Belltown area. Also approved was a four year contract with ATE Management and Service Company to continue to provide management services for the agency.

EQUIPMENT REPORT

PROPERTY	FLEET NOS	BUILDER	MODEL/SERIAL	NOTES
-NEW-				
Gardena Municipal Bus Lines	760-766	Flxible	40102-6T/JD098849-854	
	767-768	Flxible	40102-6T/JD098856-857	
Orange County Transit Dist	4101-4122	Gillig	4096TB/L10/J1082148-169	1
	4123-4152	Gillig	4096TB/L10/J1082118-147	2
	4153-4167	Gillig	4096TB6V92T/J1082178-192	3
Orange Unified School Dist	9,19	Gillig	SB6V92T-15/H1030207,210	
B.B. King	---	Van Hool	Acron Magnum/15791	
Fiesta Leasing	156	MCI	MC-9/---	
Mark IV Charter Lines	144M-145M	Crown	A-426/HC102200,---	
Airport Coach (Anaheim)	801-808	Ford	Econoline 350 XLT/---	
-USED-				
Airport Coach (Anaheim)	7701-7702	TMC	MC-8/1705,1818	4
	7703-7704	TMC	MC-8/1847,1690	5
	7705-7706	TMC	MC-8/1735,-----	5
	7707-7708	TMC	MC-8/-----,1851	5
	7709	TMC	MC-8/-----	5
America West Stages	821,823	Flxible	111DC-D06-1/57114,57113	6
	824	Flxible	45102-8-1/57605	7
Bridgewater Transport (AZ)	204	MCI	MC-7/U8301/S10506	8
	221	MCI	MC-8/U32630/S13152	9
	222	MCI	MC-8/U------/S13557	10
	224	TMC	MC-8/2067	11
	251	MCI	MC-9/U38164/S15321	12
Western Coach Service (NV)	---	TMC	MC-8/2034	13
Cote Distribution Systems	664	TMC	MC-8/1072	14
(Portland, OR)	668-669	TMC	MC-8/1084,1087	14
	671-672	TMC	MC-8/1061,1076	14
Tiffany Tours	26	MCI	MC-8/U32270/S12742	15
South Bay Coach	217	TMC	MC-8/1961	16
Hot Dogger Tours	531	TMC	MC-8/1337	17
South Coast Plaza Shuttle	---	GMC	T7W603/A022	18
Pacific Coast Sightseeing	4721-4722	MCI	MC-9/EP038757-758	19
Tri-Star	304	MCI	MC-8/U31863/S11745	20
Great Dane Bus Lines	510	MCI	MC-9/U34881/S14477	21
Silver State Coach	115	TMC	MC-8/1295	22
Rallye Lines	718	Eagle	AE10/---	23

NOTES
1) ZF Transmission. 2) Voith Transmission. 3) Allison Transmission. 4) Ex GLW 5517,4630 ex-GLOLA 4777-5. 5) Ex GLW 1081,5502,5547,-----,-----,1085,-----. 6) Ex OCTD 1315,1314. 7) Ex OCTD 1502. 8) Ex GLE 4365. 9) Ex Winfield Bus Service (KS) 969. 10) Ex ---. 11) Ex GLW 7898. 12) Ex ---. 13) Ex GLW 7865. 14) Ex Roberts same numbers, ex GLW 2430,2442,2445,2419,2434. 15) Ex Salt Lake Transportation Co. (UT) 27242. 16) Ex GLW 7802. 17) Ex GLW 7761. 18) Operated by Pacific Coast-Ex Hertz. 19) Ex Continental Golden Charter 35,36. 20) Ex Roberts 615. 21) Ex Shortway 462. 22) Ex GLW 7699. 23) Ex Trailways ---.

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