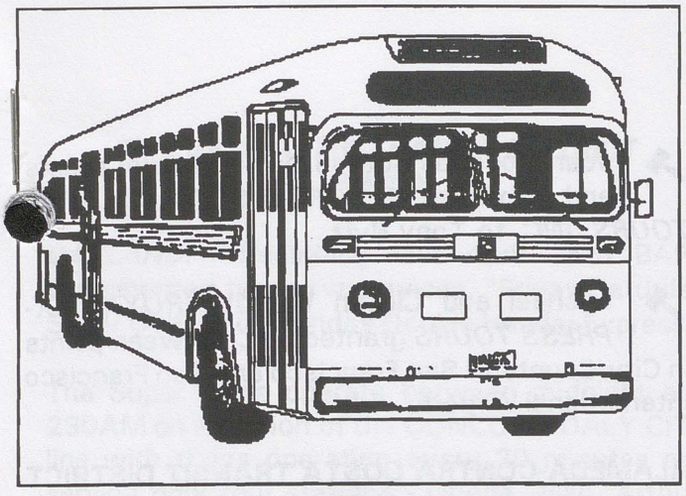


Western Transit

Our 30th Year!

VOL. 31, NO. 9 September 1993

THE TIDE - SANTA MONICA (TT)

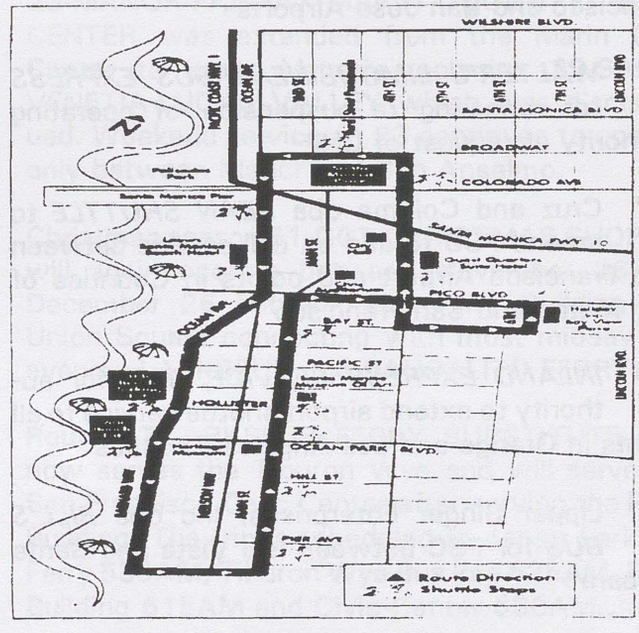
SANTA MONICA: THE TIDE is in - in Santa Monica. A recent addition (August 6th) to the world of downtown circulators, TT connects downtown Santa Monica with the Main Street shopping area, beaches and hotels.

The service is sponsored by the City of Santa Monica, The Guest Quarters Suite Hotel, The Holiday Inn Bay View Plaza Hotel and Loew's Santa Monica Beach Hotel and operated under contract by MAYFLOWER CONTRACT SERVICES, INC. using T-1, a Goshen ML-2000 painted blue over white with a blue wave stripe and the name THE WAVE. This bus is part of the group MCS used in St. Louis for BI STATE TRANSIT SYSTEM, some of which are now also assigned to the DASH/SOUTHEAST program *(WT 4/93).*

T-1 sports an off white interior with 27 dark red leatherette forward facing seats including two wheelchair positions, a Braun lift with its own door and a small Main fare box.

TT operates daily between noon and 1000PM on a 30 minute headway charging a 50 cent fare.

The service is part of a development agreement between the city and hotels recently built there. Currently the city pays the marketing costs while the hotels pay the operating costs using the development money already paid to the city.*



IN THIS ISSUE

PUC Decisions	2
AC Transit	2
Bay Area Rapid Transit (BART)	3
SamTrans	3
Golden Gate Transit	3
North County Transit District	3
West Covina Shuttle	4
Los Angeles County MTA	4
So.Calif. Regional Rail Authority	5
Amtrak	5
News Briefs	5
Los Angeles Unified School Dist	6
Yosemite National Park	6
Island Transit	7
Skagit Transit System	7
Fuel Tax Increase	7
City of Carson City	7
30th Anniversary Trip	8
Santa Clarita Transit	8
San Francisco MUNI	9
ROTM - Community Transit	11

PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

☑ Daniel Tadesse dba *AIRPORT SERVICE* for PSC between points in Santa Clara, San Mateo and Alameda Counties and Oakland, San Francisco and San Jose Airports

☑ *WALTER'S LIMOUSINE/AIRBUS EXPRESS* for rehearing re suspension of operating authority at request of CHP

☑ Cruz and Coloma dba *SEAN SHUTTLE* to amend PSC to add on call service between San Francisco Airport and points in Counties of San Mateo and San Francisco

☑ *INLAND EXPRESS SERVICE, INC.* for authority to extend airport shuttle service to all points in Orange and Los Angeles Counties

☑ Lipper Singer Enterprises, Inc dba *BILL'S BUS* for PSC between Isla Vista and Santa Barbara

☑ Commission Order Instituting Investigations into operations of *L. A. TOP SHUTTLE, INC, COAST SHUTTLE, INC and AIRTRANS EXPRESS*

DECISIONS

🔨 *WESTERN STAGE LINES, INC* application for PSC between Pasadena and Los Angeles International Airport dismissed

🔨 *SUPERSHUTTLE OF LOS ANGELES, INC.* application to transfer its certificates and certain public property to *LOS ANGELES SHUTTLE COOPERATIVE, INC.* dismissed

🔨 Commission investigation into operations of Earnest Alvin Borchers dba *MENDOCINO STAGE* - Borchers to pay a fine of $3,000 for violations of Public Utilities Code Sections

🔨 Joan Donohue authorized to transfer assets and liabilities of *LORRIE'S TRAVEL AND TOURS, INC.* to Tony Ruiz

🔨 Michael and Clifton Wu dba *ROYAL EXPRESS TOURS* granted PSC between points in City/County of San Francisco and San Francisco International Airport

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: Weekday peak hour service and Tuesday/Thursday midday service in the Montclair and Piedmont Pines area was reinstated April 15th. Line 5-SNAKE ROAD operates half hourly and 60-PIEDMONT PINES runs hourly while 665-MOUNTAIN & SKYLINE-PIEDMONT PINES has one morning and one afternoon peak trip.

305-MONTCLAIR-SNAKE ROAD and 360-BROADWAY TERRACE-PIEDMONT PINES operate every 90 minutes (1 bus) between 930AM and 230PM on Tuesdays and Thursdays only.

Weekend service on 46-DIMOND DISTRICT-SKYLINE BLVD now only operates between Fruitvale & MacArthur and Roberts Park with service along Skyline to Brookpark no longer provided.*

WT STAFF FOR THIS MONTH

EDITOR:	Edmund Buckley
ASSOCIATE EDITOR:	Craig Barnes
SENIOR CORRESPONDENT:	Jim Moore
SENIOR STAFF:	Scott Page Warren F. Quon
REPORTERS & SOURCES:	Alan Fong Alex Lock Bruce Maher Marvin Martin Gerald L. Squier Todd Terpening Ed Von Nordeck Eric Wright *NEVADA BUS MAN*

BAY AREA RAPID TRANSIT DISTRICT (BART)

OAKLAND: Beginning last April 15th BART implemented two new services, "Friday/Saturday Super Owl" and "Sunday Double Header Express".

The Super Owls operate between midnight and 230AM on a portion of the CONCORD-DALY CITY line with trains operating every 20 minutes and serving only four stations - Orinda, Mac Arthur, Embarcadero and Powell.

The Sunday Double Header also operates as a short turn on the CONCORD-DALY CITY line (four 6 car trains) between 1100AM and 500PM (20 minute headway) serving only selected stations - Daly City, 24th Street, Civic Center, Powell, Embarcadero, 12th Street and MacArthur.*

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN CARLOS: Route 50B-SHARON HEIGHTS-MARSH MANOR was recently altered with the addition of NEW Route 54B-MENLO PARK which will operate along Valparaiso and to the Durham/ Laurel area on school days only.

The new 900 series 40 foot Gillig Phantoms, diesels with particulate traps, are now entering service replacing the 600-652 series Flyer Model D10240C buses built in 1980.

SAMTRANS recently placed into service 18 Econoline 350/Champion buses on the county wide REDI-WHEELS service, designed for persons with disabilities. Starting August 1st MAYFLOWER CONTRACT SERVICES, INC. became the contractor for the program replacing long term provider DAVE TRANSPORTATION SERVICES, INC.*

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: Certain fares were increased on September 1st while selected service changes followed on September 5th.

Marin County local fares on GGT were increased - Regular and Student fares of $1.10 were increased to $1.25 while Elderly and Handicapped rates of 55 cents were increased to 60 cents. Certain Trans Bay fares were also changed. Zone 4 (Ignacio-Novato-San Marin) to San Francisco was $2.75 and is now $3.00. Zone 5 (southern Sonoma County) to SF is now $4.00 and Zone 6 (central Sonoma County) to SF is $4.50.

Weekday service between 800AM and 500PM on 23-MANOR-FAIRFAX-MARIN COUNTY CIVIC CENTER was extended from the Marin Civic Center to Santa Venetia replacing 39-SANTA VENETIA-LUCAS VALLEY which was discontinued. Weekend service on 23 continues to operate only between Manor and San Anselmo.

Christmas season 61-GGT CHRISTMAS SHOPPER will again operate between November 26 and December 26 between the Ferry Building and Union Square connecting with most midday and evening LARKSPUR and SAUSALITO FERRYs.

Route 97-LARKSPUR FERRY SUBSTITUTE BUS now serves the Tiburon Wye and will serve the San Francisco Civic Center after serving the Ferry Building. The trip is scheduled to depart Larkspur Ferry 530AM, Tiburon Wye Bus Pad 535AM, Ferry Building 615AM and Civic Center 630AM.*

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: Line 304-CARDIFF TOWNE CENTRE-PALOMAR COLLEGE was extended from Palomar College to the new California State University San Marcos campus beginning on August 23rd *(WT 8/93).* The line was extended via Mission Road, Pico Avenue, San Marcos Blvd and Twin Oaks Valley Road to the campus. Headways were stretched from 60 to 70 minutes.

Between July 28 and September 15 special buses were routed to serve the Del Mar Races. A special Line 301 bus left Oceanside at 1030AM serving all 301 points and becoming a shuttle serving Del Mar and Solana Beach every half hour. A special Line 308 trip departed Escondido at 1225PM.*

WEST COVINA SHUTTLE (WCS)

WEST COVINA: Beginning in May with the opening of the Baldwin Park *METROLINK* station, WCS began a NEW peak hour shuttle between West Covina and the rail station. Five morning and five afternoon round trips are provided. Passengers are encouraged to park their autos on the top deck of the West Covina Civic Center parking structure and take the Shuttle which travels via Sunset, Pacific Avenue and Downing to Baldwin Park.*

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: MTA inaugurated its first NEW line on August 23rd - 515-ARTESIA BLUE LINE STATION-EL SEGUNDO EMPLOYMENT CENTER being marketed as the "Blue Line Transfer" or "BLT". Rides were FREE the first week of service.

The BLT is designed to get more workers of the Redondo Beach and El Segundo employment areas to use transit and was requested by the El Se-gundo Employers Association and Hughes Corp.

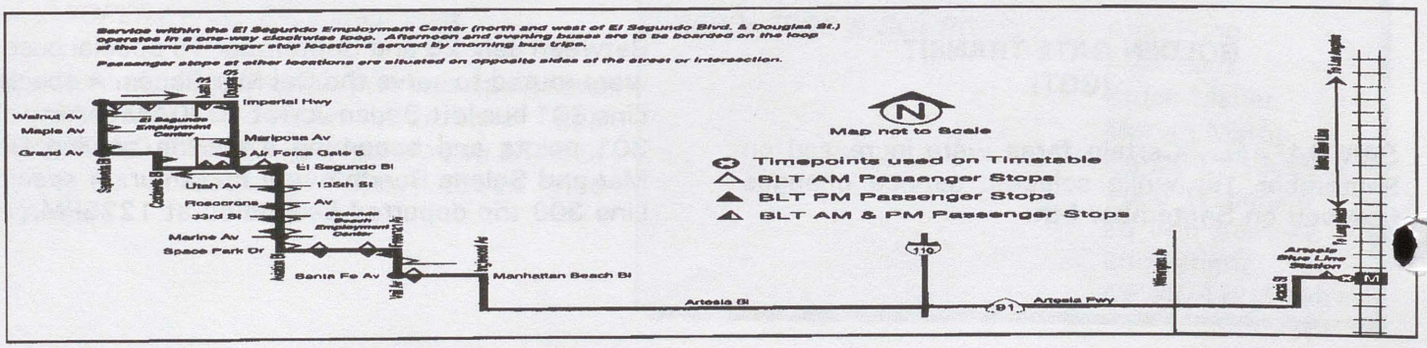
The line operates during weekday rush hours only westbound/northbound in the morning and southbound/eastbound in the afternoon on a 20 minute headway using six buses.

Line 515 operates out of Division 88, the first Business Development Operating Facility, which is located on site at Division 18 (South Bay). Operators are dispatched out of a trailer with costs associated with this operation kept separate from regular MTA Operating Department funds. *(Ed. Note - Several years ago SCRTD and the Union Transportation Union negotiated provisions in the bus operator labor contract to create BDOFs for the purpose of directly contracting with the cities or County of Los Angeles or any other entity not controlled by RTD to provide new transit service as requested. BDOF bus operators are a special class of part timers, with different uniforms, their own rate of pay (presently $10 an hour with a training rate of $8 an hour) but are eligible for the same benefits as other part time operators.*

Seven buses (8213, 8258, 8507, 8963, 8978, 9059 and 9121) have been assigned to the operation. To begin the service quickly these 1981 GMC RTS 04 buses from the energy contingency fleet have been painted all white with BLT logos affixed to the front and sides. On each side the advertising signs now have the BLT letters and name in blue with three stripes (red over green over brown) underneath along with the BLT information phone number and the MTA logo. Other than the fleet numbers and MTA's CA number (California Highway Patrol inspection identification number) there are no regular MTA markings.

Creative Bus Sales (Huntington Beach) was awarded a $485,000 contract for a 20 month lease of 11 medium duty accessible buses (Econoline/El Dorados) with an option for 6 more.

At this time four more BDOF lines are being considered - to serve Westchester/LAX, Pacoima/Sylmar to Chatsworth, CSULA to a Monterey Park employment area and in the West Hills area.*



SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA)

LOS ANGELES: On the weekends of the Ventura County Fair in Ventura last month *METROLINK* provided service between Simi Valley, Moorpark, Camarillo, Oxnard and Ventura (four round trips) using equipment which normally lays over all weekend in Moorpark. Round trip fares from Simi and Moorpark were $6.00 while Camarillo and Oxnard were $4.00. The service was quite popular and by the end of the first day the consist included three engines and twelve coaches.

METROLINK will also be operating special service on the SAN BERNARDINO line on weekends during the Los Angeles County Fair. Three round trips (one train) are planned operating between Los Angeles and Rialto with a special stop at the Fairplex at Mile Post 30. The weekday midday Flex Trains will also stop at the Fair. Connecting shuttle buses will be provided between MP 30 and the front gate of the Fair.

Still in the planning stages, but recently announced in the press, is the possible operation of weekend train service to/from the Coachella Valley. The Riverside County Transportation Commission and the City of Palm Springs are behind this pilot program. One Friday night outbound trip and one Monday morning inbound trip are envisioned along with two round trips on both Saturday and Sunday using trains which normally store at Riverside over the weekend. Trains would operate over normal *METROLINK* trackage as far as Riverside, then go north to Colton, interchange with SOUTHERN PACIFIC and operate east to the Palm Springs/Indio area. Long term plans are to operate over the Los Angeles-Fullerton-Corona routing of *SANTA FE.* This could be a test for the proposal RCTC made to CALTRANS a few years back to provide an inter-city 403B type service.*

AMTRAK

LOS ANGELES: AMTRAK began serving Emeryville August 15 with all CAPIOTLS and SAN JOAQUINS. Oakland's 16th Street Station is still open, but once it closes this fall the COAST STARLIGHT and CALIFORNIA ZEPHYR trains, the connecting AMBUS service to and from San Francisco and baggage and package express service will all be transferred to Emeryville.

A replacement downtown Oakland station, at Alice and Embarcadero near Jack London Square, is expected to open sometime in 1994.

A threatened nationwide *AMTRAK* strike, triggered by a dispute at a Los Angeles *METROLINK* yard, was averted August 24th when U. S. District Judge Stanley Harris, in Washington, D. C., issued a temporary restraining order barring a walkout.

Leaders of the United Transportation Union, which represents conductors, complied with the order although they had vowed to strike after a dispute arose over who should be responsible for moving trains at Taylor Yard. Since the *METROLINK* facility opened last year, contract operator *AMTRAK* has directed workers from the mechanical department to move the trains. UTU maintains the work should go to its members who perform the duties at most yards. *AMTRAK* Managers in Los Angeles countered that the UTU contracts did not explicitly include moving the trains when they are not being used by passengers. Mechanical workers or "car men" were selected to move the trains because it seemed more efficient.*

NEWS BRIEFS

Bids to operate the 10 route, 31 bus fleet of *CHULA VISTA TRANSIT* were solicited last spring with the publicly owned *SAN DIEGO TRANSIT* awarded the contract replacing *AMERICAN TRANSIT CORPORATION (WT 9/91).* The California Bus Association has protested saying that SDTC's actions are designed to drive away private enterprise. An audit of the $6.75 million bid found no evidence that SDTC's costs to do business were hidden. *(Ed. Note - SDTC has never operated CVT, but did operate in a number of cities that presently use other providers who received contracts due to their lower costs of operation).*

The Los Angeles Airport Commission has voted 5-0 to award the FLYAWAY bus service contract (Van Nuys Airport-LAX) to *CALIFORNIA CHARTER*

NEWS BRIEFS
(Continued)

BUSES. GRAY LINE TOURS COMPANY, which has held the contract for about 15 years, will appeal to the City Council claiming irregularities in the selection process.

The *COW* is coming - *CERRITOS ON WHEELS,* a two bus fixed route city transit system scheduled to begin later this month.

WESTPARK TRANSIT, a Dial-A-Ride program for persons over 55 and those with handicaps, has expanded from Baldwin Park and West Covina to include La Puente and unincorporated parts of Los Angeles County. *DAVE TRANSPORTATION SERVICES, INC.* operates *WT* under contract.*

LOS ANGELES UNIFIED SCHOOL DISTRICT (LAUSD)

LOS ANGELES: LAUSD is the nation's second largest school district and includes all neighborhoods in the City of Los Angeles (central, westside, San Fernando Valley and harbor area) plus the cities or communities of Bell, Carson, Cudahy, Harbor City, Huntington Park and South Gate.

During the 1991-1992 school year 85,590 students were transported on 2353 school buses which traveled 45.5 million miles. The principal components of the program are integration and special education (disabled students).

LAUSD provides about half of the needed fleet while a host of contractors contribute the other half. LAIDLAW TRANSIT, INC. is the largest in addition to BROCK BUS LINES, CARDINAL TRANSPORTATION, INC., DURHAM TRANSPORTATION, INC., MARK IV CHARTER LINES, MAYFLOWER CONTRACT SERVICES, INC. and RYDER STUDENT TRANSPORTATION.

The district operates a fleet including new and old style Gilligs, two and three axle Crowns, Thomas Transitliners, International/Thomas, International/Carpenters, International/Waynes, Bluebird Handy Buses, Superior Pacemakers and Chevy/Wayne Busettes from five garages - Business Services at 15th and San Pedro, Alameda at 60th and Alameda, Gardena at 182nd and Hoover, Sun Valley near Vineland and Sherman Way and Sepulveda near Balboa and Victory.

Earlier this year State Senator David Roberti (D-Van Nuys) introduced a bill which would create a 30 member commission to divide the 641,000 student district into at least seven new districts. If the commission failed to act by next July 1st, the State Superintendent Of Public Instruction would draft a plan to be placed on the November 1994 ballot for district voters to consider.

Roberti has argued that breaking up the district would make Los Angeles schools more accountable, encourage parent participation and lead to better student performance.

Opponents complained the bill would not give the commission sufficient time to draft a workable plan, would increase costs by reducing savings from bulk purchasing and increase crowding in inner city schools by making it more difficult to bus students to less crowded schools.

Over the summer the break up of LAUSD was stalled in the State Assembly although Roberti has said that he will continue to pursue the matter.

The impact on school bus operations, both LAUSD and contractor operated, is presently unknown. The integration programs have created many long distance bus routes and many of the special education programs are based at selected sites.*

YOSEMITE NATIONAL PARK

YOSEMITE: An electric powered GMC Rally Van was recently dedicated by the National Park Service in conjunction with CALTRANS, Pacific Gas & Electric and Hughes Power Systems. The van can travel about 50 miles at 35 mph before it needs a battery recharge. The sponsors will contribute $1.2 million to have HPS build three electric powered shuttle buses (30 feet long carrying 44 passengers) to be placed into service by next summer. They would operate on batteries and be able to travel about 45 miles before a recharge. Current plans envision replacing all existing diesel and gasoline powered buses with electric units.*

ISLAND TRANSIT
(Island County Public Transportation Benefit Area d/b/a)

COUPEVILLE, WA: IT provides transit service on Whidbey Island, just across the Port Susan and Possession Sound from Snohomish County (Everett, Mukilteo, Lynnwood) north of Seattle.

Earlier this year the eleven districts on the northern part of the island, which originally were not part of the PTBA nor taxed for transit (a sales tax of 3/10 of one per cent), voted to be included and in June IT revised its routes to serve the area.

Former 3-70TH NORTHEAST-CAPEHART HOUSING was replaced by NEW 4A-OAK HARBOR-CAPEHART and 4B-DECEPTION PASS (the new service area). One bus departs the Oak Harbor transfer point traveling past the Senior Center and Northgate Terrace to Deception Pass returning as far as 850th Avenue East, then to Capehart and continuing over the former routing to downtown.

Previously 2-OAK HARBOR and 3 were interlined. With the changes Route 2 is now interlined with 1-OAK HARBOR-COUPEVILLE-CLINTON FERRY, the trunk line which operates the length of the island, a 90 minute one way trip (4 base buses plus extra rush hour units). In Oak Harbor, 1 was also rerouted to serve Skagit Valley College.*

SKAGIT TRANSIT SYSTEM (STS)

MOUNT VERNON, WA: Another new PTBA, STS plans to commence fixed route service by this Thanksgiving to capitalize on the Christmas shopping season. A county wide paratransit program started this past July. Skagit County is just north of Snohomish County and includes the cities of Anacortes, Burlington and Mount Vernon and several rural areas. Five new Gillig Phantoms have been purchased and they will serve as the backbone of the fixed route fleet.*

FUEL TAX INCREASE

WASHINGTON, D. C.: Federal fuel taxes will increase 4.3 cents per gallon on diesel and gasoline beginning October 1st. Although the airline industry received a two year reprieve, trucking companies, railroads and private bus and shuttle companies did not and they now need to decide if they can afford to pass on this increase to their customers, primarily due to the state of the economy. GREYHOUND LINES, INC. officials have indicated that they will wait and see the relationship of ridership, revenues and costs. As GLI buys more new MC-12 buses which are more fuel efficient they may be able to offset part of the cost increase. Los Angeles' GRAY LINE TOURS COMPANY will not immediately pass on any costs to passengers as they sell most of their tickets to tour operators under yearlong contracts. SUPER SHUTTLE is supplementing its fleet of gasoline powered vans with a small number that use less costly propane and natural gas fuels. *(Ed. Note - several years ago when fuel prices rose substantially the California Public Utilities Commission authorized carriers to add fuel surcharge fees to their ticket prices, usually for a specified period of time. Whether this will occur this time remains to be seen as many passenger carriers now have Zone Of Rate Freedom (ZORF) provisions which allow increases and reductions in prices without further action of the Commission).*

CITY OF CARSON CITY

CARSON CITY, NV: A recent consultant study aimed at establishing transit in Nevada's state capitol has suggested a series of alternatives.

These include a limited "fixed route" system with mid size buses operating at least hourly, a Carson Street Shuttle to serve high frequency needs of both local residents and visitors, a "demand response" system similar to that now run by the Carson City Senior Citizens Center and a "cab coupon" program under which public money is used to reduce taxi fares for elderly and disabled.

The city has allocated $30,000 per year for transit and a portion of the money will be used to fund plans to implement the Carson City SRTP Update.*

30TH ANNIVERSARY EXCURSION

WTS celebrated its 30th anniversary over the weeekend of August 21 & 22, 1993 by traveling aboard *BLUE GOOSE CHARTER* 7405, MCI MC-9 U34296/S13820, 5/79 visiting several different transit agencies and private bus companies.

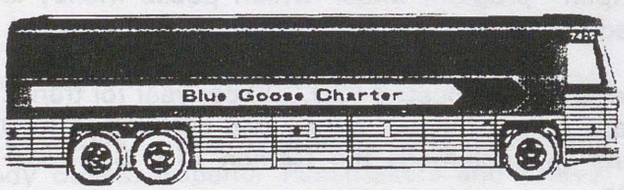
Site visits included *OMNITRANS, RIVERSIDE TRANSIT AGENCY, LAIDLAW TRANSIT, INC., SUNLINE TRANSIT AGENCY, DESERT STAGE LINES, NORTH COUNTY TRANSIT DISTRICT, SAN DIEGO TRANSIT and GOODALLS CHARTER BUS SERVICE.* We also visited several transit centers and saw other carriers and spent about one hour at the International Border at San Ysidro observing the myriad of bus activity at the most heavily utilized border crossing in this country.

WT thanks Doris Peak of *BLUE GOOSE CHARTER,* Craig Barnes for donating his services as our bus operator and Jim Moore and Edmund Buckley for setting up the garage tours.

As well, *WT* thanks John Oxrider and Tyrone Richardson of *OT*, Willie Jones of *RTA*, Dennis Gilman of *SUNLINE*, Tom Lichterman, *NCTD,* and Carmen Sandoval, *SDTC*, for their hospitality in showing the group around, moving buses for photographs and, in general, making us feel welcome at their facilities.

The only sad note relates to finances. In spite of the favorable rate BGC charged the organization, due to the relatively small turnout (17 individuals over the two days) we lost $325 on the trip, nearly the entire reserve account.

It will be necessary that the subscription price of *WT* be increased beginning Janaury 1994 to begin to offset the loss and continue to allow *WT* and special supplements to be produced at the same size and quality to which we have all become accustomed.*



SANTA CLARITA TRANSIT (SCT)

SANTA CLARITA: SCT increased passenger fares on all its services - Local, Commuter and Dial-A-Ride - beginning July 1st *(WT 4/93).* Adult fares on the local system are now 75 cents, students are 50 cents and senior/disabled are 25 cents. On the Los Angeles Commuter service the adult fare is $3.00 while students, elderly and disabled are $1.50. The Dial-A-Ride system charges all users 75 cents.

On September 1st SCT inaugurated NEW Line 60-VALENCIA TOWN CENTER-STEVENSON RANCH which operates on weekdays only between 500AM and 800PM, generally on a half hour headway using one bus. Two morning and three afternoon/evening trips are extended from Town Center to the *METROLINK* Station on Soledad Canyon Road.

Line 60 begins in the Stevenson Ranch area at McBean Parkway and Hemingway Avenue via Hemingway, Stafford Canyon Road and McBean, looping via Valencia Blvd, Magic Mountain Parkway and McBean Parkway.

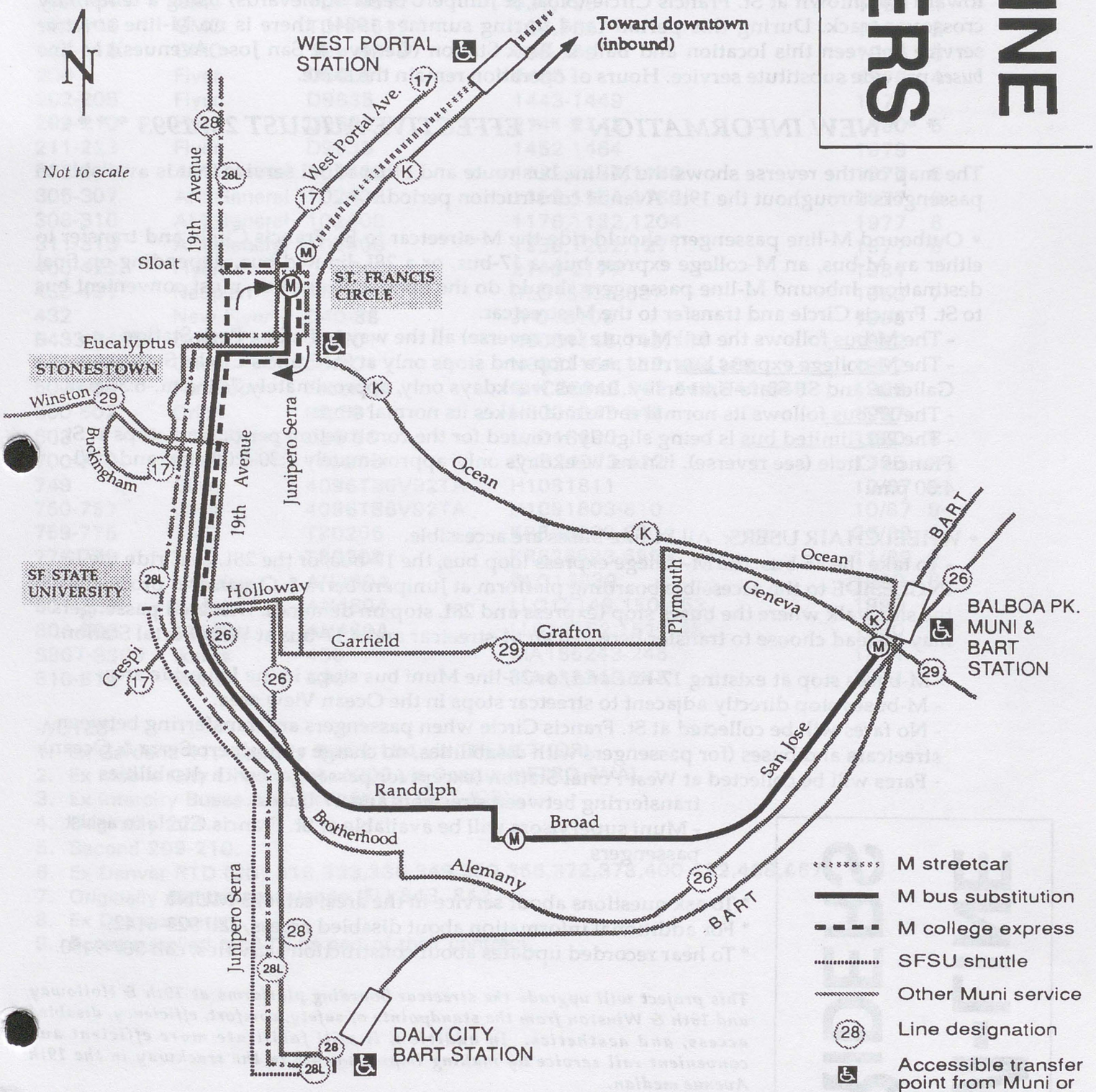
One morning and one afternoon round trip continue on 65-STEVENSON RANCH-McBEAN PARKWAY which has been designed to serve Wiley Canyon Elementary School, Hart High School and Placerita Junior High. The Line 60 bus is diverted to serve the Line 65 trips.

During the first three months of 1993 SCT logged system ridership of 238,842, more than double the 116,903 passengers transported during the same period in 1992. Ridership has also continued to grow in spite of the July fare increases. The two groups which are contributing the most new passengers are students, who must now pay fees to ride on school district buses, and commuters who use SCT to access *METROLINK*. 8 per cent of the rail passengers at Santa Clarita use buses, the highest number of any station on the rail system.*

M-LINE RIDERS

M-LINE BUS SUBSTITUTION

19TH AVENUE CONSTRUCTION, SUMMER 1993 & 1994



Revised 8/16/93

SUMMER 1993 & SUMMER 1994

19TH AVENUE PLATFORM & TRACKWAY IMPROVEMENT PROJECT

M-Line Bus Substitution

From June until middle October 1993, all Muni M-OCEAN VIEW streetcars are turning back toward downtown at St. Francis Circle (Sloat & Junipero Serra Boulevards) using a temporary crossover track. During this period (and during summer 1994), there is no M-line *streetcar* service between this location and Balboa Park Station (Geneva & San Jose Avenues); M-line *buses* provide substitute service. Hours of operation remain the same.

** * * NEW INFORMATION * * * EFFECTIVE AUGUST 23, 1993 * * **

The map on the reverse shows the M-line bus route and other Muni service that is available to passengers throughout the 19th Avenue construction period.

• Outbound M-line passengers should ride the M-streetcar to St. Francis Circle and transfer to either an M-bus, an M-college express bus, a 17-bus, or a 28L-limited bus, depending on final destination. Inbound M-line passengers should do the opposite–take the most convenient bus to St. Francis Circle and transfer to the M-streetcar.

- The M-bus follows the full M-route (see reverse) all the way to Balboa Park Station.
- The M-college express bus runs as a loop and stops only at St. Francis Circle, Stonestown Galleria, and SF State University. It runs weekdays only, approximately 7:00 a.m.-6:30 p.m.
- The 17-bus follows its normal route and makes its normal stops.
- The 28L-limited bus is being slightly rerouted for the construction period and stops at St. Francis Circle (see reverse). It runs weekdays only, approximately 7:30-9:00 a.m. and 2:00-4:00 p.m.

• WHEELCHAIR USERS: All M-line buses are accessible.

- To take the M-bus, the M-college express loop bus, the 17-bus, or the 28L-bus, ride the K-INGLESIDE to the accessible boarding platform at Junipero Serra & Ocean and proceed to the sidewalk where the buses stop (express and 28L stop on demand). Disabled passengers may instead choose to transfer between an M-streetcar and a 17-bus at West Portal Station.
- M-buses stop at existing 17-line and/or 28-line Muni bus stops in the Lakeside area.
- M-buses stop directly adjacent to streetcar stops in the Ocean View area.
- No fares will be collected at St. Francis Circle when passengers are transferring between streetcars and buses (for passengers with disabilities, no charge at Junipero Serra & Ocean).
- Fares will be collected at West Portal Station (except for passengers with disabilities transferring between streetcars and 17-buses).
- Muni supervisors will be available at St. Francis Circle to assist passengers.

M-LINE RIDERS

* To ask questions about service in the area, call 673-MUNI.
* For additional information about disabled access, call 923-6142.
* To hear recorded updates about construction activities, call 587-9450.

This project will upgrade the streetcar boarding platforms at 19th & Holloway and 19th & Winston from the standpoints of safety, comfort, efficiency, disabled access, and aesthetics. In addition, it will facilitate more efficient and convenient rail service by making improvements in the trackway in the 19th Avenue median.

San Francisco Municipal Railway

San Francisco Public Utilities Commission

SNOHOMISH COUNTY PUBLIC TRANSPORTATION BENEFIT AREA
d/b/a COMMUNITY TRANSIT
(Everett, Washington)

FLEET #'S	BUILDER	MODEL	SERIAL #'S	YEAR	NOTES
103-104	GMC	TDH-4517	037,156	1960	1
115-116	GMC	TDH-4517	766,768	1960	2
117-118	GMC	TDH-4519	788-789	1965	3
200	Flyer	D9635	1465	1979	4
202-208	Flyer	D9635	1443-1449	1979	
209-210	Flyer	D9635	2141-2142	1980	5
211-223	Flyer	D9635	1452-1464	1979	
302-304	AM General	10240B	1122,1137,1140	1977	6
305-307	AM General	10240B	1153-1154,1160	1977	6
308-310	AM General	10240B	1176,1182,1204	1977	6
311-313	AM General	10240B	1236,1262,1271	1977	6
400-429	Flyer	D10240	2148-2177	1981	
430-431	Neoplan	AN440A	DLO13638,637	1983	7
432	New Flyer	D40-88	JPO13105	1988	
B433-B435	Orion	05.501	N6031146,148,151	1992	
436-B439	Orion	05.501	N6031154,157,159,162	1992	
500-504	FordEcon	Escort II	GHC26843,842,844,841,840	1986	
600-602	Orion	02.501	H6001647-649	1987	
603	New Flyer	D35-90	LUO13890	1990	8
700-748	GMC	T8J206	GV824073-4121	1986	9
749	Gillig	4096TB6V92TA	H1081811	10/87	9
750-757	Gillig	4096TB6V92TA	H1081803-810	10/87	9
759-775	TMC	T80206	KR826288-6304	06/89	9
776-779	TMC	T80206	KR826593-6596	11/89	9
800	Neoplan	AN460A	DLO13639	1983	8
801-803	Neoplan	AN460A	LLO13149,150,153	1990	
804-806	Neoplan	AN460A	LL013152,151,148	1990	
S807-S809	Ikarus	436	MA155243-245	1991	
810-812	Ikarus	436	MA155246-248	1991	

-NOTES-

1. Ex Gardena 41, Intercity Buses 184 via TRI MET (OR).
2. Ex Mobile City Lines 3998, 4000 via Seattle METRO (WA).
3. Ex Intercity Buses 256-257 via TRI MET (OR).
4. Originally 224.
5. Second 209-210.
6. Ex Denver RTD (CO) 318,333,336,349,350,356,372,378,400,432,458,467.
7. Originally demos, ex Orlando (FL) 843, 842.
8. Ex Demonstrators.
9. Buses supplied by ATE as part of their contract.

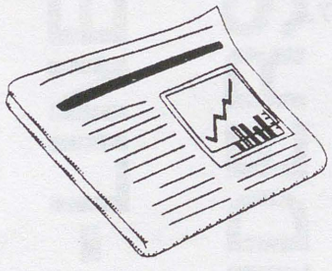
EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
San Diego Transit	201-225	Ikarus	416.01/KA155013-037	09-12/89	
Omnitrans	640	TMC	T80206/NR828883	11/92	
	641-683	TMC	T80206/NR828938-980	11/92	A
Storer Coachways	130	TMC	MC-9/DRO04122	11/83	
Riverside County	RCJ1-RCJ2	MCI	MC-9/KPO42707-708	04/89	
Sheriffs Department	RCJ3	MCI	MC-9/NPO44842	06/92	
Discovery Tours	3055	MCI	102C3/MPO43929	04/91	
Shangri La Express	924	MCI	102C3/NPO44639	06/92	
Chula Vista Transit	025	Orion	01.507/M6002811	05/91	
Regional Transit	9309-9310	Orion	05.501/P6031389,392	02/93	
	9311-9312	Orion	05.501/P6031396,399	03/93	
	9313-9314	Orion	05.501/P6031405,409	03/93	
	9315-9316	Orion	05.501/P6031412,417	04/93	
	9317-9318	Orion	05.501/P6031421,424	04/93	
	9321-9322	Orion	05.501/P6031438,443	04/93	
	9323-9324	Orion	05.501/P6031454-455	04/93	
	9325-9328	Orion	05.501/P6031466-469	04/93	
	9329-9330	Orion	05.501/P6031477,484	04/93	
	9331-9332	Orion	05.501/P6031486,515	05/93	
	9333-9334	Orion	05.501/P6031518-519	05/93	
	9335-9336	Orion	05.501/P6031533,536	05/93	
	9337-9338	Orion	05.501/P6031537,551	05/93	
	9339-9340	Orion	05.501/P6031554-555	05/93	
	9341-9342	Orion	05.501/P6031569,572	05/93	
Preferred Charters	9203	Prevost	2P9H/N1001161	00/92	H3-40
Evans Airport Service	217	Prevost	2P9H/P1001260	00/93	H3-40
-USED-					
A Part Time Tours	8201	Eagle	AE-10/CBO30839	04/82	B
Evans Airport Service	211	MCI	MC-9/U35552 S15277	12/80	C
Inland Empire Connection	8615	Neoplan	AN340A/GLO13159	10/85	D
-DISPOSITIONS-					
Orange County	8619,8628	FordEcon	Escort II/FHC44537,GHB23545	00/85	E
Transportation Auth	8621,8624	FordEcon	Escort II/FHC44535,FHC06912	00/85	F

-NOTES-

A. Delivered as 666 but renumbered to 639 before entering service.
B. Ex American Flyer Ltd 8201.
C. Ex Indian Trails, Inc (MI) 213.
D. Ex National Transit Service (TX) 053.
E. To Orange County Conservation Corps
F. To Orange County Sheriffs Department



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CLOVIS TRANSIT

NOTES

"Gateway to the Sierra Nevada" is a slogan hailed proudly by the residents of Clovis, California. For within easy driving distance to this community of nearly 58,000 are the Sequoia, Yosemite, Mineral King and Kings Canyon National Parks. Additionally, two national forests and numerous federal and state recreation areas beckon the experience sportsman and weekend outdoorsman alike.

Within this modestly-sized community is found an air of serenity, a sense of neighborhood abounds therein. Civic leaders have carefully preserved the character and charm of the Old West as a backdrop to the Clovis of today.



The advent of city-sponsored transit dates back to January 1979, when Clovis-based TRANSPORTATION SPECIALTIES was retained to provide demand responsive services. Up until this time, FRESNO AREA EXPRESS (FAX) operated a single fixed-route line linking Clovis with Fresno while Fresno HandyRide provided paratransit service.

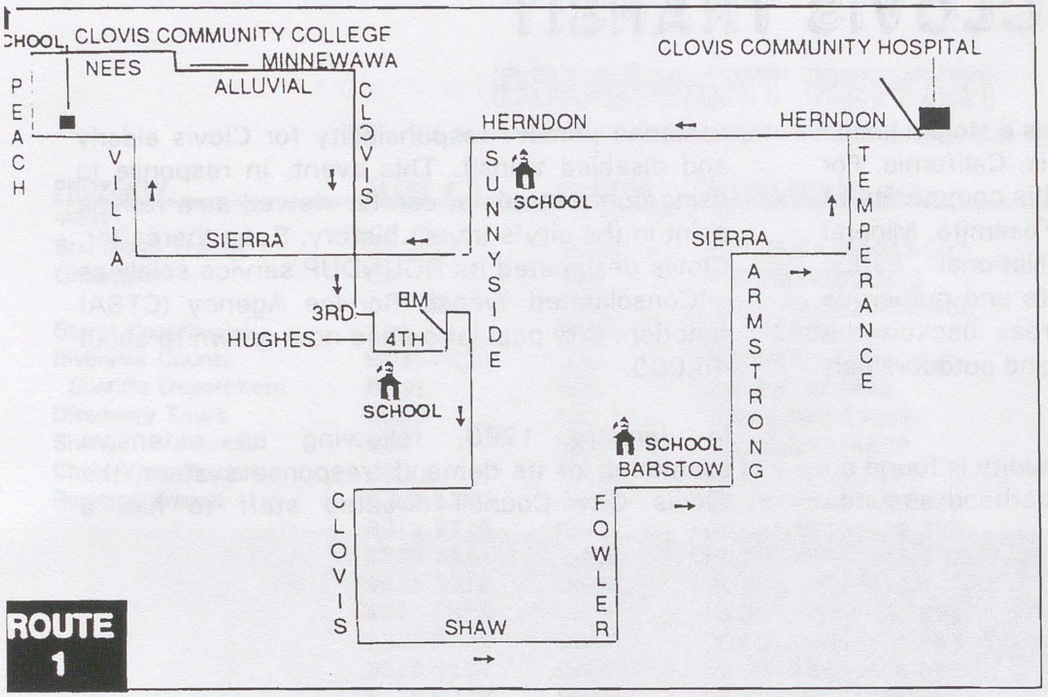
A new program, known as ROUNDUP, was funded with an Older Americans grant, and utilized Dodge vans. ROUNDUP provided curb-to-curb transportation for elderly and disabled residents. City population at this point about 33,000.

Initially, Clovis's demand responsive service was limited to in-city operations. However, in 1986, weekday service was expanded to include trips to downtown Fresno.

In 1988, the cities of Clovis and Fresno entered into a formal agreement whereby ROUNDUP assumed primary responsibility for Clovis elderly and disabled transit. This event, in response to rising contract costs, can be viewed as a turning point in the city's transit history. Soon thereafter, Clovis designated its ROUNDUP service solely as a Consolidated Transit Service Agency (CTSA) function. City population had now grown to about 45,000.

In January 1990, following an extensive evaluation of its demand- response system, the Clovis City Council directed staff to hire a consultant with the goal of developing a fixed-route system. In May 1990, MacDonald Transit Associates (Ft. Worth TX)/Transit Ways was awarded the contract, with service beginning on August 13, 1990. (Among its other activities, MacDonald operates transit systems in several cities including National City.) From this point forward the title "STAGELINE" has been utilized to identity the fixed-route service, while "ROUNDUP" continued to identify the demand-responsive service.

Interim demand responsive services were also provided by MacDonald Transit Associates/Transit Ways from July 1 to August 10, 1990. The (initial) STAGELINE operation utilized three



Influence. Local Measure funds are used to provide the necessary match for Transportation Development Act dollars.

Until July 1, 1993, ROUNDUP service was offered weekdays from 800AM to 500PM. Reservations are required 24 hours in advance. The system utilizes five radio dispatched, lift-equipped vehicles and one back up vehicle, all of which are owned and maintained by the City. (It is anticipated that four replacement vehicles will be acquired during FY 93-94.) ROUNDUP services are now offered on Saturday, and a fourteen day advanced reservation system has been established.

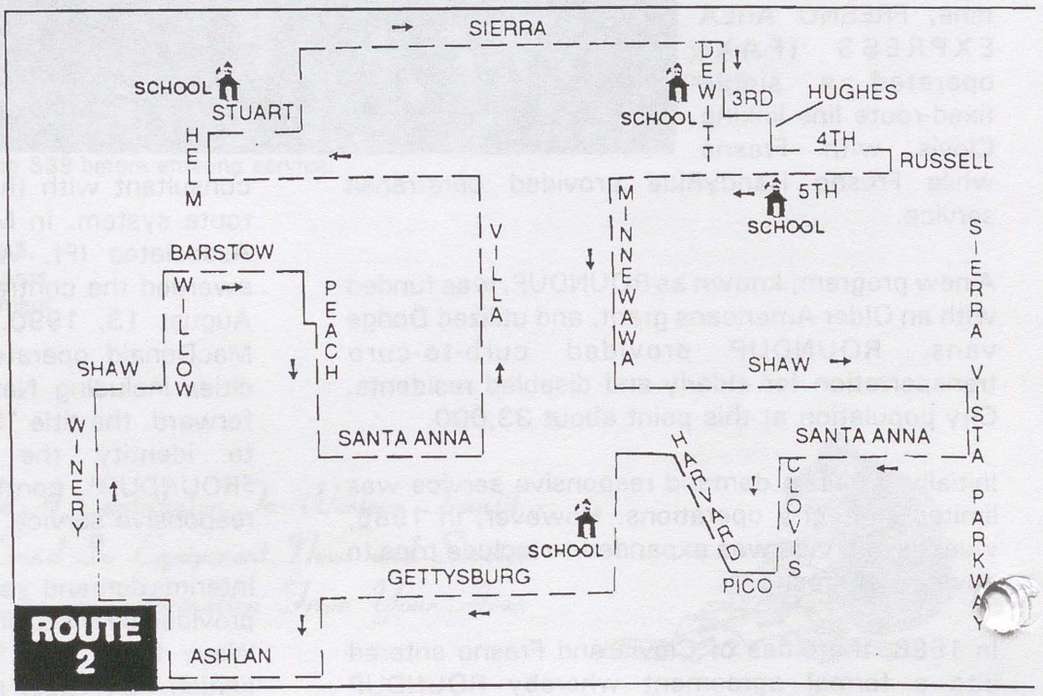
vehicles, and one back-up vehicle, all of which were owned by the City.

Under MacDonald/Transit Ways, STAGELINE and ROUNDUP operated from 645AM to 745PM on weekdays, and Saturdays from 830AM to 700PM. Effective July 1, 1991, service hours were altered to be consistent with FAX operations (645AM to 700PM on weekdays, 830AM to 700PM on Saturdays). Additionally, a Tripper route during non-peak hours (1100AM to 100PM) along Shaw Avenue was initiated. On July 15, 1991, the City Council approved the modification of STAGELINE's three (initial) routes to focus on higher ride generating areas.

In July 1992, the Council elected to maintain STAGELINE routes for weekday services, but to reduce two routes for weekend services. As a result, the system's overall hours of operations were also reduced.

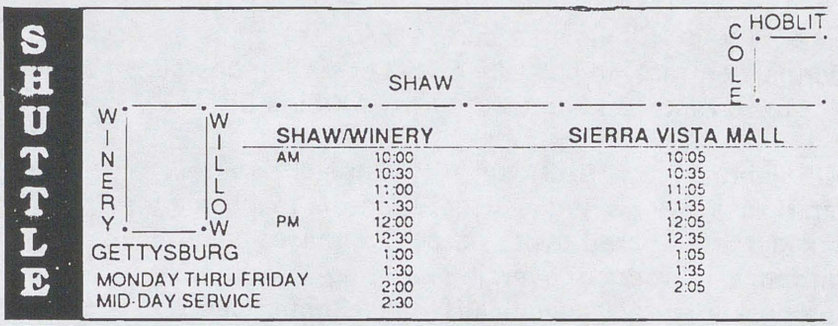
Today, Clovis ROUNDUP provides demand-responsive, curb-to-curb service for elderly and disabled residents with the City's Sphere of

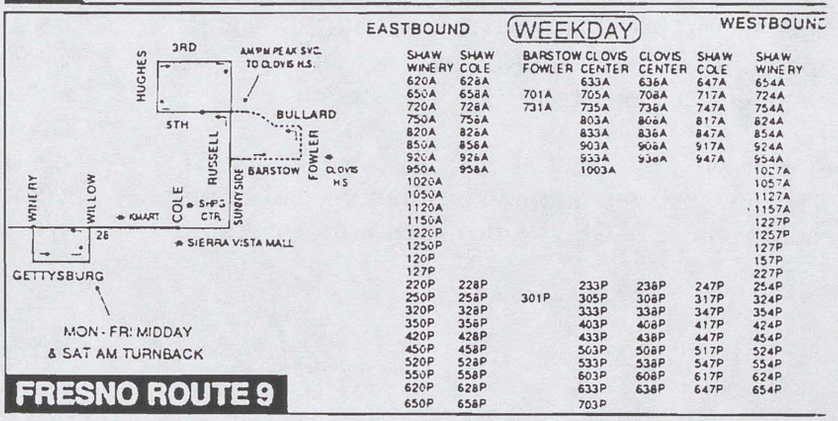
Presently, STAGELINE operates three routes with 45 minute headway. The three lines are timed to converge at the Clovis Civic Center (Fourth Street and Russell) to facilitate on-line transfers. A fourth bus is used as a midday tripper (30 minute headway) along Shaw Avenue, connecting Clovis Civic Center with Sierra Vista Mall. The tripper operates 1000AM to 230PM, and is rotated into the fixed route plan during peak periods. One free transfer per paid cash fare between STAGELINE



s is honored. Transfers to and from are also available upon request, and accepted at all transfer points for AX routes 9, 28, and 45. Transfers are valid for one hour past the time of ssuance.

Base fare for Clovis STAGELINE is seventy-five cents, with an unlimited monthly convenience pass available for $27.00. The service operates from 615AM to 700PM on weekdays, and 830AM to 700PM on Saturdays (Route 2 only). STAGELINE generally operates within the Clovis city limits. Three 15-passenger city-owned vehicles are used. (It is anticipated that Carpenter/Crown buses with 1993 Cummins engines will be acquired later this year to replace/supplement STAGELINE's fleet.) Full ADA compliance is expected by October 31, 1993.

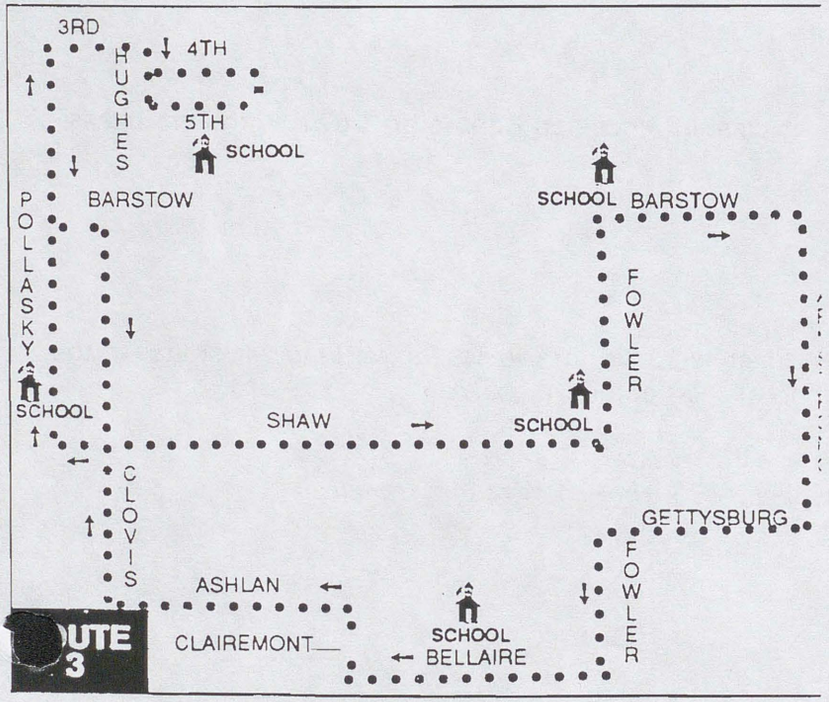




STAGELINE ridership increased 108% during FY 1991-92, with totals soaring from 26,818 to 56,029. According to Lynn Bawdon, Community Services Supervisor, this phenomenal growth can be attributed to an aggressive market program encompassing several public outreach aspects. Included herein was the establishment of a Transportation Speakers Bureau and a community-wide, direct mail campaign.

Vehicle service hours increased 11.3% primarily due to inauguration of midday service. (In a related development, FAX Line 9-SHAW CROSSTOWN experienced a significant decrease in total passengers carried within Clovis city limits.)

Farebox revenue increased by 13.2% FY 1991-92, with farebox ratio at 8.64%. Measure C funding is required to meet the State of California mandated 20% recovery level. Operational subsidization decreased 45.8% over FY 1991.



Today, ROUNDUP transports elderly (55 years of age and older) and disabled residents within the City's Sphere of Influence. This area is defined as primarily along Shepherd to the north, Dakota to the south, Locan to the east, and Winery to the west. Zonal service is also operated within the City of Fresno as far north as Nees, south to Kings Canyon, and west to West Street.

ROUNDUP's current fare levels were established in October 1989. A one-way trip (within Clovis city limits) is 75 cents. A 40 ride "convenience" pass, transferable to STAGELINE, is available for $27.00. Zonal one-way fares range from $1.50 (for service north of McKinley as far west as West Avenue). to $2.50 (for service south of McKinley as far as downtown Fresno).

The City of Clovis reimburses FAX, through a formal contract, to partially offset operating costs for fixed-route service to Clovis (FAX Line 9).

On February 8, 1993, the City Council directed staff to prepare a Request for Proposals to include fixed route, paratransit, or both services in an attempt to reduce overall operating costs. Six proposals were received. Effective September 1, MAYFLOWER CONTRACT SERVICES began operation of STAGELINE service, and the City continues to operate ROUNDUP service.

Effective July 1, 1993, service hours for STAGELINE were altered due to municipal budget reductions. STAGELINE now operates weekdays only 615AM to 615PM. Saturday service will be demand-responsive with a deviated fixed-route (Route 2), and will operate as CTSA/ROUNDUP TRANSIT. ROUNDUP services will be available weekdays (615AM to 615PM), and on Saturdays (1015AM to 615PM).

Exciting times lie ahead for this Old West town. The issuance of residential construction permits is once again on the climb. The highly successful Clovis Industrial Park will nearly double in size to accommodate future development. Chamber of Commerce festivities continue to attract record numbers. And because of good planning and management, both ROUNDUP and STAGELINE are well poised to meet the future.

Clovis Roster

FLEET #'S	BUILDER	MODEL	SERIAL #'S	YEAR	NOTES
5001	Ford Econ	Parmont	JHC22788	1989	1
5003	Ford Econ	Escort 158	HHB45461	1987	1
5004	Ford Econ	Parmont	JHC22799	1989	1
5006	Ford Econ	Parmont	KHB57995	1989	1
5007	Ford Econ	Parmont	KHB68452	1989	
5008	Ford Econ	Parmont	KHB23985	1989	
5009	Ford Econ	Kansas Coach	LHA45752	1990	
5010	Ford Econ	Escort 158	HHB45462	1987	1
5011	Ford Econ	Kansas Coach	LHA68637	1990	
5012	Ford Econ	Kansas Coach	LHB30129	1990	

NOTES-
1-Lift equipped vehicle

Over the next few months, seven replacement vehicles, lift equipped Carpenter/Crown with Ford chassis, will be arriving in Clovis.

Thanks to Lynn Bawdon, Community Services Supervisor, City of Clovis, for her kind assistance in the preparation of this feature.

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Supplement to the September 1993 issue of *Western Transit*