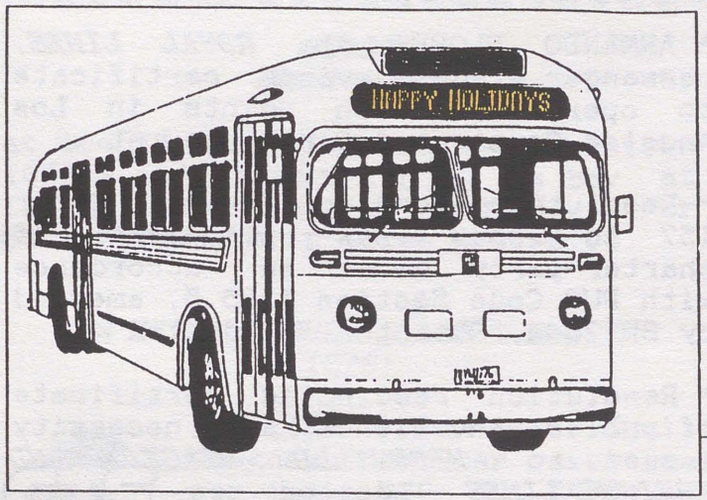


Western Transit



VOL. 28, NO. 12 DECEMBER 1990

MEXICOACH

SAN DIEGO: NEW privately owned and operated bus service between the San Ysidro International Border Trolley Station and downtown Tijuana began on September 9th as MC, with assistance and promotion thru the METROPOLITAN TRANSIT DEVELOPMENT BOARD, inaugurated a daily schedule providing half hourly headways between 900AM and 900PM using three buses, AM General 10235B-8 units, formerly of OMNITRANS. 1100, 1107 and a third bus have been observed. *(Ed. Note - since three buses are required to maintain the schedule there may be a few more as spares.)*

The fare is $1.00 each way although only round trip tickets are sold which include coupons for discounts at certain businesses in town. Bus operators make change and the fare collection system is a cigar box.

The route of the SAN YSIDRO-TIJUANA line is from the San Ysidro bus stop via San Ysidro Blvd, Camino De La Plaza, Interstate 5 thru the International Border into Ave. Paseo Tijuana (into and thru Pueblo Amigo Shopping Center), Ave. Del Centenario, Ave. Independencia, Calle Ignacio Zaragosa, Ave. Revolucion and Gallana to Madero and the off street terminal which houses the FIVE STAR TOURS terminal - FST is a dba of MEXICOACH. The return route is via Madero, Calle Juan Sarabia, Ave. Independencia, Ave. Del Centenario into the Border crossing Bus Only Lane (including a stop at the U. S. Border Crossing station) and San Ysidro Blvd to the San Ysidro bus stop.

FIVE STAR TOURS
(MEXICOACH dba)

SAN DIEGO: At the same time as sister company MEXICOACH inaugurated its new service between San Ysidro and Tijuana FST reduced its SAN DIEGO-TIJUANA route to an approximate two hour headway from hourly. FST operates between AMTRAK/Santa Fe Depot, San Diego Convention Center and Tijuana (FST Terminal) primarily via Interstate 5 and using the special bus lane when crossing the border. Trips depart San Diego at 900AM, 1100AM, 100PM, 400PM and 600PM with trips from Tijuana at 1000AM, 1200PM, 230PM, 500PM and 700PM. One way adult fare is $5.25 and $3.25 for children with round trips at $10/$6. FST also operates three tours - TIJUANA SHOPPING, SEA WORLD and SAN DIEGO ZOO for individuals and four different group tours to Mexico, ENSENADA ALL DAY, ROSARITO BEACH, PUERTO NUEVO (LOBSTER) and TIJUANA NIGHT OUTS.

GRAY LINE OF SAN DIEGO
(GLOSD)

SAN DIEGO: GLOSD, in conjunction with Promote La Jolla, Inc., is now offering a two route shopping shuttle of La Jolla on Tuesday, Thursday and Saturday. Route 1 departs the San Diego Marriott 930AM serving the Ramada Inn Downtown and returning at 230PM. Route 2 leaves Omni Hotel

(Continued on Page 3)

PUBLIC UTILITIES COMMISSION (PUC)

SAN FRANCISCO: Below are applications before and/or decisions of the *California Public Utilities Commission:*

* Boris Dinerman, et al, passenger stage on-call, door-to-door services certificate between points in City and County of San Francisco, et al and San Francisco International Airport - Granted PSC 6716

* John E Kindt, Jr, establish a zone of rate freedom of plus or minus $5 - Granted

* *PENINSULA CHARTER LINES* abandon its passenger stage services certificate to operate between San Francisco & Palo Alto - Granted

* *BAYPORTER EXPRESS* establish a zone of rate freedom of plus or minus of $5 to $15 - Granted

* *VALLEY AIRPORT SHUTTLE* establish a zone of rate freedom of -$2 to +$10 for service between points in Southern California and Los Angeles International Airport, et al - Granted

* Sami Shabaan dba *E Z WAY OUT SHUTTLE SERVICE OF HAYWARD*, passenger stage on-call services certificate to operate between Turlock, et al and Oakland International Airport

* *TRAVIS EXPRESS INC*, establish a zone of rate freedom of no more than $7 and no less than $5 for its passenger stage certificated service area

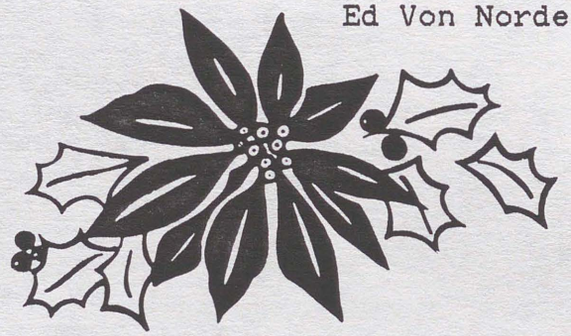
* ARMANDO FLORES dba *ROYAL LINES*, passenger stage services certificate to operate between points in Los Angeles County and San Diego, et al

* Resolution amending General Order 157 to show new placement of charter-party decal in accordance with PUC Code Section 5385.5, amended by SB 2044, Rosenthal - Adopted

* Resolution rescinding certificate of public convenience and necessity issued to *KERRVILLE STAGE AND FREIGHT LINES* - Adopted

WT STAFF FOR THIS MERRY MONTH

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GLOSD
(Continued)

at 1045AM, Embassy Suites Downtown 1050AM and Holiday Inn On The Bay at 1100AM returning at 330PM. Per person round trip fares are $6.00.

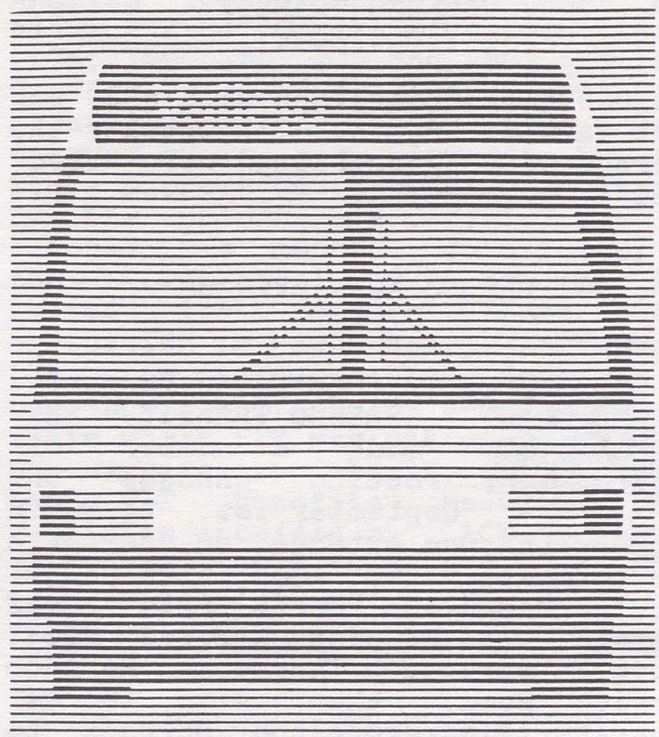
SAN DIEGO COUNTY TRANSIT SYSTEM (CTS)

SAN DIEGO: An additional weekday commuter express service, 870 EL CAJON - SANTEE-KEARNY MESA, began on October 1st with three morning trips departing the El Cajon Transit Center at 600AM, 630AM and 700AM and leaving the Kearny Mesa industrial area at 335PM, 405PM and 505PM. The line is operated by GOODALL'S CHARTER BUS SERVICE/GRAY LINE SAN DIEGO using its MCI 102AW3 buses, some of which are interlined with trips on Line 800-SAN DIEGO-ESCONDIDO.

The route of Line 870 is from the Transit Center via Marshall, Fletcher Parkway, Cuyamaca, Mission Gorge Road, Interstate 15, Clairemont Mesa Blvd, Kearny Villa Road. Balboa and Ruffin to Aero Drive.

Vallejo Transit

VALLEJO: VT underwent a round of service extensions on August 20th. Average weekday service hours (including deadhead) increased from 300 to 350. All routes in the system were impacted. 80-BART LINK was extended north to Solano College and Solano Mall in Fairfield replacing all previous limited service to Solano College on VT Route 30 and FAIRFIELD TRANSIT Route S. Hourly service is offered between 545AM and 935PM on weekdays and between 735AM and 735PM on Saturday. The first two morning trips are semi express to BART with the only Vallejo stops at the Ferry Terminal and Lemon Street/Curtola Parkway Park and Ride Lot. There are three semi express returns to Solano Mall in the afternoon with only one or two stops in Vallejo. 80-BART LINK Peak Hour Service received five additional



peak hour trips from Vallejo to BART in the morning exclusive of the Fairfield extension with five additional afternoon trips. Half hour service is operated most of the day on Saturday. BART LINK also provides half hour local frequencies in the Federal Terrace area of Vallejo replacing a part of Route 5. 1-RANCHO VALLEJO-SOUTH VALLEJO added a fourth bus in the afternoon to improve on time performance due to heavy school ridership. 2-MARINE WORLD (COUNTRY CLUB CREST)-DOWNTOWN traded its Springs Road segment east of town to Route 5. 3-GLEN COVE-GEORGIA STREET now has half hourly service all day weekdays with Saturday service cut back to first morning departure at 930AM and last at 430PM. 4-TUOLUMNE STREET-DOWNTOWN extended six trips per day to Yolano and Enterprise replacing a segment of 5. Additional downtown departures at 500PM and 605PM. 5 BEVERLY HILLS-REDWOOD PARKWAY was revised to connect Redwood segment via Ascot and Columbus Parkways to service on Springs Road (part of old 2). Service was cut back from Federal Terrace replaced by 80. A bus was added for a total of four. On 6-ASCOT PKWY-TENNESSEE STREET weekday service is now half hourly all day while Saturday service was trimmed to between 930AM and 530PM. Total September 1990 ridership was up 20 per cent over September 1989 or about

VALLEJO TRANSIT
(Continued)

172,000 total boardings with a 40 per cent farebox ratio. In October the average weekday boardings were about 8400.

FRESNO AREA EXPRESS
(FAX)

FRESNO: Formerly FRESNO TRANSIT, FAX made a number of routing changes on September 1st. 26-NORTH PALM-BUTLER was extended on the north end to make a two loop turnaround. From Herndon and North Palm buses operate via Herndon Service Road, Fruit, Spruce, Thorne, Herndon Service Road, then via Ingram, Minarets, Blackstone and Herndon to Palm to return downtown. This replaced a portion of 30-BLACKSTONE AVENUE-WEST FRESNO which now loops via Blackstone, Nees, Ingram and Minarets to Blackstone. 32-NO. FRESNO ST-FIG AVE. now loops, at the north end, via Barstow, First, Bullard and Fresno to Barstow. 38 N. CEDAR - JENSEN -DOWNTOWN was extended north on Cedar from Shaw to Barstow looping Barstow First, Bullard and Shaw. The Highway City loop on 39 CLINTON AVENUE CROSSTOWN was enlarged to operate via Clinton, Valentine, Shields, Marks, Parkway, Vassar and Clinton.

Earlier this year FAX received 23 Flxible Metros which are numbered 9001-9023 and are now in service *(WT 6/90)*. These buses feature 46 blue fiber-glass with padded insert seats, front door Lift-U wheel chair lifts, "Stop Requested" signs, Luminator electronic head, side and rear number signs, openable windows, blue interiors, blue floors and cream ceilings.

The Fresno City Council recently voted to increase passenger fares on January 1st. The adult cash fare will go from 60 cents to 75 cents while elderly and handicapped persons will pay 35 cents instead of 30 cents and discount tokens will cost 60 cents instead of 50 sents. There will be comparable increases in the prices of monthly passes. FAX Handy Ride (curb to curb service for qualified elderly and handicapped persons) rates were increased from 60 cents to 75 cents for persons with ID cards although the $3.00 fare for the general public did not change. FAX is a department of The City of Fresno.

CENTRAL CONTRA COSTA TRANSIT AUTHORITY
(CCCTA)

CONCORD: Beginning on September 4th fares were implemented on Saturday on Line 104-WALNUT CREEK BART-DOWNTOWN. The regular 60 cent adult fare and 25 cent senior citizen/disabled fares apply. Weekday operations continue to be subsidized by The City of Walnut Creek to encourage use of public transit and reduce congestion in the downtown area. Weekday service is 15 minutely between 700AM and 700PM using two buses while Saturday hours are from 930AM to 630PM with one bus providing hourly headways.



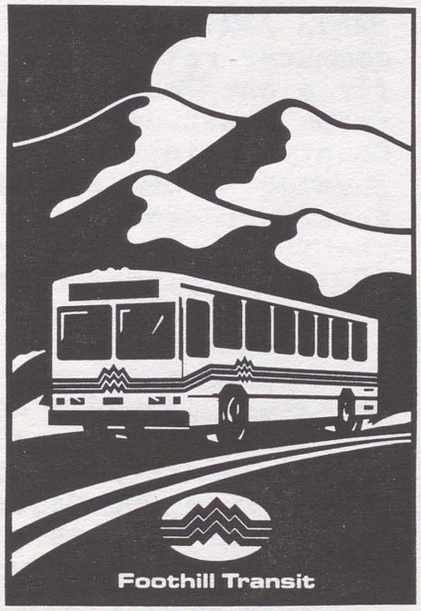
COUNTY CONNECTION'S dial-a-ride operations are sporting a new name and a new look—County Connection Link. County Connection took over operational responsibility for paratransit services in July.

FOOTHILL TRANSIT
(FT)

WEST COVINA: Presently the County of Los Angeles is contracting with LAIDLAW TRANSIT, INC. to operate Pomona area local lines 192/194 and 291/293 as a part of the Bus Service Continuation Project *(WT 12/87)* which

FOOTHILL TRANSIT
(Continued)

program is scheduled to end on December 31st with FT assuming operation of the lines. For the first year the Los Angeles County Transportation Commission will fund the cost of the service. FT wants to solicit new bids for operation and the FT Board authorized a six month contract extension with LTI while a Request For Proposal to operate the four local lines is issued. At the same time the Board also authorized the negotiated procurement and lease of a number of Gillig Phantom buses for operation of the lines and to substitute with some Gillig Spirits if a proposed study of ridership trends supports the substitution.



The LACTC has authorized a $349,000 performance study of the Foothill Transit Zone to determine if the zone should become a permanent transit operator serving a portion of the San Gabriel Valley. If FTZ meets the succes criteria of the LACTC it would be made a permanent operator in 1994. The firm of Ernst & Young in association with Barton-Aschman Associates and Miranda, Straballa Associates was selected to conduct the study which is expected to be completed by December 1992. To become permanent the FTZ must show a minimum cost savings of 15 to 25 per cent, have demonstrated public support, overall impacts on the regional transit system have not worsened and there must be likelihood of continued successful operation by the zone. FTZ was originally scheduled to begin operation of 14 former RTD lines in July 1988, but it was delayed by a court injunction sought by the Amalgamated Transit Union and United Transportation Union representing RTD mechanics and bus operators respectively. The Los Angeles County Superior Court did allow FTZ to operate five local lines (178, 185, 274, 276 and 280) and two express lines (495 and 498), but the remaining seven lines have been delayed by a stay imposed by the State Supreme Court pending an appeal by the unions. A decision may be reached this month. In a letter to the LACTC Local 1277 of the ATU stated its concern that the evaluation is accurately performed. The union wants the study done on a passenger cost/subsidy per passenger basis while FTZ was set up on a cost per service hour basis. ATU claims that FTZ benefits heavily from subsidies provided by LACTC's share of Proposition A funds and that FT's subsidy is $1.90 while RTD's is 75 cents.

ORANGE COUNTY TRANSIT DISTRICT (OCTD)

GARDEN GROVE: The first of 53 New Flyer model D40 buses and 30 Ford Econoline 350/Escort 158 vans began arriving during November. They are presently undergoing acceptance testing including installation of two way radios and fareboxes.

The New Flyers were manufactured in Winnipeg with final assembly in Grand Forks, North Dakota. They feature 44 brown seats, upholstered in the front and fiberglass with padded inserts in the rear, front door Lift U wheelchair lifts, openable windows, Luminator electronic head, side and rear signs, Cummins L-10 engines and ZF transmissions.



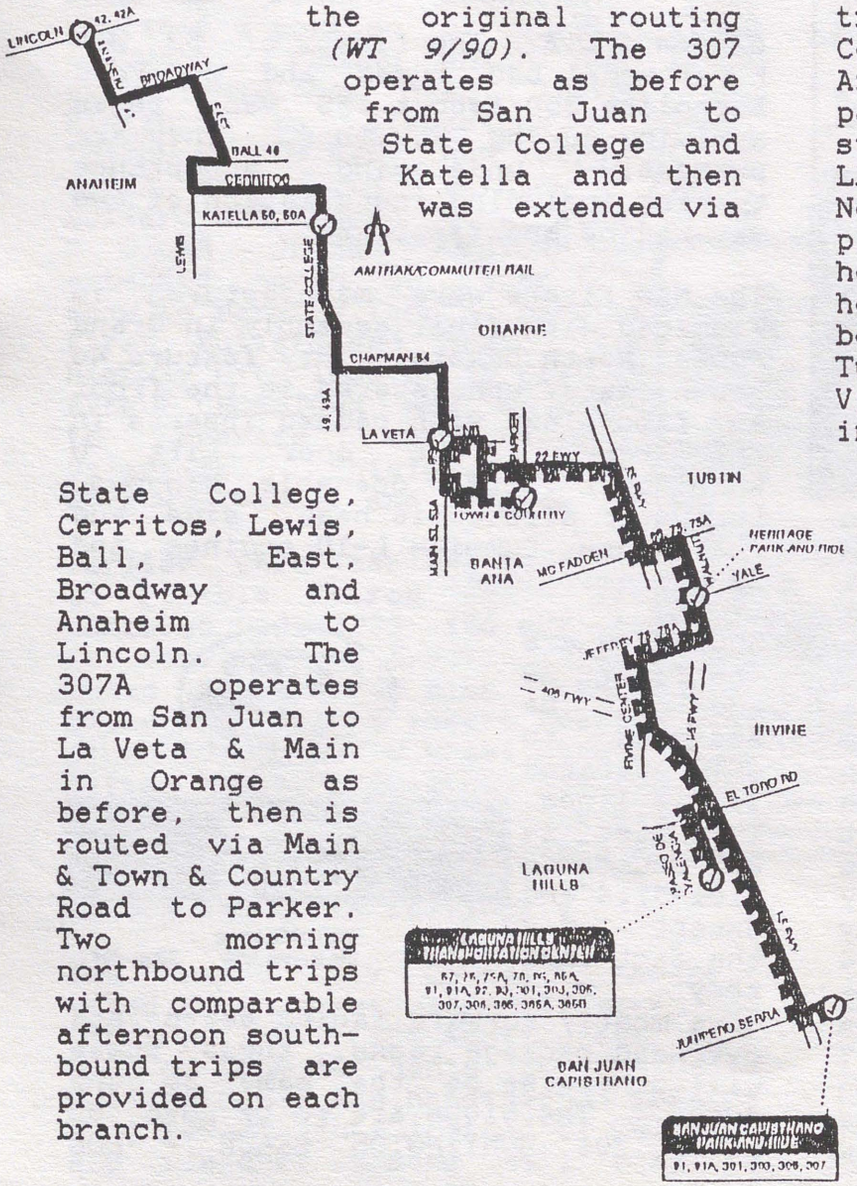
5001-5039 are the first 39 and will be assigned to OCTD operated local lines. The last 14 are numbered 5101-5114 and except for the fact that they will have mostly forward facing seats and overhead package racks, these buses will otherwise be the same as the 5000s. The 5100s are to be used on Lines 701 HUNTINGTON BEACH - LOS

(Continued)

ANGELES and 721-FULLERTON-LOS ANGELES PARK/RIDE.

The Econoline/Escorts are of two varieties. 8026-8045 have 17 grey upholstered seats, Braun wheelchair lift, electronic headsigns and will be utilized on the Market Development lines. 8581-8590 have 11 upholstered seats and Braun lifts and will be used in Dial-A-Ride service replacing a like number of 0300 series Econoline 350 Escort I vans.

Beginning December 2nd Line 307-SAN JUAN CAPISTRANO-ANAHEIM VIA I-5 was divided into two alignments, both of which were rerouted from the original routing *(WT 9/90)*. The 307 operates as before from San Juan to State College and Katella and then was extended via



State College, Cerritos, Lewis, Ball, East, Broadway and Anaheim to Lincoln. The 307A operates from San Juan to La Veta & Main in Orange as before, then is routed via Main & Town & Country Road to Parker. Two morning northbound trips with comparable afternoon southbound trips are provided on each branch.

January 2nd will bring a change on Line 308 LAGUNA HILLS - IRVINE SPECTRUM. Presently the 308 is a one directional loop peak hour only line operating from Laguna Hills Transit Center thru the Irvine Spectrum industrial area returning along Irvine Center Drive/ Moulton Parkway. The change will cause the afternoon trips to reverse direction operating along Moulton/Irvine Center to The Spectrum and returning to Laguna Hills. This will provide shorter travel times for the majority of riders who travel between Laguna Hills and the Spectrum area.

ORANGE COUNTY TRANSPORTATION COMMISSION (OCTC)

SANTA ANA: The OCTC has adopted a commuter rail study plan that calls for eight more commute hour round trips between Oceanside, Orange County points and downtown Los Angeles, four sets of locomotives and passenger cars and four new rail stations. (In Los Angeles County the LACTC has plans for new stations in Norwalk and Commerce as well.) The plan would allow twenty minute headways during peak hours and hourly headways midday. New stations would be built in Buena Park, Orange, Tustin or north Irvine and Mission Viejo or Laguna Niguel. The capital investment needed would be $85 million which will be available from Measure M's half cent sales tax beginning next April and state rail bonds approved in last June's election.

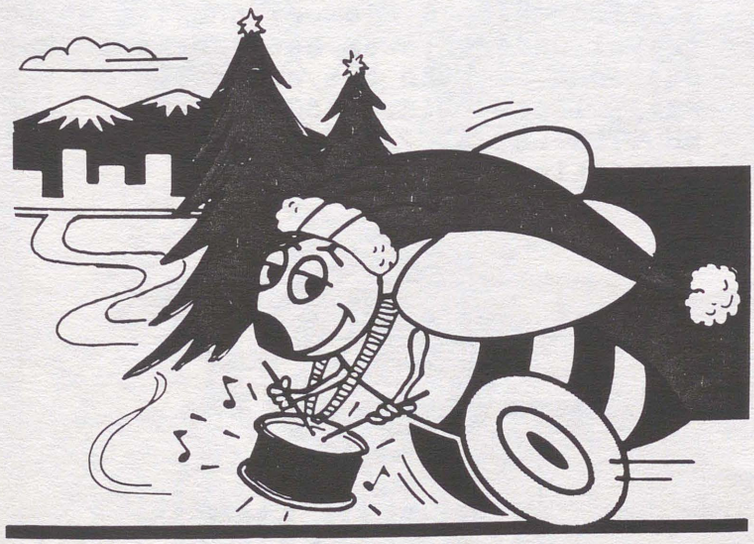
Officials from 5 county cities (Anaheim, Orange, Santa Ana, Costa Mesa and Irvine) have agreed to work together on a detailed study of a proposed central county monorail system. They plan to seek OCTC funds of about $1 million to pay for the study which would detail where the route and stations should be, the appropriate rail technology, maintenance and operating requirements and how to get public support for the idea. Although some sales tax money funding will be available it is expected that the private

OCTC
(Continued)

sector will need to contribute the lion's share of the costs through benefit assessment districts and other methods. The proposed core line would begin at the Irvine Transportation Center, through Costa Mesa, downtown Santa Ana, the Main Place and Town & Country area to the hospital complex area in Orange, west to The City and UCI Medical Center, then north on City Drive and State College to Orangewood and on to the location of the proposed superspeed train terminal and AMTRAK station. Several alternate alignments are also under consideration.

GLENDALE BEELINE
(GB)

GLENDALE: For the Christmas holiday season (November 23-December 30) GB has extended operating hours on weekdays to 1000 PM on all three routes and established weekend service between 900AM and 600PM. On the two directional NORTHERLY route buses operate every 7 1/2 minutes (6 buses) while there are 2 buses operating every 15 minutes on the SOUTHERLY route. As a part of the service, free parking is available in the Civic Center Parking Garage on East Wilson after 500PM on weekdays and all day Saturday and Sunday.

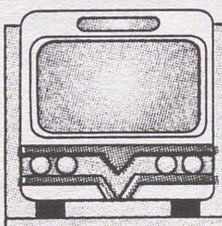


SANTA BARBARA AIRBUS
(SBA)

GOLETA: SBA's ISLA VISTA-GOLETA -SANTA BARBARA-CARPINTERIA LAX route now operate seven daily round trips including one each way to/from the steamship docks in San Pedro and the route no longer serves Montecito. Four vans are required, three operating two round trips and the fourth running one round trip. The fare structure includes pricing based on time of payment as well as age of the rider. An adult who prepays would pay $26 one way/$48 round trip while that same person would pay $30/$52 if they paid less than 24 hours in advance or paid at time of boarding. *(Ed. Note - The status of the BUELLTON-SOLVANG-SANTA BARBARA route is not presently known.)*

REGIONAL TRANSIT
(RT)

SACRAMENTO: The RT Board has voted to increase fares beginning January , 199 . The adult cash fare will be $1 all day, instead of just peak hours with an 85 cent fare at other times. An All Day Pass, last seen about 1986, will reappear at a $2.50 cost for adults and $1.25 for other riders.



Regional transit fares effective Jan. 6, 1991:

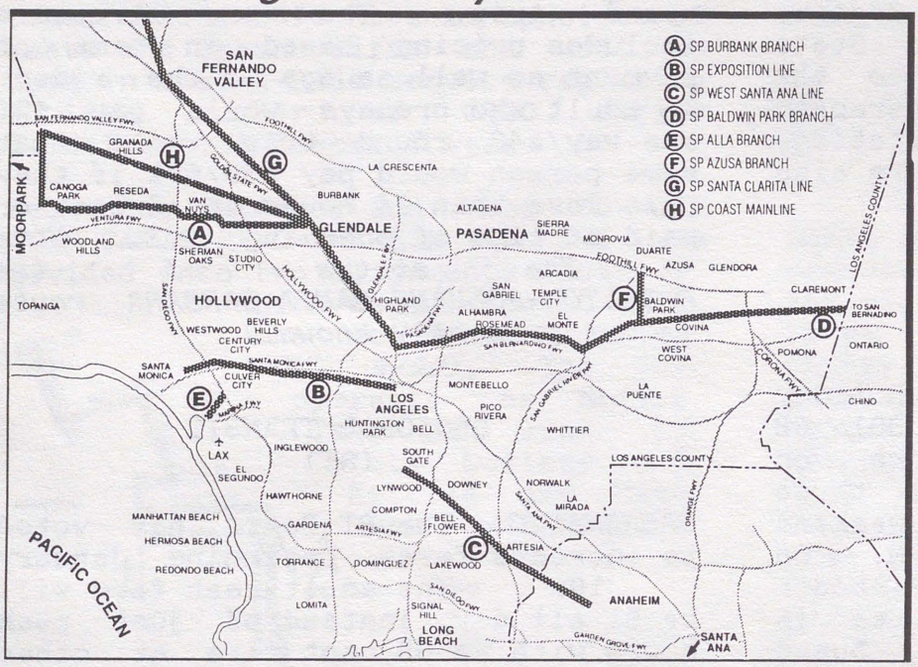
Rate	New	Current
Basic	$1.00	85¢ during off-peak periods
Discount (seniors, disabled, children 5-12)	50¢	40¢ off-peak, 55¢ peak; children 5-12 now pay regular fares
Downtown area (9 a.m.-3:30 p.m. weekdays)	25¢	No change
Monthly pass	$40.00	No change
Student pass	$20.00	$22.00
Senior-disabled monthly pass	$20.00	$16.00 off-peak $22.00 peak
Day pass	$2.50	Not offered since 1986
Senior-disabled day pass	$1.25	Not offered since 1986

Source: Regional Transit staff

LOS ANGELES COUNTY TRANSPORTATION COMMISSION (LACTC)

LOS ANGELES: In late October the LACTC voted to purchase 175 miles of railroad lines throughout Los Angeles County for $450 million from Southern Pacific Transportation Company contingent upon ratification by three other counties and the City of Los Angeles.

Right-of-Way Purchase

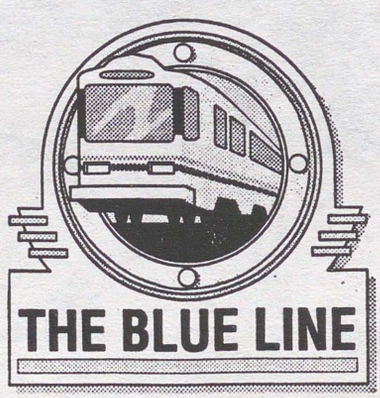


The purchase would include the 21 mile Burbank branch line proposed as the San Fernando Valley's link to Metro Rail, the 23 mile Santa Clarita line between Saugus and Burbank and 46 miles of the Coast Mainline between Moorpark and Burbank. Also in the package is the Baldwin Park branch (Los Angeles to San Bernardino), the Exposition line (downtown to Santa Monica) and the West Santa Ana branch between Paramount and Stanton. Two short lines, the Alla and Azusa branches, round out the deal.

The transaction covers rights of way for 112 miles and operating rights to another 135 miles of track and includes 58 acres north of the Union Station and along the Los Angeles River. A 5.7 acre parcel along North Spring Street would be used as a passenger terminal and switching station. A repair and maintenance yard for rail cars would occupy the remaining area.

A $51 million purchase of 40 bi level commuter rail cars with an option for fourty more has been approved by the Commission. The 162 seat cars would be delivered during the first half of 1992. The first cars would be used on commuter trips between Los Angeles and San Bernardino and Ventura Counties. Of the option cars, 20 could go to the NORTH SAN DIEGO COUNTY TRANSIT DISTRICT for their Oceanside - San Diego rail line *(WT 11/90)* and 8 for service between Los Angeles and Santa Clarita. Dana Reed, Chairman of the OrangeCounty Transportation Commission, expects his agency to purchase 18 similar cars. Negotiations are underway with General Motors to buy compatible locomotives. The cars, to be built by the Urban Transportation Development Corporation (UTDC), were selected over a bid by the Sumotomo Corporation of Japan on an 8 to 2 vote. While the cars are more expensive their per seat cost is lower.

In METRO BLUE LINE news, the LACTC has voted to spend $956,000 to accelerate construction of the underground rail station at 7th and Flower (Flower Station) with opening now planned for February 14, 1991. RTD Line 801-LOS ANGELES-LONG BEACH RAIL LINE, presently ends at the Pico Station (Pico & Flower) and it would travel under Flower between the two stations. With the extension of the rail line Line 601 BLUE LINE SHUTTLE-LA *(WT 7/90, 8/90)* would be discontinued.



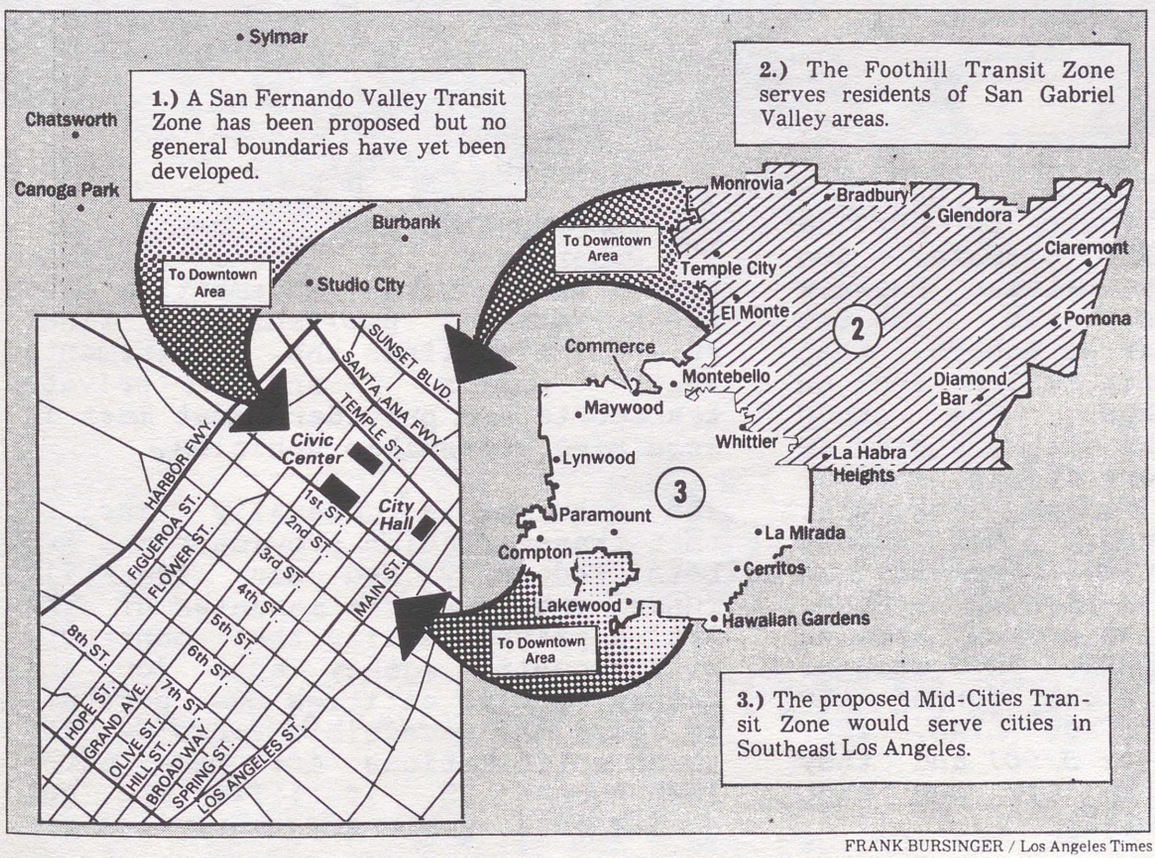
ADDITIONAL TRANSIT ZONES IN LOS ANGELES COUNTY

LOS ANGELES: Although additional transit zones may not be created until at least 1992, plans are still underway toward possible creation of two more zones, one in the San Fernando Valley area and the second in the southeastern part of the county. Much of the southeastern area is in the First Supervisorial District whose incumbent, Pete Schabarum, credits himself with being the father of the transportation zone concept. This is the area which is now under consideration. Late this summer the County Board of Supervisors voted 4-0 to award (but later rescinded) a $35,640 study to the consultant firm of Lewis-Jenkins Associates to prepare the necessary documents and political commitments needed to establish a zone. The aim of the program is to allow public and private operators to bid competitively on bus service now being provided by the SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT. In addition to developing the study, the proposal must be approved by local jurisdictions, RTD and the LACTC. After the San Fernando Valley based Daily News questioned whether the contract would create a conflict of interest for the firm's principals, Assistant County Counsel Gerald Crump said that there clearly would be a conflict for Mike Lewis, Schabarum's representative on the LACTC, to lobby that body as well as for Jeff Jenkins, Schabarum's representative on the RTD Board, to be a paid advocate for the county toward that agency. *(Ed. Note - since that vote, the status of awarding a contract to outside consultants is unknown to WT.)*

YOLO COUNTY TRANSIT AUTHORITY (YOLOBUS)

WOODLAND: The six route, 14 bus Yolo County bus system inaugurated a new WINTERS-DAVIS route in early November. This line operates five round trips on weekdays and three round trips on Saturday also serving DQ University and the University of California Davis. One way fares are $1 for adults, 50 cents for senior citizens & disabled and monthly passes are available. Next year, in a joint project with Pacific Gas & Electric, ChevronResearch and Technology, El Paso Natural Gas and the Sacramento Air Quality Management District, YOLOBUS will purchase 3 new buses (unknown make and model) powered by CNG and test them in both inter-city and local service prior to purchasing additional new buses.

Throughout Los Angeles County, cities large and small are forming competing transit zones and hiring private bus companies to take over some RTD lines. Map shows a general outline of the boundaries of one current transit zone and two proposed transit zones that may change over to private lines feeding the downtown area as well as local areas.



FRANK BURSINGER / Los Angeles Times

NAVA-HOPI TOURS, INC (NHT)

FLAGSTAFF, ARIZONA: For the winter season NHT is operating one daily round trip between Flagstaff and the Grand Canyon which departs Flagstaff at 845AM and Grand Canyon at 500PM. On Friday, Saturday and Sunday the trip operates via Williams connecting with the Grand Canyon Railway's steam train. There is also only one daily round trip between Flagstaff, Sedona and Phoenix and it is timed to connect with AMTRAK. Buses depart Flagstaff at 1115PM and Phoenix at 425AM. Three new buses are planned for 1991 purchase, two 40 x 96 units and one 28 passenger bus. Narrow buses are necessary because of too many tight turns on charters in the back country.

POCATELLO URBAN TRANSIT (PUT)

POCATELLO, IDAHO: Beginning October 1st PUT commenced service between Pocatello and Burley via American Falls and Rupert. The one way fare between Pocatello and Burley is $12. One round trip each day is operated leaving Pocatello at 1225 PM and departing Burley at 225 PM with one way travel time of 1 hour, 45 minutes.

K-T SERVICES, INC. (KTS)

NORTH LAS VEGAS, NEVADA: KTS has rerouted service at the northern segment of their route to service Carson City. KTS operates two schedules each day between Phoenix and Reno via Las Vegas. The two operate north as far as Schurz, then one schedule goes via Fallon and on to Silver Springs. The other operates from Schurz via Yerington to Silver Springs, where it is routed, along with the Fallon schedule, through Stagecoach, Moundhouse, Dayton and Carson City. Formerly the service traveled via Fernley to Reno. Fernley retains twice a week service of TRANS NEVADA STAGES. KTS assumed the operations of the former LAS VEGAS-TONOPAH-RENO STAGE LINE, INC. on April 24, 1990 *(WT 5/90)* and they continue to use the LTR bus stop signs along the route.

REGIONAL TRANSPORTATION DISTRICT (RTD)

DENVER, COLORADO: On September 2nd RTD implemented many changes in routes and frequencies. The ARVADA CIRCULATOR was reclassified as a Denver local called 64-ARVADA as was the BROOMFIELD CIRCULATOR now known as 128-BROOMFIELD. Regular 50 cent/$1 fares now apply. Former 9X and 10X were combined into NEW 8X-NORTH HURON EXPRESS which operates three inbound morning trips and three outbound afternoon trips. Line 27 was expanded weekday midday and Saturday to operate every half hour west of Federal and Evans. Line 33X, established on a one year trial basis, was discontinued as was 51X-NORTH SHERIDAN. Line 52 was extended to provide service to the industries around 64th and Indiana.



IMPLEMENTING THE AMERICANS WITH DISABILITIES ACT

WASHINGTON, D.C.: The U. S. Department of Transportation took a step toward implementing the ADA by recently publishing a final rule which outlines the requirements that public and private transportation providers must meet in acquiring accessible vehicles.

The requirments generally include that transportation providers who are both federally and non federally funded must meet the mandates of the Act, a private entity that contracts with a public agency acts for the agency, public entities must purchase or lease new accessible vehicles for which solicitations are made after last August 25, if lifts are not available a temporary waiver can be

IMPLEMENTING THE AMERICANS WITH DISABILITIES ACT
(Continued)

granted, transit systems purchasing used vehicles must make a good faith effort to buy lift buses, systems which remanufacture buses must acquire accessible vehicles to the extent feasible, DOT is required to adopt standards for accessibility based on guidelines established by the Architectural Transportation Barrier Compliance Board, the requirements for vehicle acqusition also apply to rail vehicles and DOT will call for the development of standards for vehicles, lifts and securement devices as well as for the transit compatible wheelchair.

ROSTER OF THE MONTH

FRESNO AREA EXPRESS



FLEET #'S	BUILDER	MODEL	SERIAL #'S	DATE	LIFTS
7701-7750	Flxible	53102-8-1	62187-62236	1977	No
8101-8112	Flxible	40102-6	BD093122-133	05/81	Yes
8401-8412	Flxible	40102-6T	ED095611-622	01/84	Yes
9001-9023	Flxible	40102-6T	LD101050-072	02/90	Yes

FAX is a department of the City of Fresno and was known as *FRESNO TRANSIT* for most of its life, having taken over the privately owned *FRESNO CITY LINES* in 1961.

The agency provides local fixed route transit to all or parts of Fresno, Clovis, Highway City & Malag and demand repsonse service in Fresno.

EQUIPMENT REPORT

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE/ NOTES
-NEW-				
Greater Richmond TC (VA)	301-327	Flxible	35096-6/KD101931-957	1989
North County Transit	765-771	Flxible	40102-6T/LD101519-525	1990
Orange County Transit	8026-8045	Ford/Nat	Escort 158/LHB84305-329	11/90
	8581-8590	Ford/Nat	Escort 158/LHB89873-877	10/90
Gray Line of San Diego	47906A	MCI	102AW3/KP042971	08/89
	47916A	MCI	102AW3/KP043000	09/89
Pinnacle Transportation	202	National	RE/K1039004	12/89
Sonoma County Transit	191-193	Neoplan	AN440A/LL013135-137	1990
Orange County Transit	5001-5039	New Flyer	D40/LU013891-929	11/90
	5101-5114	New Flyer	D40/Lu013930-943	12/90
United Charter Service	MC16-MC19	Setra	S215HDH/L1030183-186	1990
Express Tours	780	Setra	S215HDH/L1030189	1990
Franciscan Lines	201	Van Hool	T800/K2019770	1989
	202-203	Van Hool	T800/K2019779-780	1989
	204-206	Van Hool	T800/L2020821-823	1990
	207-209	Van Hool	T800/L2020833-835	1990
Southwest Charter (AZ)	118	Van Hool	T800/---	
-USED-				
Franciscan Lines	100	AMGeneral	10240B-8/660	1
Quo Vadis	300	Neoplan	N213H/EP410138	2
Mexicoach	None	AMGeneral	10235B-8/084,091,---	3
Gray Line-Sacramento	4707	MCI	MC-8/S10559/U30309	4
Coachmen Charter (AZ)	304	GMC	PD4106/1896	5
-DEMONSTRATORS-				
Orange County Transit	None	S & S	S25/JW011114	08/89

NOTES:
1. Ex Seattle Metro (WA) 1279.
2. Ex ?
3. Ex OMNITRANS 1100,1107,---.
4. Ex Greyhound 7541.
5. Ex LTR 137.

SAN DIEGO TRANSIT has issued a RFP for 82 40x102 standard buses and 50 articulated buses.



