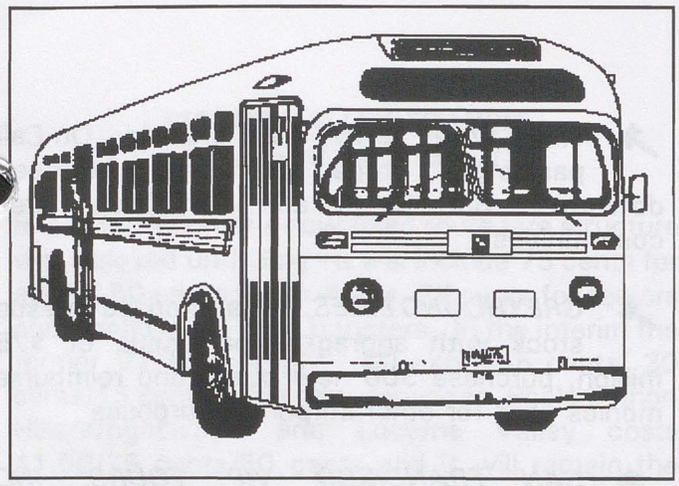


Western Transit

Our 30th Year!

VOL. 31, NO. 6 June 1993

VICTOR VALLEY TRANSIT

(VVT)

VICTORVILLE: History repeated itself with the reinauguration of Victor Valley Transit Service Authority on May 1st. VVTSA has combined the systems of the former *VICTORVILLE TRANSIT* and *DESERT AREA RAPID TRANSIT (WT 8/91, 6/92)* into a unified system continuing to serve Apple Valley, Hesperia and Victorville and expanded to also serve Adelanto, Lucerne Valley, Phelan, Pinon Hills and Wrightwood and numerous unincorporated areas.

Between 1975 and 1977 when the County of San Bernardino first entered the transit business with *OMNITRANS* there were three Transit Service Authorities set up including one in Victor Valley named VVTSA. The authorities were the operating arms of OT and VVTSA operated seven Mercedes Benz 0309Ds over four fixed routes. By 1978 OT was replaced by the *CITY OF VICTORVILLE SHUTTLE BUS*, a one bus, loop type circulator.

The Authority operates twelve fixed route bus lines Monday through Saturday plus two types of demand response service, ADA and ADA Subscription.

The CITY OF VICTORVILLE operates six of the fixed routes with a fleet including Thomas Transitliners, Bluebird Citybirds, Escort REs and Econoline/Escort type units under contract to VVTSA. DAVE TRANSPORTATION SERVICES, INC. operates the other six fixed routes and all of the demand-response service with a fleet of mostly Dodge Ram vans and Dodge Wide Ones, but also including one Ikarus model 543 30-Foot transit bus, this one with all forward facing high back seats.

Six 30-Foot Thomas Transitliners (5063-5064 and 5067-5070) were recently added to the fleet with six more units now on order. These buses feature 33 blue leatherette forward facing seats, blue interiors, one door, two wheelchair positions, a Ricon lift with its own door, AM/FM radio music, and curtain type head and side signs.

VVTSA buses have white bodies with a yellow over orange over red belt rail stripe and orange below the rub rail area with the words *"VICTOR VALLEY TRANSIT"* in black. VT buses were blue and white while DART units were white and black.

(Continued on Page 3)

IN THIS ISSUE

PUC Decisions 2
Adelanto Local Transit 3
Ambus Train Service 3
Chips Tours 4
Airport Coach 4
The Brea Shuttle 4
Riverside Transit Agency 5
Golden Empire Transit 5
So.Calif. Regional Rail Authority . . . 5
Inland Empire Connection 7
Montebello Municipal Bus Lines 7
San Luis Obispo Transit System 7

PUBLIC UTILITIES COMMISSION (PUC)

SAN FRANCISCO: Below are applications to and decisions of the California Public Utilities Commission:

APPLICATIONS

☑ Bobbie Rowe dba *EZ COMMUTE SERVICE* for home to work passenger stage certificate between Vacaville, Fairfield, Vallejo, Pinole and United Airlines Oakland Maintenance Center

☑ David Abadinsky and Thomas Nielsen dba *ABC SHUTTLE COMPANY* for passenger stage certificate between points in Ventura, Los Angeles, Orange, Riverside and San Bernardino Counties and area airports, harbors and Union Station

☑ Aura Transportation Inc dba *THE TRANSPORT* to transfer and Westlake Livery, Inc. to acquire passenger stage certificate (Ventura, Los Angeles County points to airports)

☑ *LUCKY SHUTTLE* (Hossein Ahmadi dba) for passenger stage certificate between LAX, Burbank Airport, on one hand, and points in Los Angeles County, on the other hand

DECISIONS

🔨 *FRONTIER TOURS* (Golden State Coaches, Inc. dba) granted home to work passenger stage certificate between points in Solano, Contra Costa and Alameda Counties and San Francisco and San Francisco Airport

🔨 Om Kamboj dba *BUDDY EXPRESS* granted passenger stage certificate between points in Santa Clara, San Mateo and Alameda Counties & San Jose, San Francisco and Oakland Airports

🔨 Certificate of Michael and David Miller dba *STAR SHUTTLE* (Sacramento Airport) revoked following investigation into operations and practices of the Millers

🔨 Airport Limousine Service of Sunnyvale, Inc dba *AIRPORT CONNECTION* granted Zone of Rate Freedom

🔨 *THE BLUE SHUTTLE* granted On-Call passenger stage certificate between downtown San Diego and San Diego area communities

🔨 *GREYHOUND LINES, INC* authorized to issue stock with aggregate par value of $75 million, purchase 300 new buses and reimburse monies used for other corporate purposes

🔨 *SAN FRANCISCO VIP TOURS, INC* authorized modification of passenger stage certificate

RESOLUTIONS

Resolution voluntarily revoking certificate of Joanne Blizzard dba *EASY RIDE COMMUTE*

Resolution voluntarily revoking certificate of Gary Patrick Dunkerly dba *JET EXPRESS* (Atwater, et al and Fresno Airport)

Resolution authorizing increase in reinstatement fees for passenger stage corporations, vessel common carriers and charter party carriers who request their revoked operating authority be reinstated within 90 days of revocation

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VVTSA Transit Manager Stu Livensparger provided the information which served as the basis for our feature story.

VICTOR VALLEY TRANSIT

(Continued from Page 1)

Implementation of a new fixed route fare structure was delayed until July - it will include 75 cents for adults, 50 cents for students, 35 cents for seniors and disabled, 15 cent transfers. In the interim the former VT fares apply - 60 cents/45 cents/ 30 cents/15 cents. The new service to Phelan/Pinon Hills/Wrightwood and Lucerne Valley costs $1.00/75 cents/50 cents and it will remain the same.

The population of Victor Valley is just over 200,000 including a sizeable number of elderly and disabled persons. Prior to VVTSA, the High Desert Meals On Wheels provided transportation for selected residents in Victorville while DART operated a Dial-A-Ride system in Apple Valley and Hesperia. All of this service transitioned on May 1st into a program of ADA Service and Subscription Service, each with a group load element. Service is provided to the frail elderly and disabled within 3/4 of a mile of a fixed route bus with the same service span. ADA Service is open to individuals meeting the ADA (Americans With Disabilities Act) requirements for various appointments and trips. The cost is $1.50 per ride. Group Load ADA is designed to transport ADA qualified persons to the same location and return on a recurring basis. The charge for this service is $70 per month. Subscription Service provides transportation for specific groups of patrons who may or may not be ADA qualified other than being elderly. SS is also designed to transport persons from "county areas" outside the 3/4 mile zone on a space available basis.■

ADELANTO LOCAL TRANSIT (ALT)

ADELANTO: Although Adelanto is a member of VVTSA the city continues to operate its own two bus route system, *ADELANTO LOCAL TRANSIT.*

ALT includes the INTERNAL route (serving downtown and Adelanto residential areas in the north and west) and the EXTERNAL route (follows Highway 395 corridor to Palmdale Road and then to/from Victorville connecting with VVTSA) with a fleet of three buses including a Goshen ML-2000 Sentry, an Econoline/Wayne Chaperone II and a high roof Econoline.■

AMBUS TRAIN CONNECTING SERVICE (AMBUS)

SACRAMENTO: Two new AMBUS routes and a major extension to a third highlighted the May 2nd AMTRAK/AMBUS schedule change.

NEW are 23-LAKE TAHOE and 24-TUOLUMNE COUNTY. The Lake Tahoe route operates between Carson City NV, Stateline, South Lake Tahoe, Placerville, Cameron Park, Rancho Cordova and Sacramento (three daily round trips) connecting with each of the CAPITOLS. Local-bus only passengers will be carried to or from Sacramento only. This route is operated by *AMADOR STAGE LINES, INC.* and requires two buses. ASL purchased three former *GREYHOUND LINES, INC.* MC-9s *(WT 5/93)* for this service.

Route 24 offers one daily round trip between Stockton, train connections at Riverbank (Modesto) and Twain Harte also serving Oakdale, Jamestown, Columbia and Sonora (Departure from Stockton is 1100AM returning from Twain Harte at 405PM). This route is Open Door, operated by *PENINSULA CHARTER LINES* and thru routed with 6-SAN JOSE-STOCKTON.

In other changes, 1C-BAKERSFIELD-SANTA MONICA was extended south to Westchester (Airport Marina Hotel at Manchester and Lincoln), 7-NORTH BAY-REDWOOD EMPIRE had one of its two daily MARTINEZ-WILLITS trips extended north to serve Laytonville, Garberville, Rio Dell, Fortuna, Eureka and Arcata. 15-MERCED-YOSEMITE is now operated by *VIA CHARTER LINES* and 14-LANCASTER-PALMDALE-GLENDALE by *ANTELOPE VALLEY BUS, INC.* and has been changed to Open Door rather than Mixed Mode.

On Routes 3-STOCKTON-REDDING and 20-STOCKTON-RENO-SPARKS local-bus only passengers can now be carried to and from Sacramento and Stockton and one of the three daily Reno round trips was discontinued.

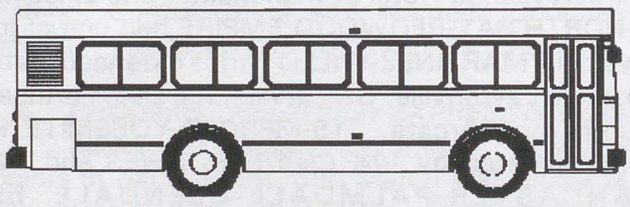
May 21st saw all *AMTRAK* rail fares and accommodation charges increased 3%.■

CHIPS TOURS (CT)

ANAHEIM: CT is a new carrier (ICC MC-258334) now operating between Anaheim and Las Vegas. Service originates at the Holiday Inn-Maingate (on Harbor south of Katella) at 830AM Wednesday through Sunday arriving in Las Vegas at 330PM. The northbound trip includes a one hour stopover at the Factory Outlet Shops in Barstow and a refreshment break at the Nevada state line. The southbound trip departs Las Vegas at 230PM Thursday thru Monday arriving Anaheim at 800PM including a thirty minute break. Three day/two night packages and Grand Canyon air tours are also available. The Las Vegas terminal is not identified on brochures and equipment is advertised as deluxe mini-bus.■

AIRPORT COACH (AC)

ANAHEIM: Starting May 3rd AC added another round trip (for a total of 5) on the DISNEYLAND-ONTARIO AIRPORT route and a 7700 series MC-8 was assigned until the expansion of summer Orange County Airport service occurred -see below- at which time Ford Club Wagon 920 was reassigned. In addition, the stops at Harbor House, Anaheim Civic Center, Diamond Bar Park & Ride and Fairplex Park & Ride in Pomona are now being served *(WT 12/92, 4/93).*



840, the Carpenter CBW-300, originally thought to be former AC TT-1 (RTD 4131) is actually former RTD 4124. It has been extensively reconditioned inside and is normally assigned to Route B-SHUTTLE CONNECTION. The rear door, including wheelchair lift, has been removed and replaced with flooring and a new double seat. The seats, which were previously all longitudinal, have been reconfigured and include 16 forward facing brown leatherette seats with side facing seats just inside the front door on the curb side and on both sides near the back. An interior baggage rack has been added in back of the driver's area.

June 1st brought increased frequencies on DISNEYLAND-ORANGE COUNTY AIRPORT and DISNEYLAND-LAX and division of Route B into a NORTH LOOP and a SOUTH LOOP.

DISNEYLAND-OCA now operates every 45 minutes between 455AM and 535PM (4 buses) with hourly headways between 630PM and 930PM. DISNEYLAND-LAX also operates every 45 minutes between 415PM and 630PM (6 buses), then at 730PM, 830PM and 945PM. Times shown are Anaheim departures with all trips returning from their respective airports.

The NORTH LOOP is a modified version of former B eliminating Howard Johnsons, Penny Sleeper and Grand Hotel while SOUTH LOOP serves a new group of hotels/motels, not served since the summer of 1991 when there were four shuttle routes in operation *(WT 08/91).* SOUTH begins at Convention Center Inn and Peter Pan also stopping at Carriage Inn/Harbor Inn/Cavalier, Hyatt Alicante, Hilton Suites (Orange) and Ramada Inn-Katella. Each line operates every 90 minutes. NORTH runs between 500AM and 625PM while SOUTH operates between 535AM and 530PM using the same bus, Carpenter CBW-300 840.■

THE BREA SHUTTLE (TBS)

BREA: Following a six month trial period TBS, instituted last August 31st *(WT 10/92)* to transport Disneyland area tourists to and from Orange County's second largest shopping mall in terms of sales, was discontinued. Patronage did not develop to the point at which the corporate sponsors felt the service should be retained. YELLOW CAB OF NORTHERN ORANGE COUNTY operated the route under contract to the Mall using its 171, an Econoline 350/El Dorado Falcon.■

Western Transit's
30th Anniversary Trip
August 21-22, 1993

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: February 1st saw inauguration of NEW Line 26-MORENO VALLEY-RIVERSIDE while April 5th brought increased local and Dial-A-Ride service in the outlying desert cities.

Line 26 operates two morning westbound and two afternoon eastbound trips on weekdays during peak hours. Beginning at Indian and Sunnymead Blvd. buses travel via Sunnymead (thru Towngate Center), Campus Parkway, Day St, Box Springs, Central, Canyon Crest (thru UC Riverside campus), University, Lime, 10th, Market and 7th to the RTA Downtown Terminal.

Lines 31-HEMET-BANNING-BEAUMONT and 32-HEMET-VALLE VISTA LOCAL received improved service as rough two hour headways were increased to hourly 700AM to 700PM Monday thru Saturday.

DAR service hours in Hemet/San Jacinto, Sun City and Perris were increased in each of these areas to at least match the span of service provided by fixed route buses, a requirement of the Americans With Disabilities Act of 1990. Generally this meant weekday hours of 600AM to 900PM, Saturday hours of 800AM to 700PM and, on Sunday, in Perris 800AM to 700PM and in Hemet/San Jacinto 900AM to 100PM. Interestingly, fixed route buses do not operate in the Hemet area on Sunday (Line 22 does operate in Perris however), but Dial-A-Ride service has previously been offered.

Beginning June 14th RTA made several changes to connect with the new *METROLINK* commuter train service *(see SCRRA story in this issue)*.■

GOLDEN EMPIRE TRANSIT (GET)

BAKERSFIELD: Last November GET expanded Lines 7-BUENA VISTA-KERN MEDICAL CENTER and 11-BAKERSFIELD COLLEGE-CAL STATE. Line 7 was extended west from Ashe and White Lane via White to Buena Vista Road which required one additional bus. Line 11 was extended in a large one way loop from Gosford and Ming Avenue via Ming, Old River, Stockdale Highway (serving CSU Bakersfield) and Gosford to Ming. This change also required one bus. The Saturday only trips to the Senior Center on Line 12-WESTCHESTER were discontinued and all trips now serve the GET offices on Golden State Avenue.

A number of the Gillig Phantoms are now being repainted to resemble the paint scheme on the Orions with more white, no black window effect and light gray below the rub rail.■

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA)

LOS ANGELES: June 14th ushered in the start up of the RIVERSIDE VIA ONTARIO line operating three peak direction and one midday Flex Train round trips serving Riverside, Pedley, East Ontario, City of Industry and Los Angeles. Stations in downtown Pomona and Montebello are planned for the future. This is the first use of *UNION PACIFIC* trackage by *METROLINK* and the last of the four new rail routes to be started at this time.

Ceremonies took place at the four new stations over the previous weekend and five connecting transit agencies have routed buses to the stations.

RIVERSIDE TRANSIT AGENCY is providing bus service to the Riverside and Pedley stations including two NEW express lines and extending selected trips on four local lines. Line 2-CORONA-MAGNOLIA AVENUE-RIVERSIDE had one morning and one afternoon inbound trips extended from the Downtown Terminal at 7th and Market via 7th and Vine to the Market Place Station at 10th. One afternoon and one evening outbound trips were similarly extended.

NEW 16-METRO EXPRESS operates two morning inbound and two evening outbound trips (1 bus). Beginning at Alessandro & Perris in Moreno Valley operating via Perris, 60 Freeway, Pennsylvania, 14th and Vine to the station. Outbound trips travel Vine, 7th, Lime, 14th, Pennsylvania, 60 Freeway and Perris to Alessandro. Regular Line 16-RIVERSIDE-MARCH AFB-MORENO VALLEY had one morning and one afternoon inbound and one evening outbound trips rerouted to serve the rail station.

SCRRA
(Continued)

NEW 21-METRO EXPRESS has two morning inbound and two afternoon outbound trips (1 bus). From Galleria At Tyler the line travels Magnolia, Van Buren (making a stop at Arlington), Limonite and Pedley to The Pedley Station.

Line 21-COUNTRY VILLAGE-GALLERIA AT TYLER and 29-RUBIDOUX-RIVERSIDE each had a morning, afternoon and evening trip each way routed via The Pedley Station.

OMNITRANS is serving the East Ontario Station (near Haven and Mission Blvd) by a major rerouting of Line 71-EAST ONTARIO-ONTARIO AIRPORT. Two morning and three evening trips were extended to the East Ontario Station.

FOOTHILL TRANSIT Lines 179, 276, 482 and *METROPOLITAN TRANSPORTATION AUTHORITY* Line 484-L.A.-VALLEY BLVD-POMONA-ONTARIO AIRPORT were all rerouted to serve the City of Industry Station located on Brea Canyon Road several blocks north of the Pomona (60) Freeway.

On Line 484 alternate trips in each direction during extended weekday peak hours were rerouted via Lemon, Currier, Brea Canyon and Valley.

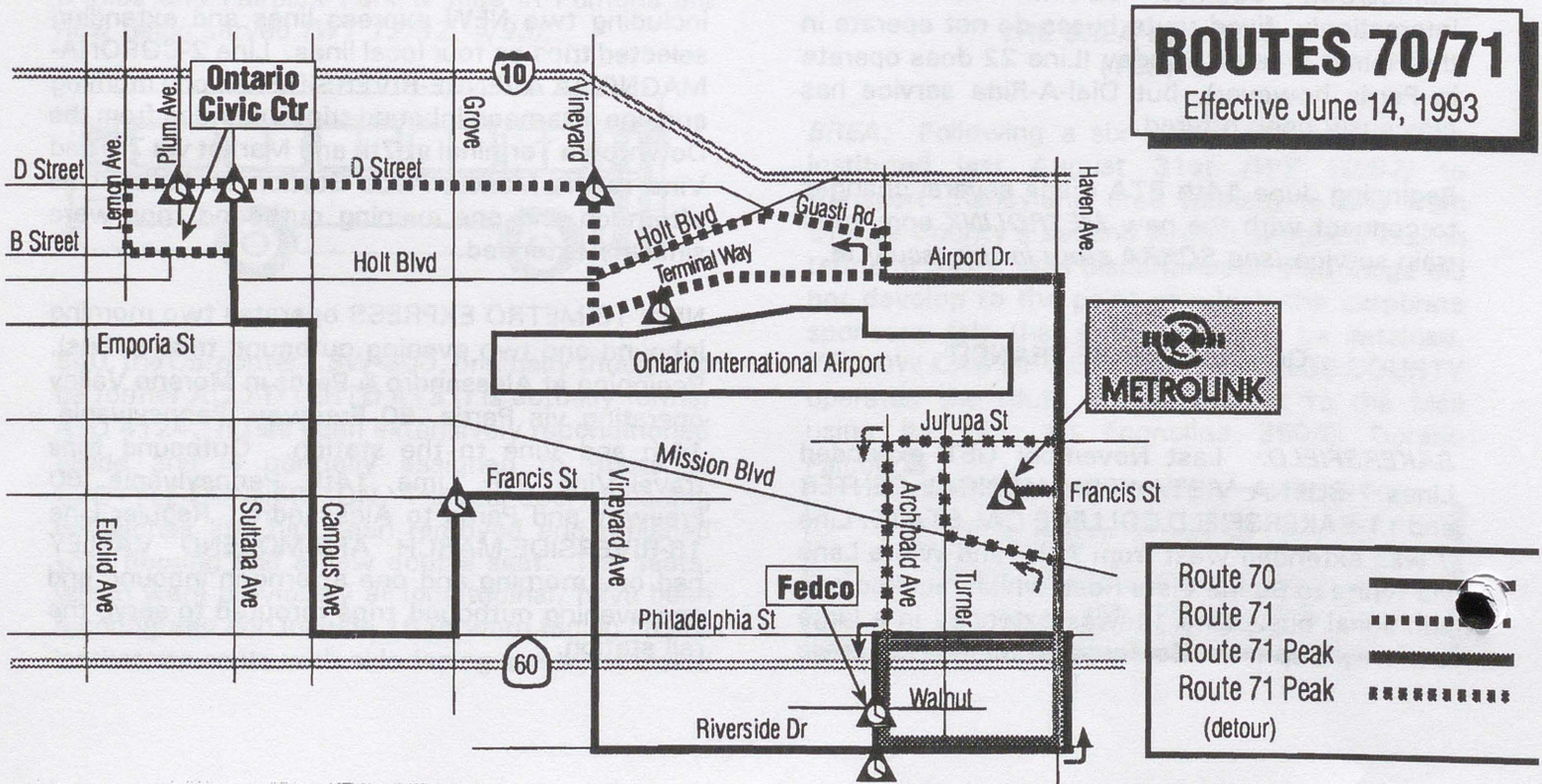
Line 179-EL MONTE-BALDWIN PARK-CAL POLY VIA LARK ELLEN was routed along Nogales St and San Jose Avenue to the station. 276-SUNSET AVE-COVINA BLVD was routed along Gale Ave and Walnut Drive. 482-L.A.-DIAMOND BAR-POMONA was diverted from Colima Road along Brea Canyon to the rail station returning to Colima.

The *DIAMOND BAR SHUTTLE (WT 1/92, 1/93)* was activated circulating through the city and also serving the Industry Station.

At the end of May, 79 of the 94 UTDC passenger cars were on the property. Included were 55 coaches and 24 cab cars.

21 General Motors locomotives of the 23 ordered were also here. All rolling stock is expected to be in Los Angeles by the end of September.

SCRRA service assumptions for the Fiscal Year 93/94 budget include additional midday service on the SANTA CLARITA line and to Montclair on the SAN BERNARDINO line in September, assumption of the ORANGE COUNTY line in December and extension of some midday and all peak trips to San Bernardino on the SAN BERNARDINO line next January. ■



INLAND EMPIRE CONNECTION (IEC)

RIVERSIDE: With the recent opening of the Monte Vista Street underpass under the METROLINK railroad tracks Lines 110-RIVERSIDE-SAN BERNARDINO-FONTANA-ONTARIO-LOS ANGELES and 496-RIVERSIDE-ONTARIO AIRPORT-LOS ANGELES were rerouted from the Montclair Plaza along Monte Vista, Richton, into the Montclair Transcenter returning Richton, Monte Vista and San Bernardino Freeway.

IEC's days, at least as it is presently constituted *(WT 6/90, 9/90)*, may soon be over. IEC operations between Riverside, San Bernardino and Los Angeles are jointly funded by the *RIVERSIDE TRANSIT AGENCY, OMNITRANS* and the former *TRANSPORTATION COMMISSION* component of today's *LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY.* It costs the three agencies about $2.8 million to operate the two lines and MTA contributes 50%, OT 40% and RTA 10%. *(Ed. Note - RTA also contributes about 50 percent of the cost of IEC Line 149-DISNEYLAND-RIVERSIDE with OCTA picking up the rest. The OCTA Board recently voted to extend its agreement for one year.)* The Finance Subcommittee of the LACMTA voted on June 9th to let the present cooperative agreement expire on June 30th by not exercising a one or two year optional extension and to allocate $300,000 of Proposition C funds to continue the buses until mid September in an attempt to find alternatives. The Subcommittee report states that IEC passengers can ride *METROLINK* trains to work since the trains travel the same corridor. However, OT and RTA officials stress that the commuter trains cost twice as much as the bus and operate during selected weekday hours while the buses operate all day and seven days per week and transport riders with wider range of trip purposes. Based upon recent demographic data, the discontinuation could force many lower income (less than $20,000 annually) IEC bus passengers to find other means of transportation. *METROLINK* passengers have annual incomes of $58,700 or less. The full MTA Board has yet to vote on the matter.■

MONTEBELLO MUNICIPAL BUS LINES (MMBL)

MONTEBELLO: MMBL implemented a number of changes on its lines beginning February 21st.

The Montebello Express - Lines 341, 342 and 343 - replaced the Limited 342/343. All three lines serve designated stops only and operate non stop between Beverly & Atlantic and downtown. Line 341 begins at Taylor Ranch, 342 at Beverly & Norwalk and 343 at Telegraph & Greenwood. Two directional peak hour service is offered with 341 service only in the reverse direction.

Line 20-SAN GABRIEL BL-MONTEBELLO BL-GREENWOOD now includes former Line 25 short turn trips and former Line 35-RIGGIN-GARFIELD was renumbered 30 with no service changes.

Line 40-BEVERLY BOULEVARD includes former 40 and 42 and weekend Norwalk trips of Line 50.

50-MONTEBELLO BL-LA MERCED replaced former 45 and travels between Montebello Mart and Sanchez Adobe with selected peak trips over the route of 20 to/from Telegraph and Greenwood. New Saturday trips operate between Sanchez Adobe and Montebello Mart and between the Mart and Montebello Town Center.■

SAN LUIS OBISPO TRANSIT SYSTEM (SLO)

SAN LUIS OBISPO: SLO instituted a number of changes on March 1st including creation of a fifth route - 5-CAL POLY-LAGUNA LAKE.

Line 5 generally operates the opposite routing of 4-CAL POLY-LAGUNA-MADONNA and also runs until 1045PM Monday thru Thursday during Cal Poly's Fall, Winter and Spring quarters. Line 4 no longer provides night service.

Line 1-CAL POLY-FOOTHILL-BROAD & JOHNSON now also has evening service same as Line 5.

Line 2-MADONNA-CAL POLY-FOOTHILL received a new weekday loop on the south end and now travels via Madonna, Los Osos Valley Road, Higuera to Madonna rejoining the regular route.■

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
Regional Transit	9308	Orion	05.501/P6031386	02/93	CNG
Marshall American Travels (AZ)	374	Eagle	AE-15/KBO70259	01/89	
Protrav Services	1036	Prevost	2P9H/N1001213	00/92	H3-40
Tour West (AZ)	2002	Prevost	2P9L/N1001532	00/92	LeMirage
Fres Harvey Transp (AZ)	305	MCI	MC-5C/U7714 S14522	12/79	W/C lift
Orange Belt Stages	226	MCI	102C3/MPO43733	01/91	
	248	MCI	102C3/	00/92	
Storer Coachways	W-50	MCI	102C3/MPO43821	02/91	
	W-60	MCI	102C3/LPO43555	08/90	
Pacific Coast Sightseeing	4736	MCI	102C3/MPO43826	02/91	
Maverick Coach Lines (BC)	784	MCI	102C3/MPO44049	06/91	
Frontier Tours (NV)	14911	MCI	102C3/NPO44458	03/92	
Greyhound Lines, Inc (TX)	1991	MCI	MC-12/PPO45202	03/93	
	1993	MCI	MC-12/PPO45205	03/93	
Mercury Tours (South SF)	729	MCI	102C3/KPO42533	02/89	
	732-733	TMC	102C3/KRO07417-418	11/89	
Signatours (AZ)	605	TMC	102C3/LROO7715	04/90	
Arrow Stage Lines (AZ)	9856	Setra	S215HDH/P1030312	02/93	
	9864	Setra	S215HDH/P1030304	01/93	
Sacto Muni Utility Dist	unnumb	SVMC	5000/MC143565	12/91	25' elec
Orange County T A	7103-7104	Volvo/GMC	Series 7/PN652654,656	03/03	Tractor
	7603-7604	Super Bus	Trailer Bus/PT001107-108	04/93	Trailer
SCRRA-Metrolink	109	UTDC	RTC-2-85-L/91-85-1952	06/92	Coach
	116	UTDC	RTC-2-85-L/91-85-1959	07/92	Coach
	137	UTDC	RTC-2-85-L/91-85-1989	10/92	Coach
	141	UTDC	RTC-2-85-L/91-85-1993	01/93	Coach
	145-146	UTDC	RTC-2-85-L/91-85-1997-1998	02/93	Coaches
	148	UTDC	RTC-2-85-L/91-85-2000	03/93	Coach
	606	UTDC	RTC-2-85-L/91-85-1934	04/92	Cab Car
	870	GMED	F59PH/-	00/93	Engine
San Diego Trolley	1001-1014	Siemens-Duewag	U2A/36519-36532	80-81	
	1015-1024		U2A/36819-36828	1982	
	1025-1030	Siemens-Duewag	U2A/37206-37211	85-86	
	1031-1050		U2A/37405-37424	88-89	
	1051-1071	Siemens	U2A/37489-37509	89-90	
-USED-					
Airport Coach	840	Carpenter	CBW-300/DSO19049	1984	1
Pacific Coast Bus Srvc	430	GMC	P8M-4905A/1311	03/76	2
Fred Harvey Transp (AZ)	237	MCI	MC-8/U31006 S11506	05/75	3
Transp Charter Srvcs	9004	MCI	96A3/FPO40221	04/85	4
	9005	MCI	96A3/FPO40185	04/85	5
Mercury Tours	722	TMC	102A3/GRO05480	03/86	6
Ruiz Tours (Fresno)	507	Prevost	2P9L/B1001987	00/81	7
Frontier Tours (NV)	34801	Setra	S215HDH/J1030072	00/88	8

-NOTES-

1. Ex SCRTD 4124.
2. Ex Falcon Charter Service 40.
3. Ex Gray Line Scenic Tours 529.
4. Ex Kerrville Bus Company (TX) V737.
5. Ex Kerrville Bus Company (TX) V731.
6. Ex LTR (NV) 411.
7. Ex Roberts Holiday Lines 235.
8. Ex Turner Coaches (IN) 92.

DEPARTMENT OF CORRECTIONS

In the TRI MET Roster Of The Month *(WT 5/93)* the 1601-1643 series Gillig Phantoms were listed with the incorrect model number. The correct model is 30102TBL10.

SUNLINE TRANSIT AGENCY

SUNLINE TRANSIT AGENCY was established as a Joint Powers Agency in July 1977. A JPA is a public agency formed when several entities, such as cities or counties, join forces to carry out a project, such as the establishment of a transit system. A JPA has the same powers as the founding agencies.

SUNLINE's initial purpose was to establish and operate public transit, primarily a bus system, throughout the Coachella Valley. The City of Palm Springs had a small municipal system, but none of the other communities had transit service. Since the beginning in September 1977 SUNLINE has expanded service as rapidly as funding permitted. In the first year of operation SUNLINE carried approximately 500,000 passengers; in the Fiscal Year ended June 30, 1992 SUNLINE transported about 2.84 million passengers.

In recent years, SUNLINE's scope has been expanded to include the management and operation of a paratransit network (SUN DIAL), coordination of social service transportation needs (CTSA), rideshare matching and taxi regulation. SUNLINE presently employs about 160 persons and has an annual operating budget of $8.4 million.

SUNLINE is supported by a combination of fare box revenues along with state and federal funding. SUNLINE's primary funding is provided through the Riverside County Transportation Commission and includes a portion of California state sales tax revenues. A relatively new, and very important, funding source for the transit agency is the voter approved Measure A one half cent sales tax.

The SUNLINE Board of Directors includes an elected official from each of the member entities; Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs, Rancho Mirage and the County of Riverside.

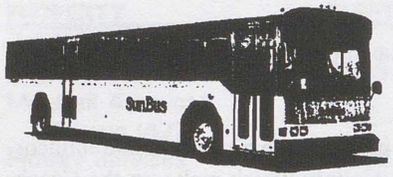
The agency's service area includes the nine cities and unincorporated areas of Riverside County which make up the Coachella Valley. This area is approximately 58 miles long and 7 miles wide and includes a mix of urban, suburban and rural communities. A single zone fare system is presently in effect. Full fare is 75 cents. Seniors and persons with disabilities pay 25 cents during off peak hours (before 600AM, between 900AM and 200PM and after 600PM). SUNLINE's former zone fare system was abolished early in 1993.

Two free transfers (same direction with two hour time limit) are provided per trip. An exact fare policy is in effect. A variety of monthly passes are available at eight locations throughout the Valley as is a booklet of multiple ride tickets. A SunBus Day Pass is available for $2.00 and provides the purchaser with unlimited rides all day long.

The SUNLINE TRANSIT AGENCY is composed of five service divisions: SunBus, SunDial, CTSA, Rideshare and Taxi Regulation.



SunBus



SUNLINE contracts with MAYFLOWER CONTRACT SERVICES, INC. for the operation of a curb-to-curb, demand responsive service for senior citizens and persons with disabilities. This valley-wide service, known as SunDial, is available Monday through Friday between 830AM and 430PM. The regular fare is $1.00 and trips for any purpose may be reserved by calling a toll free customer number. SunDial has fourteen vehicles in operation and provided over 70,000 passenger trips in Fiscal Year 1992/93.

Additionally, SUNLINE operates Tel-A-Ride, a curb-to-curb service in the city of Desert Hot Springs. Tel-A-Ride goes anywhere within the city limits, operates weekdays between 815AM and 415PM and connects with Line 19 and SunDial.

As the Consolidated Transportation Service Agency (CTSA), SUNLINE coordinates the activities of more than twenty social service agencies which together operate 33 paratransit vehicles. These agencies serve primarily the elderly and disabled communities.

Through a joint program with Commuter Transportation Services, Inc. (Commuter Computer), SUNLINE provides rideshare matching information for Coachella Valley commuters. Match lists are created using the RideStar computer system provided by CTS.

In 1991 SUNLINE became the regulatory agency for taxi operations throughout the Coachella Valley. The cities of the Valley have also charged SUNLINE with the task of standardizing the rules of taxi operation to protect the interests of passengers and area taxi operators as well. SUNLINE's involvement includes the issuance of taxi driver permits, inspection of taxi vehicles, regulation of fares, provision of on street supervision and training and promotional support.

SUNLINE's operating functions are composed of seven departments: Operations, Maintenance, Administration, Planning, Special Services, Marketing and Customer Service.

The Operations division provides the actual day-to-day operation and supervision of all SunBus fixed route services. A staff of 105 includes coach operators, supervisors, dispatchers, bus stop maintenance personnel and training staff. Supervisors also oversee taxis as a part of Sunline Regulatory Administration.

SunBus, a fixed route transit system, operates a fleet of approximately 47 full size buses which are used to transport the general public throughout the Coachella Valley. The system includes eight routes and carries over 8,000 passengers each weekday. Annual ridership for 1993 is expected to remain close to last year's figures.

Many SunBus vehicles are equipped with wheelchair lifts that can provide access to persons with mobility impairments. There is guaranteed accessibility on Line 19-DESERT HOT SPRINGS-INDIO. If the lift is not working a back up vehicle will provide service.

The Maintenance division maintains SUNLINE's fleet of buses, a demanding task given the extreme climatic conditions found in the desert. They perform preventive maintenance, mechanical and engine repairs, body work, cleaning and fueling services. Maintenance employs approximately 27 persons.

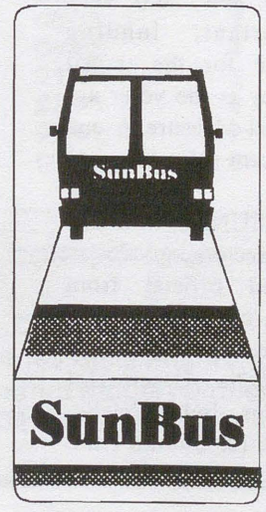
SUNLINE's administrative staff provides the functions of finance, accounting, personnel, data processing, affirmative action, employee relations and staff development.

The Planning function develops short and long range plans for SUNLINE's transportation services, based on tracking of population densities and travel patterns. They also develop the detailed routings and schedules necessary for service implementation.

Special Services is responsible for oversight of contracted SunDial services, implementation of the Americans With Disabilities Act and Taxi Regulation.

Earlier this year a trial program was undertaken to equip some Line 19 buses with bicycle racks. Each rack holds two bikes with riders responsible for loading and unloading their bicycles.

The Marketing function is responsible for communications between SUNLINE and the general public. Elements of SUNLINE's marketing program including information materials, advertising, public relations, community outreach and employer programs.



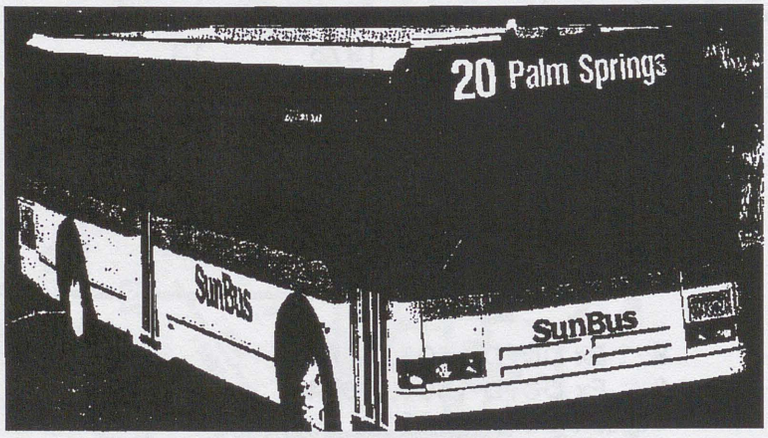
SunBus

Customer Service provides route and schedule information and passenger assistance by telephone. In addition, customer service handles passenger compliments and complaints, distributes information materials and participates in community outreach activities such as the successful Clean Air Employee Program. Utilizing a computer program known as TransStar, SUNLINE now offers its riders a personalized travel plan. Each TransStar printout contains a simple map along with information showing the fastest route of travel.

The future is dawning today at SUNLINE TRANSIT AGENCY. Soon a fleet of 40 Compressed Natural Gas buses will begin arriving. By 1994, when the change is complete, SUNLINE will be the first transit system in the country to make a complete switch from diesel to CNG. To support this development, a major refueling station, built by the Southern California Gas Company, will open this August at the SUNLINE headquarters site in Thousand Palms. The fueling station will be open to the general public as part of an area plan that foresees one quarter of all vehicles in the Valley using alternative fuels by the year 2000.

FIXED ROUTE SERVICE TABLE

ROUTE NO.	LINE NAME	SUNDAY-SATURDAY HDWY	RQMT	NOTES
2	PALM SPRINGS-CATHEDRAL CITY	60	2	
3	CATHEDRAL CITY LOCAL	60	1	
4	PALM DESERT-LA QUINTA	60	2	
5	INDIO-COACHELLA	30	4	
6	INDIO-MECCA	4 round trips	A	A
8	THOUSAND PALMS-CATHEDRAL CITY	120	1	
19	DESERT HOT SPRINGS-INDIO	30	10	B
20	PALM SPRINGS-PALM DESERT	30	4	C
41	SUNRISE PARK	4 round trips	1	



NOTES

A. Uses buses from Line 19.
B. 15/30 minute Weekday peak headway requires 5 more buses.
C. Sunday headway is 40 minutely with 3 buses.

This feature story was prepared by Jim Moore with special thanks to Dennis Gilman, Dennis Guinaw, Kelly Hunter and John McKane.

Supplement to the June 1993 issue of *WESTERN TRANSIT.*
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SunBus

SPRING 1993

FLEET #'S	BUILDER	MODEL	SERIAL #'S	YEAR	NOTES
100-101	Ford	Econoline 350	FHC38019-020	1985	
103-104	Ford	Econoline 350	GHC61094,097	1986	
303	Ford	Econoline Van	CHB19128	1982	
308	Ford	Econoline Van	CHB19102	1982	
311	Ford	Econoline Van	CHB19117	1982	
314	Ford	Econoline Van	CHB19118	1982	
317	Ford	Econoline Van	CHB08212	1982	
1438-1444	Flxible	35096-6-1	62438-62444	1977	
1447-1448	Flxible	35096-6-1	62447-62448	1977	
1468-1469	Gillig	4096T6V92	C1080202-203	1982	
1471-1474	Gillig	4096T6V92	C1080205-208	1982	
1475-1476	Gillig	40TB966V92	F1081066-067	1985	
1477-1478	Gillig	40TB966V92	F1081065,068	1985	
1479-1480	Gillig	40TB966V92	F1081070,069	1985	
1481-1482	Gillig	40TB966V92	F1081071-072	1985	
1490-1491	Flxible	53096-8-1	60198, 60169	1985	1
1492	Flxible	111-CD-D06-1	57577	1985	2
1493	Flxible	53096-8-1	57817	1985	3
1494	Flxible	111-CD-D06-1	57570	1985	4
7400-7401	Flxible	45102-8-1	58567,58584	1974	5
7402-7403	Flxible	45102-8-1	58577,58594	1974	6
7406	Flxible	45102-8-1	58580	1974	7
7409-7410	Flxible	45102-8-1	58543,58593	1974	8
7411-7412	Flxible	45102-8-1	58541,58554	1974	9
7413	Flxible	45102-8-1	58586	1974	10
7500-7501	Flxible	53102-8-1	59824,59834	1975	11
7502-7503	Flxible	53102-8-1	59831,59825	1975	12
7504-7505	Flxible	53102-8-1	60485,60489	1975	13
7506	Flxible	53102-8-1	59707	1975	14
7507-7508	Flxible	53102-8-1	59830,59836	1975	15
9101-9102	Ford	Collins	MHA15909,13403	1991	
9103-9104	Ford	Collins	MHA13399,13400	1991	
9105	Ford	Collins	MHA13402	1991	

NOTES

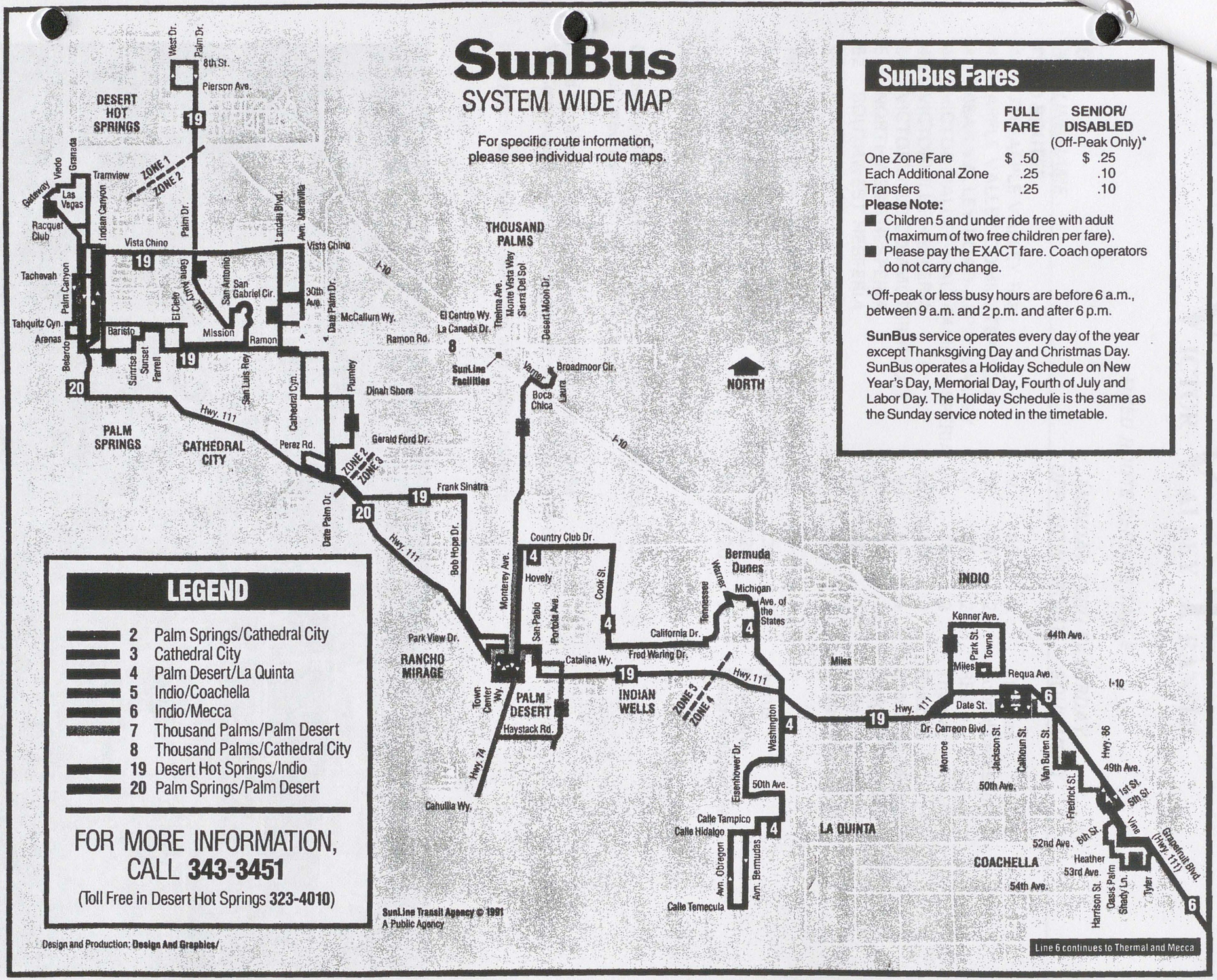
1. Ex Baltimore MTA (MD) 3139, 3110 - Advanced Bus Remanufacturing (ABR) units.
2. Ex Jacksonville (FL) 1039 - ABR unit.
3. Ex Baltimore MTA (MD) 2807 - ABR unit.
4. Ex Jacksonville (FL) 1032 - ABR unit.
5. Ex OCTD 1627, 1644.
6. Ex OCTD 1637, 1654.
7. Ex OCTD 1640.
8. Ex OCTD 1603, 1653.
9. Ex OCTD 1601, 1614.
10. Ex OCTD 1646.
11. Ex OCTD 1804, 1814.
12. Ex OCTD 1811, 1805.
13. Ex SCRTD 7419, 7423.
14. Ex SCRTD 7334.
15. Ex OCTD 1810, 1814.

SENIOR/
DISABLED
Off-Peak Only)*
$ .25
.10

SunBus

SYSTEM WIDE MAP

For specific route information, please see individual route maps.



LEGEND

- 2 Palm Springs/Cathedral City
- 3 Cathedral City
- 4 Palm Desert/La Quinta
- 5 Indio/Coachella
- 6 Indio/Mecca
- 7 Thousand Palms/Palm Desert
- 8 Thousand Palms/Cathedral City
- 19 Desert Hot Springs/Indio
- 20 Palm Springs/Palm Desert

FOR MORE INFORMATION, CALL **343-3451**

(Toll Free in Desert Hot Springs **323-4010**)

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A Public Agency

Design and Production: **Design And Graphics/**

SunBus Fares

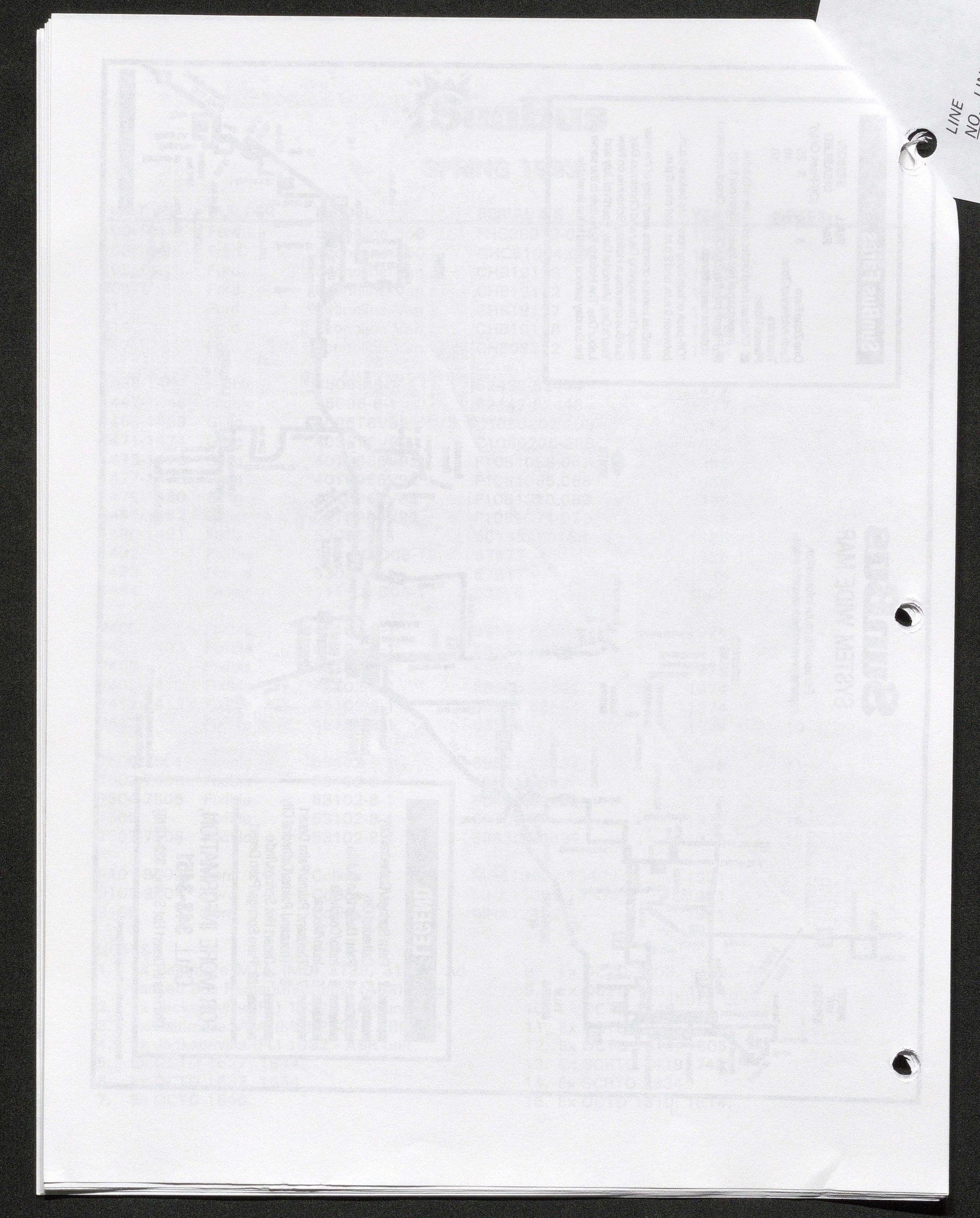
	FULL FARE	SENIOR/ DISABLED (Off-Peak Only)*
One Zone Fare	$ .50	$ .25
Each Additional Zone	.25	.10
Transfers	.25	.10

Please Note:

- Children 5 and under ride free with adult (maximum of two free children per fare).
- Please pay the EXACT fare. Coach operators do not carry change.

*Off-peak or less busy hours are before 6 a.m., between 9 a.m. and 2 p.m. and after 6 p.m.

SunBus service operates every day of the year except Thanksgiving Day and Christmas Day. SunBus operates a Holiday Schedule on New Year's Day, Memorial Day, Fourth of July and Labor Day. The Holiday Schedule is the same as the Sunday service noted in the timetable.



VICTOR VALLEY TRANSIT

FIXED ROUTE SERVICE TABLE

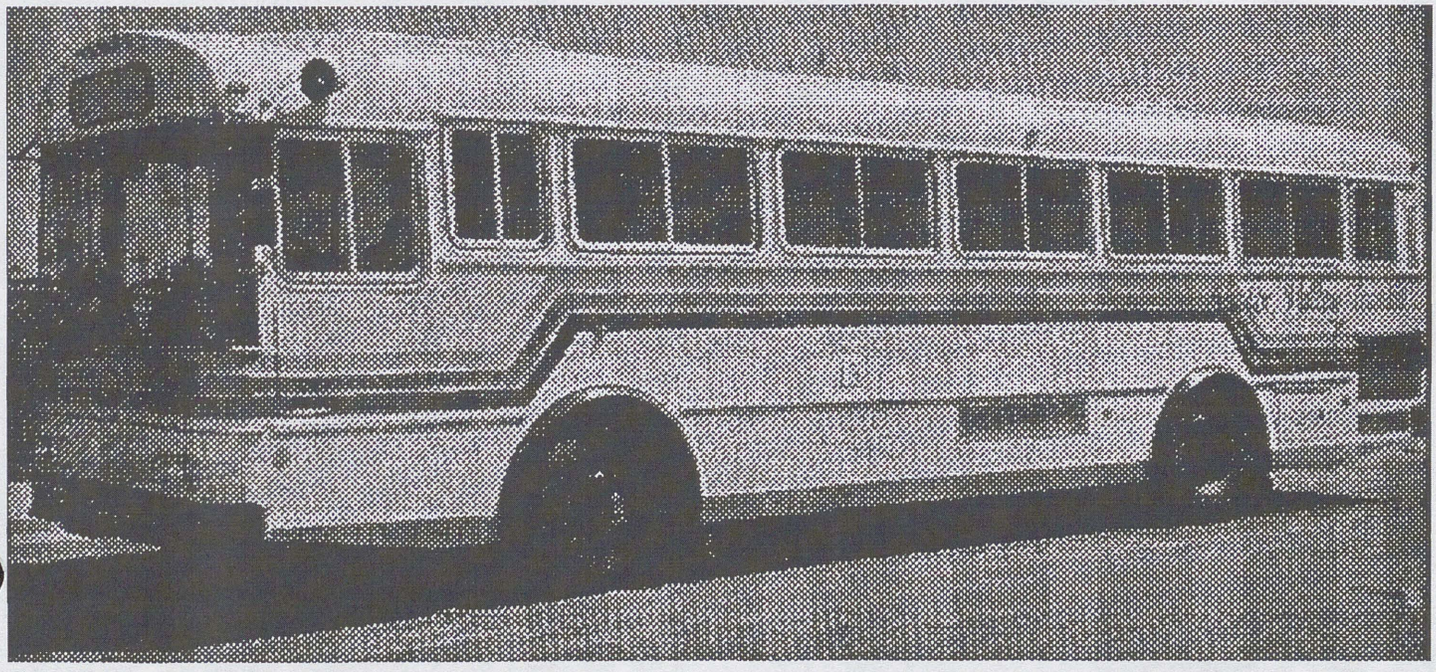
LINE NO.	*LINE NAME*	*MONDAY THRU SATURDAY OPR*	*HDWY*	*RQMT*	*EQUIPMENT*
FIXED ROUTES					
41	7TH-APPLE VALLEY RD	V	45	3	Thomas
42	APPLE VALLEY COMMUTER ROUTE	V	45	2	Econoline/Escort
43	BEAR VALLEY ROAD-APPLE VALLEY	V	45	2	RE-29
44	VICTOR VALLEY MALL-MAIN-HESPERIA	V	45	2	Thomas
45	VICTORVILLE-HESPERIA	V	45	2	Bluebird
51	VICTORVILLE COMMUTER ROUTE	V	60	1	Econoline/Midtowner
61	NORTHWEST HESPERIA	D	45	1	Dodge Wide-One
62	SOUTHWEST HESPERIA	D	45	1	Dodge Wide-One
63	SOUTHEAST HESPERIA	D	45	1	Dodge Wide-One
TRI COMMUNITY TRANSIT					
A	VICTOR VALLEY MALL-WRIGHTWOOD	D	120	1	Ikarus
B	PHELAN-PINON HILLS	D	120	1	Econoline
-	LUCERNE VALLEY	D	120	1	Dodge Wide-One

NOTES

D-Operated by DAVE TRANSPORTATION SERVICES, INC.
V-Operated by CITY OF VICTORVILLE

Fixed Routes operate between 545AM and 800PM
Tri Community Transit operates between 900AM and 600PM

No service operated on Sundays and major holidays



VICTOR VALLEY TRANSIT

FIXED ROUTE BUS ROSTER

FLEET #	*BUILDER*	*MODEL*	*SERIAL NOS*	*SEATS*	*YEAR*	*NOTES*
1	Thomas	Transitliner	P1115068	33	1992	
2	Thomas	Transitliner	P1115069	33	1992	
3	Thomas	Transitliner	P1115067	33	1992	
4	Thomas	Transitliner	P1115064	33	1992	
5	Thomas	Transitliner	P1115063	33	1992	
6	Thomas	Transitliner	P1115070	33	1992	
7	Bluebird	All American	---31773	35	1989	A
8	Bluebird	All American	---31774	35	1989	B
9	National	RE-29	M2900827	23	1991	C
10	National	RE-29	M2901010	23	1991	D
11	Ford	Econ/Escort II	HHA03888	19	1986	E
12	Ford	Econ/Escort II	HHA07351	19	1986	F
13	Ford	Econ/Midtowner	HHB11584	18	1986	G
25	Dodge	Wide One	--------	15	1990	
26	Dodge	Wide One	--------	15	1990	
27	Dodge	Wide One	--------	15	1990	
28	Dodge	Wide One	--------	15	1990	
29	Dodge	Wide One	--------	15	1990	
30	Dodge	Wide One	--------	15	1990	
31	Dodge	Wide One	--------	15	1990	
32	Dodge	Wide One	--------	15	1990	
33	Champion	CTS	LWO03421	25	1990	H
34	National	RE-29	--------	23	1989	I
35	Ikarus	543	L3314634	24	1991	J
36	Ford	High Roof Econoline	--------	11	1986	K
37	Ford	High Roof Econoline	--------	9	1987	L

NOTES

A. Ex Victorville Transit 447.
B. Ex Victorville Transit 446.
C. Ex Victorville Transit 341.
D. Ex Victorville Transit 091.
E. Ex Victorville Transit 928.
F. Ex Victorville Transit 854.
G. Ex Victorville Transit unkn.
H. Believed Ex Benicia Transit.
I. Origin unknown.
J. Ex Demonstrator.
K. Origin unknown.
L. Ex East Valley Area Health Council.

Buses 1-13 operated by CITY OF VICTORVILLE
Buses 25-37 operated by DAVE TRANSPORTATION SERVICES, INC.

Supplement to the June 1993 issue of *WESTERN TRANSIT*.
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