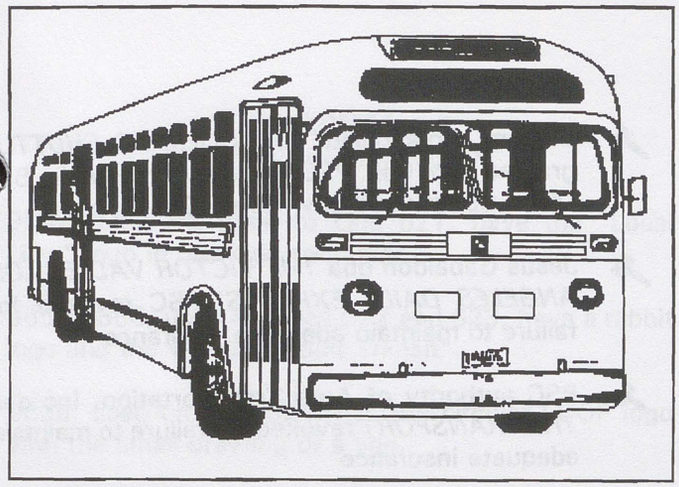


Western Transit

11112 Ivanhoe, Garden Grove, CA 92640-1133

VOL. 31, NO. 2 February 1994

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: During January *MTA* implemented five new bus lines, developed by *MTA's* Corporate Transit Partnership in association with employers within the areas being served. They will run for 18 months and are funded by a combination of Intermodal Surface Transportation Efficiency Act (ISTEA) and Congestion Management Air Quality (CMAQ) Programs, Proposition C local return monies and farebox revenues.

They are operated from Business Development Operating Facilities (BDOF) at Divisions 8, 10 and 18 using the 9850-9866 series Ford Econoline 350/El Dorado-National Aerotech buses which are leased from Creative Bus Sales of Huntington Beach. Buses assigned to each line have their own graphics, but they all have white bodies with the *MTA* logo, 16 gray cloth forward facing seats, two 2 position jump seats in the wheelchair area, Braun lift with its own door in the right rear corner, off white interiors, Cleveland farebox, Stop Requested signs and curtain head and side signs.

The five lines are 545-CHATSWORTH-SYLMAR EXPRESS aka HIGHWAY HUMMER, 621-MONTEREY PARK SHUTTLE aka LOCAL LIMO, 622-EL SEGUNDO-LAX SHUTTLE and 623-WESTCHESTER-LAX SHUTTLE both aka RABBIT TRANSIT and 624-WEST HILLS LOOP.

Lines 545, 622 and 623 operate during weekday peak hours only while 621 and 624 operate roughly between 600AM and 700PM on weekdays. Regular *MTA* fares apply except that Line 621 has a special 50 cent fare.

Line 545 originates at the Sylmar *METROLINK* Station via Truman, Brand, Sepulveda, 118 Freeway, Topanga Canyon, Plummer, Owensmouth, Nordhoff, Winnetka, Prairie, Corbin and Plummer to Reseda.

Line 621 begins at the Cal State LA Busway Station via Circle Dr, Campus, Ramona Blvd, Corporate Center Dr, McDonnell, Floral, Atlantic, Riggin, Fulton, Markland, Potrero Grande looping Atlas, Saturn and Potrero Grande to Atlas.

Lines 622 and 623 are one way loops beginning/ending at LAX Lot C City Bus Center. 622 runs via Vicksburg, 98th, Airport, Century, Aviation, El Segundo, Continental, Grand, Sepulveda, Imperial, Aviation, Century, Airport, 98th and Vicksburg to Lot C. 623 runs via 96th, Sepulveda, Centinela, Jefferson, Lincoln, Manchester, Pershing, World Way West, Pershing, Westchester Pkwy/Arbor Vitae, Jenny and 96th to Lot C.

Line 624 is also a one way loop - from West Hills Hospital via Medical Center Drive, Woodlake, Roscoe, Valley Circle, Victory, Fallbrook and Sherman Way to Medical Center Drive.

The buses assigned to Line 545 (9858-9860) have the blue hummingbird logo and the words "Highway Hummer" in orange affixed to each side.☞

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

☑ Firooz Ehteshamzadeh dba *WESTSIDE SHUTTLE* has applied for On Call PSC between points in San Bernardino, Riverside, Orange, Los Angeles Counties and Los Angeles & Ontario International Airports

☑ Investigation On Commission's own motion into operations and practices of Harold Craft, Jr dba *DOWNTOWN AIRPORTER* and *SACRAMENTO AIRPORTER*

☑ *EAST BAY CONNECTION* for PSC between Oakland Airport and points in Alameda, Contra Costa, Solano Counties and San Francisco International Airport; between SFO and points in Alameda, Contra Costa and Solano Counties and establish Zone of Rate Freedom

☑ Kenneth Carpenter has applied for PSC between East Hemet, Hemet and San Jacinto

☑ Commission Order Instituting Investigation for notice of revocation of PSC and TCP of George Fahmi dba *HIDEY TRANSPORTATION*

☑ Michael Bannister dba *LOS BANOS STAGE LINES COMMUTE/CHARTER* for home to work PSC between Los Banos and South San Jose with stops in Gilroy and Morgan Hill and occasional round trips between Los Banos and Gilroy's Outlet Shopping Mall

☑ *ALL DESTINATIONS SHUTTLE, INC.* has applied for On Call PSC between certain points in Orange and Los Angeles Counties and area airports, Union Station, Los Angeles and Long Beach Harbors

DECISIONS

🔨 Gonzales, Inc/ dba *GOLDEN STATE TRANSPORTATION COMPANY* granted PSC between Los Angeles and San Ysidro and certain intermediate points

🔨 Lawrence V Ponce dba *NUMERO UNO SHUTTLE* granted PSC between Calexico, Heber and El Centro

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🔨 Bahram Aryannejad dba *HOLIDAY SHUTTLE* granted On Call PSC between points in San Diego County and downtown San Diego

🔨 Jesus Gabaldon dba *THE VICTOR VALLEY LOS ANGELES DAILY EXPRESS'* PSC revoked for failure to maintain adequate insurance

🔨 PSC authority of Aura Transportation, Inc dba *THE TRANSPORT* revoked for failure to maintain adequate insurance

RESOLUTIONS

Resolution granting *MARIN AIRPORTER, INC.* route revision docket to add service point of Embassy Suites Hotel in San Rafael to its airport service adopted

Resolution granting *PACIFIC COAST SIGHTSEEING TOURS, INC.* route revision docket to add additional stops of Wild Bill's and Medieval Times in Buena Park adopted■

UPCOMING EVENTS

PACIFIC BUS MUSEUM OPEN HOUSE
Saturday & Sunday, May 30 & 31, 1994
City of Industry, CA

MOTOR BUS SOCIETY FALL MEETING
Saturday & Sunday, October 8 & 9, 1994
Phoenix & Tucson, AZ

WT STAFF FOR THIS MONTH

EDITOR:	Edmund Buckley
ASSOCIATE EDITOR:	Craig Barnes
SENIOR CORRESPONDENT:	Jim Moore
SENIOR STAFF:	Marvin Martin Scott Page Warren F. Quon
REPORTERS & SOURCES:	Alan Fong George Geyer Jim Husing Alex Lock John McKane Todd Terpening Bill Vallow Ed Von Nordeck

LACMTA

(Continued from Page 1)

9862-9865, assigned to Line 621, have the "Local Limo" logo in black on each side.

9850-9856, used on Lines 622 and 623, have a rabbit logo and the words "Rabbit Transit".

9866, used on Line 624, has the circular LOOP logo with the small drawing of a van.

9857 and 9861, assigned to Divisions 8 and 10 respectively, have no logos and serve as spares for the others.

Operations at Division 18 (Carson) are known as Division 88, those at Division 8 (Chatsworth) are Division 89 and those at Division 10 (East Los Angeles) are Division 90.

January 30th was the final day of operation of Sunday and Holiday only Line 694-POMONA-CHINO which had offered five round trips between Holt & Indian Hill on the Los Angeles/San Bernardino Counties border and the federal prisons in south Chino operating via Holt and Central.

The line was based at Division 16 and assigned 2500 series Flxible Metros.

OMNITRANS provided the funding and *MTA* operated the line as *OT* has no Sunday operations. This line began under the former *CITRUS BELT LINES,* then to its successor, *POMONA VALLEY MUNICIPAL TRANSIT SYSTEM,* which was taken over by the former *SCRTD* in October 1971.

In December the *MTA* Board voted 8-5 to scrap the electric trolley coach project *(WT 10/92)* and discontinue negotiations with potential builders of three electrified lines. This was one component in plans to reach zero emissions, but Chief Executive Officer Franklin White advised that *MTA* should pursue clean air plans with alternative fuel technologies already being tested and the $37 million the agency would need to invest in the electric bus project could be better spent in view of the $126 million deficit *MTA* faces next year.■



AMBUS TRAIN CONNECTING SERVICE (AMBUS)

SACRAMENTO: The winter service changes took effect December 6th. Many CALTRANS sponsored trains had adjustments with connecting buses also changed. Except for Route 7-NORTH BAY-REDWOOD EMPIRE changes were minor.

NEW Open Door Route 25-CAPITOL SUPPLEMENTAL SERVICE was started (using 1 bus operated by *ALL WEST COACHLINES*). This route provides parallel bus service to *THE CAPITOLS* between Roseville and Martinez via Sacramento and Davis and parallel service to Bus Route 7 between Martinez and Napa. The bus leaves Roseville at 800AM, serving S.P. Yard Office, Sacramento and Davis connecting with *SAN JOAQUIN* Train 711 at Martinez. It then takes a connection from 711 for Vallejo and Napa returning from Napa at 1050AM connecting in Martinez with *SAN JOAQUIN* Train 708. In the afternoon the trips are reversed, Martinez to Napa, returning to Martinez and then on to Roseville.

Local bus only passengers are now carried to and from Martinez on Route 7.

14-LANCASTER-GLENDALE is now Open Door with local passengers carried to and from Glendale and now operated by *ANTELOPE VALLEY BUS, INC.* who has assigned MC-9 804 to the route.

On Route 15-MERCED-YOSEMITE a new interline agreement between *VIA CHARTER LINES* and *AMTRAK* allows passengers to travel on all *VIA* schedules on the route.

ORANGE BELT STAGES has ordered four MCI 102DL3 buses (allowing 43 seats plus wheelchair lift yet still providing the extra seat spacing required by CALTRANS) while eight of their 102A3s are being retrofitted with lifts.■

AMTRAK

LOS ANGELES: The SOUTHWEST CHIEF (Los Angeles-Albuquerque-Chicago) was rerouted via Fullerton from via Pasadena and Pomona beginning January 31st. *(Ed. Note - this to allow track reconstruction for BLUE LINE Pasadena extension).*

Both the Pasadena and North Pomona stations were permanently closed with *AMBUS* operations shifted to the Pasadena Hilton and the Claremont Transit Center.■

BARSTOW AREA TRANSIT (BAT)

BARSTOW: BAT instituted a number of changes last October 3rd. 3-WEST MAIN-LENWOOD was changed from basically a one way loop to a two way operation primarily along West Main with diversions via Ash, 3rd and Birch and into the Jasper Road via Citren area. 1-MAIN STREET-RIMROCK ROAD-BARSTOW COLLEGE now serves the *AMTRAK/GREYHOUND* Station instead of 3.

The COUNTY DIAL-A-RIDE now has scheduled service between Newberry and Barstow (8 trips on weekdays, 7 on Saturday) while the Newberry Springs scheduled trips continue at 3.

Add one Dodge Ram 250 and two Ford Club Wagons to the fleet along with the first "bus". Contract operator MAYFLOWER CONTRACT SERVICES, INC. transferred 2004, a Goshen Sentry ML-2000, former BI STATE 2004 *(WT 4/93, 9/93)* to *BAT.* The bus is normally assigned to Route 1.

Most of the fleet is now painted white with dark green over light green belt rail stripes and the name *BARSTOW AREA TRANSIT* in black.■

FOOTHILL TRANSIT (FT)

WEST COVINA: The contract to operate local lines 178/179, 185, 187, 274, 276 and 280 and express lines 480/481 and 482 has been awarded to MAYFLOWER CONTRACT SERVICES and service and buses are being gradually transferred from former contractor ATE MANAGEMENT & SERVICE COMPANY.

January 24th brought inauguration of NEW Line 691-CLAREMONT-MONROVIA-EAST PASADENA and the rerouting of 690-CLAREMONT-PASADENA to bypass Monrovia and use the newly opened HOV lane in the center of the Foothill (210) Freeway. These lines are now operated by LAIDLAW TRANSIT.

Line 691 begins at Claremont Transit Center and travels the same route as 690 to Azusa, then via 210 Fwy (looping in Monrovia via Myrtle, Pomona, Primrose and Evergreen), Baldwin and Foothill to San Gabriel Blvd. Two morning westbound and afternoon eastbound trips are offered using one bus.■

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: During December *LADOT* reduced service levels on four lines and rerouted two.

409-SYLMAR-LOS ANGELES was reduced to 4 morning southbound and afternoon northbound trips and rerouted to serve Lakeview Terrace, Sunland, Tujunga and East Glendale/Eagle Rock. From Foothill and Glenoaks the line travels Foothill, 210 Fwy, Sunland, Foothill, Fenwick, Sunland, 210 Fwy, Lowell (Tujunga Park N Ride), Honolulu, 210 Fwy, Glendale Fwy, Harvey Dr, Eagledale, Colorado, Glendale Fwy, Golden State Fwy and regular route to downtown and USC (Jefferson & Hoover).

Line 549-ENCINO-PASADENA was reduced from eight to five trips each peak period and also rerouted. 549 operates from Pasadena to Burbank as before, then via Ventura Fwy, Hollywood Fwy, Burbank Blvd (Stopping at Laurel Canyon, Coldwater Canyon, Fulton, Woodman, Hazeltine, Van Nuys and Sepulveda), Sepulveda, Ventura and Hayvenhurst to Encino Park And Ride.

573-SANTA CLARITA-GRANADA HILLS-CENTURY CITY was reduced from all day service to primarily a peak hour line with selected midday trips (2 hour headway in northbound direction only). The last morning southbound trip departs Granada Hills 930AM, then two afternoon trips at 450PM and 530PM. Northbound peak trips leave Century City at 700AM, 740AM, 825AM, then 1010AM, 1210PM, 210PM, 255PM and an average 20 minute peak headway until the last trip at 645PM.

574-GRANADA HILLS-EL SEGUNDO was turned into a one direction peak hour line, southbound in the morning and northbound at night.■



MUNICIPAL AREA EXPRESS (MAX)

TORRANCE: An express branch of Line 3-SAN PEDRO/TORRANCE was started last September 13 (2 AM northbound and PM southbound trips).

The route begins at 25th & Western and travels the regular route to 9th & Gaffey, thence Gaffey, Harbor Fwy, San Diego Fwy, El Segundo Blvd, Continental, Grand, Sepulveda, Walnut, Selby, Imperial, Aviation, Space Park, Freeman and Manhattan Beach to Dow. Southbound trips travel the reverse route.■

ANTELOPE VALLEY SCHOOLS TRANSPORTATION AGENCY (AVSTA)

LANCASTER: AVSTA is replacing 40 of the oldest buses in its 175 unit fleet with an equal number of safer, clean fuel vehicles. Valued at $4.8 million and funded thru the Safe School Bus Clean Fuel Efficiency Demonstration Program, the buses were dedicated in ceremonies last fall.

AVSTA is a joint powers agency which provides bus service to six member school districts in north Los Angeles County. *AVSTA* received 16 compressed natural gas buses, 16 methanol buses and 8 diesel powered with advanced engines.

The agency is installing a $300,000 natural gas fueling station paid for by the Southern California Gas Company and a $50,000 methanol fueling facility paid for by the South Coast Air Quality Management District. These are the only alternative fuel stations in the Antelope Valley.■

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN CARLOS: Another element of the Bay Area's JUMP Start Program *(WT 09/92)* started January 3rd as *SAMTRANS* inaugurated NEW Route 3X-BART/DALY CITY-SAN FRANCISCO AIRPORT. The line, which operates daily, is designed to provide express service also serving Millbrae and the United Airlines Maintenance Base. Half hour headways are offered, except for 20 minute headways during weekday rush hours, using four new 35-Foot Gillig Phantoms 761-764 from North Base which are equipped with interior luggage racks. The buses have a special paint scheme which includes the *BART* logo linked to an airplane by *SAMTRANS* red and blue stripes.

Headways on 3B-STONESTOWN-BART/DALY CITY-SFO-BURLINGAME PLAZA were reduced from 30 to 60 minutely because of 3X.

5L-BART/DALY CITY-SAN MATEO-PALO ALTO and 5M-SF-SAN MATEO-PALO ALTO VIA MISSION were extended from the Stanford Shopping Center to Palo Alto *CALTRAIN* Station via El Camino Real and University.■

PENINSULA CORRIDOR JOINT POWERS BOARD

SAN CARLOS: February 6th saw expansion from 2 to 4 the number of CALTRAIN trips (AM northbound, PM southbound) serving Gilroy and intermediate points south of San Jose.

As well, the Capitol Station opened and a northbound night train, departing 15 minutes after events end at the San Jose Arena (home of the San Jose Sharks hockey team) was added.

A Millbrae Station/San Francisco Airport shuttle will soon start operation. This is in addition to a large number of weekday commute shuttles offered from many stations to employment areas.■

ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

GARDEN GROVE: The Winter Shake Up took effect February 13 and included 3 NEW lines, 10 NEW Super Buses and several other changes.

Lines 306-SAN JUAN CAPISTRANO-ORANGE COUNTY AIRPORT and 316-SAN JUAN CAPISTRANO-COSTA MESA were begun as traffic mitigation measures related to the widening of Interstate 5 (San Diego/Santa Ana Freeway).

306 is operated from *OCTA* Division 4 using two Super Buses and RTS 03s 3073-3074 which☞

OCTA
(Continued)

have been restriped with dark blue replacing teal in the three color (orange over magenta over teal) belt rail stripe. The 20 forward facing seats are now brown courduroy high back style while the other seats are now also padded.

Four morning northbound and afternoon southbound trips are provided on the following route - from Park/Ride lot at Junipero Serra and I-5 via Rancho Viejo/Marguerite Pkwy, Oso, Cabot, Paseo De Valencia, El Toro Rd, San Diego (405) Fwy, Culver, Michelson, Jamboree, Campus, Von Karman, McGaw, Red Hill and Mac Arthur into Orange County Airport.

Line 316 is run by DAVE TRANSPORTATION SERVICES using three 8000 series Econoline 350/Escort 158s with 4 morning and afternoon trips. It operates over the same alignment as 316 to El Toro Road, then 405 Fwy, Bristol, Sunflower, Harbor, South Coast and Hyland to Scenic.

529-BEACH BOULEVARD LIMITED is a limited stop line between Beach & Imperial and the new Golden West Transportation Center at Center & Gothard via Beach, Center and Gothard. The line operates in both directions every 20 minutes 600AM-900AM and 300PM-600PM using 4000 series Gilligs based at Division 4 with trips interspersed with Line 29.

Line 46-MALL OF ORANGE-HAWAIIAN GARDENS VIA BALL ROAD was shortened to operate as far west as Carson & Norwalk, the former segment to the Long Beach Naval Hospital dropped as the medical facility will soon close.

The 10 new Super Buses (7101-7110/7601-7610), which arrived over the summer, were placed into service, two on 721-FULLERTON-LOS ANGELES PARK/RIDE replacing the original units now shifted to Line 306, and four on 43-HARBOR BOULEVARD which operation is now divided between Divisions 4 and 6. The others are presently spares.

7101-7102/7601-7602 have 56 forward facing suburban seats and other amenities and are assigned to 721. The other eight have 57 transit type seats and will be assigned to local lines.

Racks for bicycles have been installed on the fronts of 24 large buses (selected 4100 and 4200 Gilligs at Division 6) and three small buses (8000 series vans) at Region 5 for use on 35-BROOKHURST, 38-LA PALMA, 50-KATELLA and 309-RANCHO SANTA MARGARITA-IRVINE.■

CITIZENS AREA TRANSIT (CAT)

LAS VEGAS, NV: CAT dramatically revamped its fixed route system *(WT 1/93, 4/93, 10/93)* on September 25th.

Eight additional lines were added to the system providing service to Green Valley, The Lakes, Hidden Canyon, Rancho Del Norte/El Dorado and Sun City/Summerlin/Desert Shores.

A three digit line numbering system was established. The first digit represents direction of the route while the second two digits represent the particular number. Generally the north/south lines have lower numbers on the west side increasing as you travel eastward. The east/west lines have lower numbers on the south side increasing as you come north.

The 100s (101-115) are north/south, 200s (201-212) are east/west and the 300s (301-302) are Las Vegas Strip routes.

All lines operate between 530AM and 130AM except 301-LAS VEGAS STRIP which runs 24 hours a day on either 10 or 15 minute headways. Hourly service is the rule. Selected lines have all day 30 minute headways (109-MARYLAND PKWY, 206-CHARLESTON and 302-LAS VEGAS AIRPORT-STRIP SHUTTLE) while others have 30 minute headways during weekday peak hours only (103-DECATUR, 107-BOULDER HIGHWAY, 113-LAS VEGAS BLVD NORTH and 202-FLAMINGO).

CAT's parent, the REGIONAL TRANSPORTATION COMMISSION, is presently soliciting bids for 15, with an option for 7, 40-Foot low floor transit buses, five 60 foot articulated buses and 54 paratransit accessible medium duty transit buses.■

INTERCITY TRANSIT
(Thurston County Public Transportation Benefit Area)
(IT)

OLYMPIA, WA: Last August 30 *IT* expanded service throughout the county including seven new rural routes connecting the communities of Yelm, Rainier, Tenino, Bucoda and numerous unincorporated areas. Also added were three new urban routes, designed to serve areas near Olympia, Tumwater and Lacey.

A unique feature is the extension of the "trunk and feeder" system wherein transit centers are connected by frequent trunk service on a limited number of corridors while residential areas are served by feeder routes which use small buses, vans or general public Dial A Ride, depending upon ridership demand.

The expansion was made possible by a successful ballot in May 1992 which extended the 3/10 sales tax for transit to the entire county.

Ten new buses and 23 cut-away vans were added bringing the fleet total to 96 units.■

ISLAND TRANSIT
(Island County Public Transportation Benefit Area)
(IT)

COUPEVILLE, WA: IT expanded service January 17th with added trips on Routes 1-OAK HARBOR-COUPEVILLE-CLINTON FERRY and 4B-OAK HARBOR-DECEPTION PASS.

The first weekday morning southbound trip on Route 1 now departs Oak Harbor 415AM arriving Clinton 520AM following a special route bypassing Arnold Road and downtown Coupeville. The 345PM northbound express trip was extended to Oak Harbor, also via the special route. A new 445PM northbound trip was added (along with an additional bus) operating as far as Freeland, then off routing to Clinton and operating the remaining Bayview/Coupeville short turn trips.

Route 4 now begins weekday service in Oak Harbor at 620AM operating to Deception Pass while 2-OAK HARBOR LOCAL remained the same.

IT has issued bids for purchase of two or more accessible paratransit vehicles.■

Roster of the Month

ISLAND TRANSIT

Coupeville, Washington

FLEET #'S	BUILDER	MODEL	SERIAL #'S	YEAR	NOTES
101	Gillig	3096TB6V92T	H1081777	08/87	1, Fixed Route
102-105	Gillig	3096TB6V92T	H1081779-782	08/87	1, Fixed Route
106-108	Gillig	3596TB6V92T	N1084721-723	12/92	Fixed Route
109	Champion	CTS	P2106387	1993	Fixed Route
110	GMC	TDH-4517	1557	1962	2, Fixed Route
111	GMC	TDH-4519	137	1963	3, Fixed Route
201	Champion	CT-2411	M2104106	01/92	Paratransit
202	Champion	CT-2411	M2103989	01/92	Paratransit
203-204	Champion	CT-2411	M2103987-988	01/92	Paratransit
205	Dodge	Caravan	MX592844	1991	Paratransit
206	Ford	Econoline	FHB12687	1985	Paratransit
207	Ford	Econoline	FHB94293	1985	Paratransit

NOTES:
1. Part of a Washington Metropolitan Area Transit Authority (DC) order which was partially cancelled.
2. Originally Stockton City Lines (CA) 1501, then Tacoma Suburban Lines (WA) 214, came to IT from Clallam Transit System (WA).
3. Originally St. Petersburg (FL) 1110, came to IT from Clallam Transit System (WA).

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
Los Angeles County MTA	9850-9866	Ford Econ	El Dor Aerotech/see below	1994	#
Victor Valley Transit SA	0788	Goshen	Sentry ML2000/P2106414	09/92	
Int'l Stage Lines (BC)	972	MCI	102C3/LPO43503	06/90	
LADOT	92093	National	RE-29/NCO84021	1992	CNG
San Diego Transit	1101-1150	New Flyer	D-60/PUO14929-978	1993	Articulated
Greyhound Lines	1955-2281	TMC	MC-12/-	1992-3	
Orange Belt Stages	222	TMC	102C3/KRO07217	1989	
Capitol Metro (TX)	1801	TMC	T80208/PR829250	1993	
	1802-1809	TMC	T80208/PR829276-283	1993	
	1810-1814	TMC	T80208/PR829290-294	1993	
	1815-1824	TMC	T80208/PR829299-308	1993	
	1825-1829	TMC	T80208/PR829329-333	1993	
Franciscan Lines	203	Van Hool	T800/K2019780	1989	
-USED-					
Santa Clarita Transit	119-120	Flxible	40102-6/BDO93076,93007	08/81	1
	121-122	Flxible	40102-6/ADO92930,92974	08/81	1
	102,103,105	Intl	Thomas/HHA69090,69091,25992	07/87	2
Dave Transp (for RPTA AZ)	4301-4305	GMC	TH8201/-,187,-,-,175	1978	3
Reg Public Trnsp Auth (AZ)	4306-4313	GMC	TH8201/-,384,378,379,-,-,-,-	1978	4
Barstow Area Transit	2004	Goshen	Sentry ML2000/N2105082	09/91	5
Taylored Tours	807 III	Prevost	2P9H/L1001057	1990	6 (H3-40)
Royal Coach Tours	582	MCI	102C3/KPO42717	1989	7
	584	TMC	102C3/KRO07447	1989	8
Los Angeles County MTA	9940-9944	TMC	MC-9/ERO04275,4241,4258,4287,4232	02/84	9
-DISPOSITIONS-					
Amador Stage Lines	705	GMC	PD-4905/056	03/70	A
	711	GMC	P8M4905A/304	03/73	A
Starline Sightseeing	STAR 63	TMC	96A3/FRO05180	07/85	B
	STAR 77	MCI	102C3/JPO42097	05/88	B
	STAR 82	MCI	102C3/JPO42163	06/88	B
Greyhound Lines	6361	TMC	MC-9/T2-2/1768-2676	07/79	B
	6476	TMC	MC-9/T2-2/1919-2791	11/79	B
	8172	TMC	MC-9/T1-1/1595-2497	03/79	B
	8240	TMC	MC-9/T1-1/1671-2565	05/79	B
	8356	TMC	MC-9/T4-4/2152-2999	04/80	B
	8416	TMC	MC-9/T4-4/2218-3059	06/80	B
	8484	TMC	MC-9/T5-5/2298-3127	08/80	B
	8570	TMC	MC-9/BRO02594	02/81	B
	8656	TMC	MC-9/BRO02693	05/81	B

-NOTES-

1. Ex County Transit (CA) 1774,1705,1628,1672.
2. Ex Whittier Transit (CA), same numbers.
3. Ex Houston METRO (TX) -,1744,-,-,1732.
4. Ex County Transit (CA) -,1025,1019,1020,-,-,-,-.
5. Ex Bi State (MO) 2004.
6. Ex Creative Tours (CT) 901.
7. Ex Bayview Tours (CA) 898.
8. Ex Shuttle Jack (NM) 711.
9. Ex Greyhound Lines 8962,8950,8956,8965,8946.

A. To Capitol City Truck & Bus Repair.

B. For sale at ABC Bus Sales in Garden Grove.

\# 9850 RHA34165
9851-9854 RHA14283-586
9856 RHA34163
9857 RHA34166

UPDATE

EARTHQUAKE RELATED SERVICES

Supplement to the February 1994 issue of *WESTERN TRANSIT.*

Since the first report, prepared at the end of January, four more new bus lines have been started, METROLINK's MOORPARK line has been temporarily extended to Camarillo and several employer sponsored services have also begun.

February 14th brought three NEW lines. Line 645-UNION STATION-FOX HILLS, being operated by *CULVER CITY BUS* as the REVERSE COMMUTER SPECIAL, provides two trips, westbound in the morning and eastbound at night, between Union Station and Fox Hills Mall also stopping at Culver & Duquesne (Culver City Civic Center) and Culver & Overland (movie and television studios stop).

Morning trips depart Union Station at 630AM (Line 6-SEPULVEDA BLVD interline bus) and 730AM (extra board assignment) while afternoon trips leave Fox Hills Mall at 415PM and 515PM. The line is routed via Union Station roadways, Ala-meda, Hollywood Fwy, Harbor Freeway, Santa Monica Fwy, Washington, Culver, Overland/Playa and Sepulveda to Fox Hills Mall.

The *METROPOLITAN TRANSPORTATION AUTHORITY* started two lines. The first is 516-AVIATION STATION SHUTTLE which connects the new GREEN LINE Station Park & Ride lot (also served by rerouted 515-BLUE LINE TRANSFER and 622-EL SEGUNDO-LAX and NEW 646-HARBOR FWY-CENTURY FWY-LAX) with the El Segundo and Redondo Beach Employment Center area. The line travels via 116th, Aviation, Imperial, Douglas, El Segundo, Aviation, Space Park Drive and Freeman/Vail to Manhattan Beach Blvd.

The 516 runs every 20 minutes, southbound in the morning and northbound in the afternoon, using pull out, pull in and off route buses from Line 515-BLUE LINE TRANSFER, operating from BDOF Division 88 (aka Division 18).

The second is 646-HARBOR FREEWAY-CENTURY FREEWAY-LAX, a new express line connecting the LAX Lot C City Bus Center, selected stops along Imperial Highway and the Aviation Station Park & Ride Lot with downtown Los Angeles (see map on last page).

The line is jointly operated with *FOOTHILL TRANSIT*. The *MTA* portion operates from Division 7 using the five TMC MC-9s (9940-9944) initially used on 644-WEST LOS ANGELES PARK/RIDE, which is now operated exclusively by *LADOT* on wider headways. AN440/3 Neoplan 1174 was transferred to D7. The *FT* segment is operated by MAYFLOWER using Gillig Phantoms F641-F644. 20 minute headways are provided in both directions during morning (440AM-920AM) and afternoon (215PM-725PM) extended peak hours. The one way fare is $1.50, and *METROLINK* tickets are honored as base fare.

The GREEN LINE will begin rail service between El Segundo and Norwalk in mid 1995 and this is the first use of any of its exclusive infrastructure (the shared with the BLUE LINE

Imperial Station is the only other facility presently used). The Aviation Station, located at the southeast corner of 116th and Aviation, has a four dock bus loading area and space for over 100 vehicles to park.

Line 646 is the first transit bus line to operate on the recently opened Century Freeway *(AIRPORT COACH and AIRPORT CRUISER, INC.* use the freeway to/from Los Angeles International Airport) and it is the first line to be routed on High Occupancy Vehicle (HOV) lanes connecting two freeways. The HOV lanes are in use on the Century Freeway while they are still under construction on the Harbor Freeway and the merging there begins or ends in the fast lane.

On February 16 *SANTA CLARITA TRANSIT* instituted a NEW line, 798-SANTA CLARITA-VAN NUYS, which operates every 20 minutes during rush hours and half hourly midday on weekdays using 8 buses. Peak hour trips serve the Valencia Industrial Center while midday trips serve the *METROLINK* Station.

From the rail station the line travels Soledad Canyon, Valencia, McBean Pkwy, Orchard Village, Lyons, Newhall, San Fernando, Highway 14, I-5, San Diego Freeway, Nordhoff, Roscoe, Haskell, Woodley, Sherman Way and Van Nuys to Ventura. Peak hour trips travel via Avenue Stanford, Rye Canyon, Scott, Newhall Ranch Road, Mc Bean Pkwy to Valencia joining the regular route.

One way fare is $2.00, 20 ride tickets are $40 and a monthly pass costs $65.

Line 798 is operated by ANTELOPE VALLEY BUS, INC. under contract to *SCT* using a mix of MCIs including 102C3s 838 and 840; lift equipped MC-8 846 and 1201, a 102A3.

Line 798 passengers arriving the Van Nuys Flyaway Terminal can ride, free, to any location in the San Fernando Valley (east of Balboa Blvd within the City of Los Angeles) on the CHECKER CONNECTION, a shared ride operation using a fleet of Checker brand vehicles.

Line 799-LOS ANGELES COMMUTER will resume March 1st with all trips beginning at the *METROLINK* Station traveling via Soledad Canyon, Valencia, McBean Pkwy, Orchard Village, Lyons, Newhall, San Fernando Rd, Highway 14 and previous route to downtown Los Angeles.

At that time 796-SANTA CLARITA-WARNER CENTER and 797-SANTA CLARITA-CHATSWORTH INDUSTRIAL CENTER, which have been directly operated by *SCT* using the 200 series Neoplan AN340As, will be transitioned to AVBI.

Lines 796, 797 and 798 are expected to continue until repairs on the damaged Golden State and Antelope Valley freeways are completed. Their cost, approximately $200,000 a month, is expected to be reimbursed by FEMA.

The Ventura County Transportation Commission guaranteed funding the entire $1.9 million cost to build and maintain a Camarillo *METROLINK* Station for one year, in the event FEMA funds are not allocated, and on February 14 two VENTURA COUNTY line trains were extended to originate at Camarillo in the morning returning in the evening.

While *THOUSAND OAKS TRANSIT* will investigate operating shuttle buses to and from the Camarillo and Moorpark rail stations, Nazir Lalani, Transportation Engineer for the City of Ventura, cautioned the VCTC that operating the trains to Camarillo for one year could jeopardize local bus service once FEMA money runs out. County Supervisor Vicky Howard, who is also chairs VCTC, said the commission would closely monitor funds to be sure that local bus service was not sacrificed to keep the commuter trains running.

LADOT 573-SANTA CLARITA-GRANADA HILLS-CENTURY CITY resumed Santa Clarita service including an extension from Sierra Hwy via San Fernando Rd, Newhall, Lyons, Orchard Village and Mc Bean Pkwy to Del Monte (Park and Ride).

LADOT's downtown METROLINK SHUTTLE is operated by *GRAY LINE AIRPORT EXPRESS* using some of the 470-478 class MCI 102AW3s, formerly on the VAN NUYS FLYAWAY service.

LADOT's HOLLYWOOD CONNECTION SHUTTLE is operated by LAIDLAW TRANSIT, INC. using pull out or pull in Van Nuys based Commuter Express buses. This service is a two year pilot project funded by the Federal CMAQ Program.

Home to work service on *ANTELOPE VALLEY BUS, INC.'s* Route LB-1-LANCASTER-PALMDALE-BURBANK was extended to North Hollywood. The route serves pick up points in Lancaster, Palmdale, Acton and Newhall and serves eight stops in Burbank and North Hollywood including four Lockheed locations. Daily, weekly and monthly fares are offered.

The Burbank City Council has approved $331,000 to pay for 5 more shuttle buses and routes to accommodate the influx of commuters using the Burbank *METROLINK* Station.

Ridership on the Media District shuttle, previously limited to use by employees of companies who are part of the Media District Transportation Management Organization, will be opened to the general public to qualify for federal assistance.

Funds were also approved for a shuttle between the rail station and the Burbank Airport serving nine stops to

be operated by the Burbank City Centre Transportation Management Association.

B-G-P TRANSPORTER continues to operate between the Burbank station and the Burbank Airport.

The Los Angeles Unified School District is now operating three shuttles, one between Union Station and LAUSD Headquarters on North Grand and two more serving other *METROLINK* stations.

KAISERIDER, a service of Kaiser Hospitals, is now operating a shuttle route between the Panorama City Kaiser Hospital at Roscoe & Woodman and the Burbank *METROLINK* Station providing three morning and afternoon trips for Kaiser employees.

On February 21 *MTA* combined former Lines 640, 641 and 642 into a NEW 640-UNIVERSAL CITY-BURBANK METROLINK-GLENDALE-PASADENA SPECIAL EXPRESS, operated by *MTA* from Div 3 using 8200 series RTS. The line runs every 20 minutes in both directions between 600AM-1030AM and 222PM-652PM on the following route - Ventura & Lankershim via Lankershim, Cahuenga, Riverside Dr, Alameda, Buena Vista, Olive, 3rd, Verdugo, Front, Burbank METROLINK Station, Front, I-5, 134 Fwy (stopping at Brand Blvd in Glendale), Orange Grove, Colorado, San Gabriel and Foothill to Michillinda.

On the same day 634-MTA WESTSIDE SPECIAL was shortened to operate only as far as Wilshire & Veteran and not serve the West Los Angeles Park/Ride lot on Constitution which Line 644 continues to serve.

The last new *METROLINK* station, at Parthenia and Wilbur in Northridge, opened on February 14th with all VENTURA COUNTY line trains stopping there.

California State University, Northridge, which received substantial damage from the January 17th earthquake, has implemented a series of four NEW bus lines (647-CAMPUS CIRCULATOR, 648-METROLINK FEEDER, 649-UCLA SHUTTLE and 650-HANDYMAN REMOTE LOT).

The 647 has two variations, 647A and 647B. 647A provides service between the North Campus parking area and the main campus via Zelzah, Nordhoff, Darby, Halsted, Lindley and Devonshire and operates every 8 minutes between 700AM and 1000PM on weekdays.

647B offers peak hour service between the North Campus parking area and the main campus via Lindley operating only between 800AM and 1200 noon.

Line 648 operates between the Northridge *METROLINK* station and the campus between 700AM-1200 noon and 300PM-700PM.

Line 649 provides hourly service between the Northridge campus and UCLA in Westwood running seven days per week. Service operates between 1000AM and 900PM Monday-Thursday, 1000AM to 500PM Friday and Saturday and on Sunday from noon until 900PM.

Line 650 runs between the Handyman Lot (Plummer & Shirley) and the campus between 700AM and 700PM.

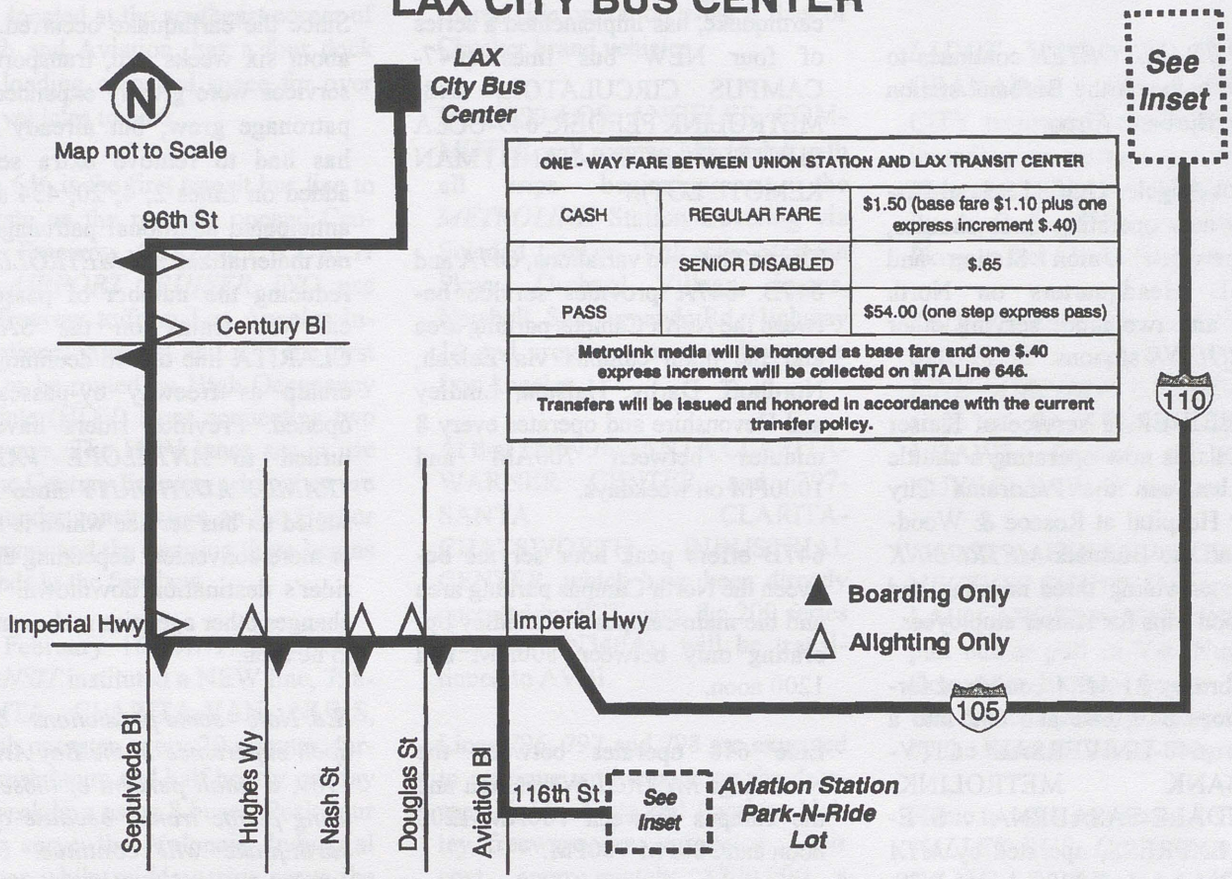
On February 21st the route of 545-CHATSWORTH-SYLMAR EXPRESS aka HIGHWAY HUMMER was basically reversed in the West Valley. The line now travels from Sylmar *METROLINK* via Hubbard, Truman, Brand, Sepulveda, Devonshire, Zelzah, Nordhoff, Corbin, Prairie, Winnetka, Nordhoff, Owensmouth, Plummer and Topanga Canyon to Devonshire. Morning headways were stretched to 35 minutely and afternoons to every 40 minutes still using 9850-9866 series Econoline/Aerotechs.

Since the earthquake occurred, now about six weeks ago, transportation services were greatly expanded and patronage grew, but already *MTA* has had to remove extra service added on Lines 2, 4, 20, 434 as the anticipated additional patronage has not materialized and *METROLINK* is reducing the number of passenger cars on trains on the SANTA CLARITA line due to declining ridership as freeway by-passes are opened. Previous riders have returned to *ANTELOPE VALLEY TRANSIT AUTHORITY* since it resumed its bus service which is faster or more convenient depending upon a rider's destination downtown. What changes other agencies make remains to be seen.

(Ed. Note - some predictions - based upon experience in the Bay Area in 1989, a small percent of those now using public transit because of the earthquake will continue. Using current trends it would appear Line 634 will stay in operation, likely at a reduced level, and a shortened Line 640 could remain. Depending upon their success at getting folks to park and ride, 644 and 646 could stay. 646 could also be touted as an airport bus connecting downtown hotels with LAX, almost, and using buses with space designed for luggage. METROLINK patronage will drop, but will be higher than pre earthquake, but a combination of money and political considerations will likely determine the future of trains north of Santa Clarita and west of Moorpark).

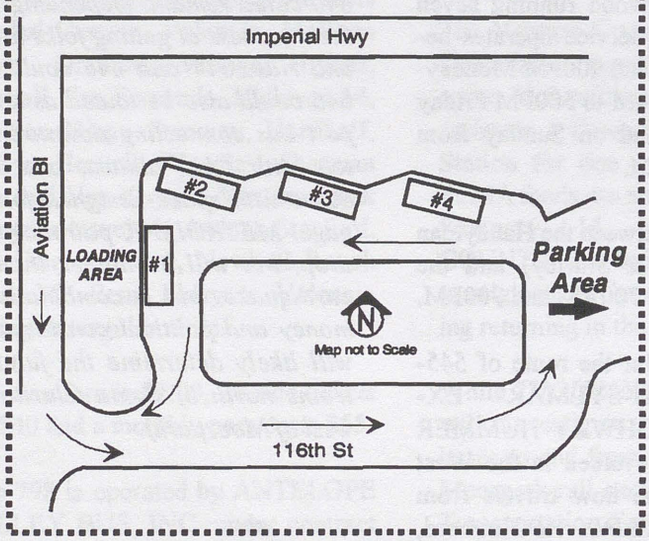
Edmund Buckley, Marvin Martin, Jim Moore, Scott Page, Warren F. Quon and Ed Von Nordeck all contributed to this special report.

LINE 646
UNION STATION - AVIATION STATION PARK - N - RIDE - LAX CITY BUS CENTER



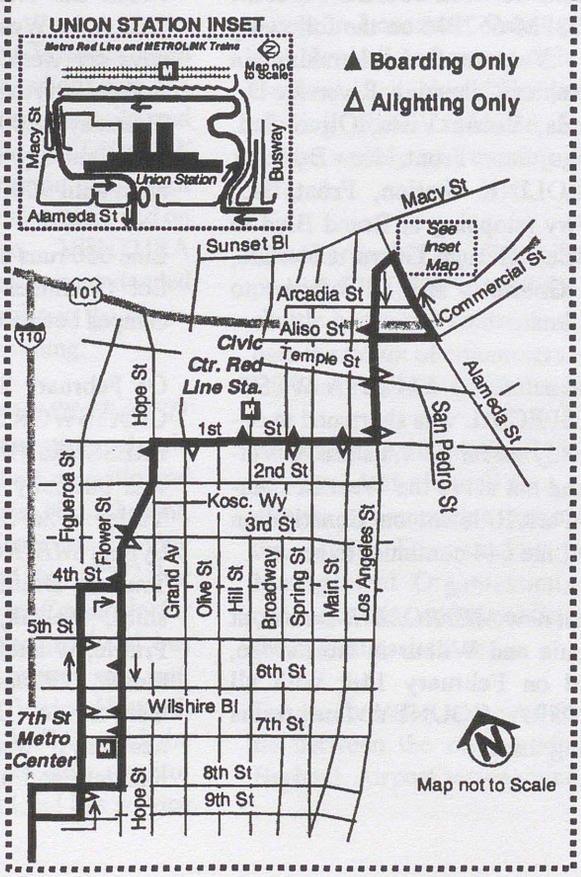
ONE - WAY FARE BETWEEN UNION STATION AND LAX TRANSIT CENTER		
CASH	REGULAR FARE	$1.50 (base fare $1.10 plus one express increment $.40)
	SENIOR DISABLED	$.65
PASS		$54.00 (one step express pass)
Metrolink media will be honored as base fare and one $.40 express increment will be collected on MTA Line 646.		
Transfers will be issued and honored in accordance with the current transfer policy.		

Aviation Station Park - N - Ride Lot



Service on Line 646 is provided by the Los Angeles County Metropolitan Transportation Authority (MTA) and Foothill Transit.

DOWNTOWN LOS ANGELES



METRO

Foothill Transit