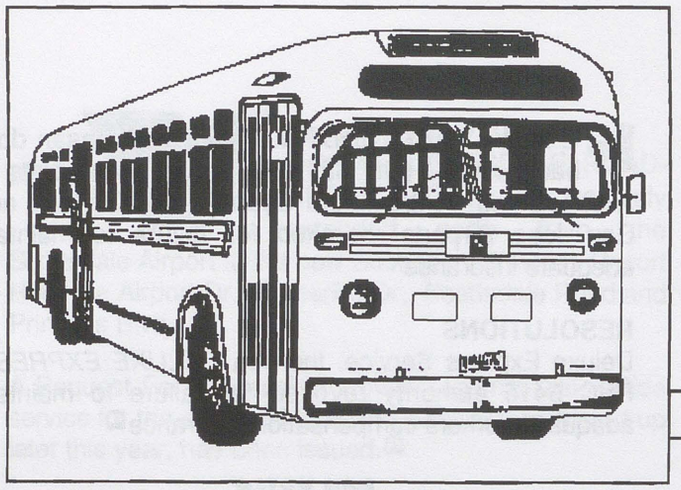


Western Transit

11112 Ivanhoe, Garden Grove, CA 92640-1133

VOL. 32, NO. 3 March 1994

REGIONAL PUBLIC TRANSPORTATION AUTHORITY (RPTA)

PHOENIX, AZ: Last June the *RPTA* Board adopted the name *VALLEY METRO* and a new paint scheme to give the combined bus and Dial-A-Ride services in the Phoenix Metropolitan area a more recognizable identity and help to unify transit operations. Presently there are four bus systems *(RPTA, CITY OF PHOENIX TRANSIT SYSTEM, MESA SUNRUNNER* and *SCOTTSDALE CONNECTION)* and nine demand/response systems. *RPTA* directly operates six routes and provides funding for sixteen others (those which operate outside of Phoenix).



ONE OF PHOENIX REGIONAL PUBLIC Transportation Authority's new buses displays the new logo and purple and green color scheme for Valley Metro, the new name for the public transit operations in the valley.

The six directly operated services are 4-ALMA SCHOOL, 56-PRIEST-UNIVERSITY, 66-MILL, 72-SCOTTSDALE-RURAL ROAD, 81-MC CLINTOCK-UNIVERSITY and 156-CHANDLER BLVD. which are all operated by DAVE TRANSPORTATION SERVICES, INC. under contract to the *RPTA.*

The cities which operate their own systems were invited to adopt the name and new bus design and also apply *VALLEY METRO* decals to their fleets.

At the October 14th kick off of the Valley Of The Sun's Clean Air Campaign two buses (*RPTA* RTS 01s 4308 and 4310) and three vans (*TEMPE/SCOTTSDALE DIAL-A-RIDE* 900 series Dodge Wide Ones) were unveiled. The colors are white, teal and purple and the design is unusual as the colors are arranged differently on each side of the vehicle. On the street side the bus is white over purple with the "V" in teal. On the curb side the colors are white over teal with the "V" in purple.

RPTA is embarking on a major capital improvement program including purchase of 221 buses and dial-a-ride vehicles over the next three years which will all come in the new colors.

(Continued on page 3)

CONTENTS

City of Phoenix Transit System 3
Airport Coach 3
Long Beach Transit 3
Monterey Park Spirit Transit System 3
Riverside Transit Agency 4
Santa Clarita Transit 4
Earthquake Update - Part Three 4
ROTM — Seattle Metro (WA) 5
Sunline Transit Agency 6
California News Briefs 6
Sacramento Charter Buses 7
King/Snohomish/Pierce Regional Transit Authority 7
Washington News Briefs 7

PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

☑ *RED & WHITE FLEET, INC.* has applied to increase rates for passenger vessel service between San Francisco & Tiburon, San Francisco & Sausalito, San Francisco & Angel Island and Vallejo & Angel Island

☑ *XPRESS U.S.A.* has applied for PSC between portions of Ventura, Los Angeles, Orange, Riverside and San Bernardino Counties and area airports, Union Station, Los Angeles and Long Beach Harbors

☑ Donald J Meek dba *AERO SHUTTLE* has applied to transfer and Renato Abenojar to acquire PSC

DECISIONS

- David Abadinsky and Thomas Nielsen dba *ABC SHUTTLE COMPANY* have been granted On Call PSC between points in Los Angeles, Orange, Riverside, San Bernardino, Ventura Counties and area airports, harbors and Union Station

- Carlos Berdugo dba *THE BLUE BIRD COMPANY* granted a PSC between Bell & San Ysidro

- Daniel Romero dba *TRES ESTRELLAS DE ORO* granted PSC between Los Angeles and San Ysidro also serving Huntington Park

- Maria M Gutierrez dba *FRONTERAS DEL NORTE* granted a PSC between Huntington Park and San Ysidro

- *PREFERRED TRANSPORTATION, INC.* granted PSC to operate between points in San Bernardino, Riverside, Orange, Los Angeles, Ventura Counties and LAX, Burbank Airport, Union Station, Los Angeles and Long Beach Harbors

- Commission Order Instituting Investigation into operations of *EXPRESS AIRPORT SHUTTLE* (Royya's Transportation, Inc. dba) - Royya's PSC reinstated and the Transportation Division shall closely monitor condition of *EAS* operating equipment

- Commission Order Instituting Investigation for Notice of Revocation of PSC and TCP of George Fahmi & Ahlam Fahmi dba *HIDEY TRANSPORTATION*

- *E Z WAY OUT SHUTTLE* (Samia Shabaan dba) had its PSC (On Call service between points in Alameda and Contra Costa Counties and Oakland and San Jose Airports) revoked for failure to maintain adequate insurance

RESOLUTIONS

Deluxe Express Service, Inc dba *DELUXE EXPRESS'* PSC 6415 authority revoked for failure to maintain adequate workers compensation insurance

RAIL NOTES

GREEN LINE CONSTRUCTION:
On Wednesday, March 23, a Blue Line car was seen on the Green Line tracks east of the Long Beach Blvd. Station. There is no overhead wire on the connecting track from the Blue Line to the Green Line at the Imperial Station. Overhead wire is finished from the East Terminal to past the I-110 (Harbor) Freeway.

METROLINK:
On Monday, March 28, I talked to Mr. Stanger aboard one of the Orange County line trains. I asked him about the GO Transit cars. The cars are here and are in operation. They will not be painted Metrolink colors as the cars are just being leased. They will not be renumbered either. They are being used on the Santa Clarita & Ventura lines. The Santa Clarita trains have a Metrolink engine on one end and an Amtrak engine on the other. Why? The Amtrak engines have dynamic braking which is needed for the hills. The Metrolink engines do not have dynamic braking but are currently be retrofitted with dynamic braking. The extra engine power also helps over the hills.

Craig

WT STAFF FOR THIS MONTH

EDITOR:	Edmund Buckley
ASSOCIATE EDITOR:	Craig Barnes
SENIOR CORRESPONDENT:	Jim Moore
SENIOR STAFF:	Alan Fong Marvin Martin Warren F. Quon
REPORTERS & SOURCES:	Jim Husing Donald Jewell John McKane Scott Page *METRO MAGAZINE* *TRANSIT CALIFORNIA*

(Continued from page 1)

Line 72-SCOTTSDALE ROAD-RURAL ROAD was recently extended north from the Scottsdale Airport to the new Scottsdale Princess Resort Hotel via Airport Dr., Bulheries Dr., Scottsdale Road and Princess Blvd.

A Request For Proposal to provide regional Dial-A-Ride service for the cities of Mesa and Chandler, with start up later this year, has been issued.

CITY OF PHOENIX TRANSIT SYSTEM (COPTS)

City of Phoenix Transit System

PHOENIX, AZ: The City of Phoenix has voted to adopt the new *VALLEY METRO* name and colors and, over the next year, the familiar white, purple and orange colors (adopted in 1973 when the city went into the transit business) will be replaced by the new teal and purple.

Lines 138-THUNDERBIRD, 170-BELL and 186-UNION HILLS *(WT 3/93)* are operated by MAYFLOWER CONTRACT SERVICES, INC. using 40 foot Flxible New Looks 4701-4710 and 4731, formerly operated by AMERICAN TRANSIT CORPORATION elsewhere in the *COPTS* system.

Service changes recently made include the shortening of 15-15TH AVENUE to operate only as far as 19th Ave & Bethany Home while 16-16TH STREET was extended from 16th Street & Northern via Northern, Central and Dunlap to the Sunnyslope Transit Center. 80-NORTHERN was shortened to operate as before from 59th Ave & Northern via Northern to Central, then via Central and Dunlap to Sunnyslope Center. 122-CACTUS was extended from Metrocenter via Olive and 39th Ave to Bethany Home & 39th Avenue. Express route changes include discontinuation of 511-SCOTTSDALE EXPRESS, renumbering of 523-TEMPE-WARNER ROAD EXPRESS to 540-CHANDLER-WARNER ROAD EXPRESS and 530-MESA-ALMA SCHOOL EXPRESS to 541-CHANDLER-ALMA SCHOOL EXPRESS.

COPTS has purchased one Neoplan 40 foot low floor design bus, the first one built in this country, to demonstrate the technology in revenue service. The Detroit Diesel Series 50 engined bus (4001) was placed in service in January and, as part of the demonstration, *COPTS* will conduct customer and employee feedback sessions.

In other equipment news, buses 4501-4560 (GMC RTS 04s) are being retrofitted with rear door lifts while those units and 4401-4415 (TMC RTS 06s) are all being re-engined with diesel engines with particulate traps.

AIRPORT COACH (AC)

ANAHEIM: AC discontinued service on the DISNEYLAND-ONTARIO AIRPORT route *(WT 12/92, 4/93, 6/93, 12/93)* with the close of service on December 31st. At the end there were 3 daily round trips using one 7700 series TMC/MCI MC-8. *AC* will continue to provide reserved charter basis service for groups.



This was *AC's* second foray into ONT service since 1988 and was originally designed to also provide park and ride service for Anaheim and Disneyland commuters. *(Ed. Note - ONT offers substantially lower airline fares than Orange County Airport and has been touted as an alternate airport, but it apparently has yet to catch on with airport bus customers. Also, buses are restricted from serving the new international arrivals terminal which had been an expected source of new business).*

LONG BEACH TRANSIT (LBT)

LONG BEACH: LBT made a number of service changes beginning February 20th. Lines 1-EASY and 7-ORANGE were interlined connecting at the downtown Transit Mall. Saturday service on 31-DOWNTOWN EAST LOOP and 32-DOWNTOWN WEST LOOP was discontinued and weekday service was reduced from 30 (2 buses) to 60 (1 bus) minutely. Weekday evening service (after 600PM) east of Anaheim & Coast Highway to the CSULB campus on 41-MAGNOLIA-ANAHEIM and 42-PACIFIC-ANAHEIM was also discontinued.

LBT is presently soliciting bids for twenty 40 x 102 low floor design buses utilizing competitive negotiation procedures (the company currently has 15 low floor Orion II buses and the only 102" buses are ten TMC RTS 06s (8918-8927).

MONTEREY PARK SPIRIT TRANSIT SYSTEM (MPSTS)

MONTEREY PARK: MPSTS, originally *MONTEREY PARK TROLLEY COMPANY,* changed its four route system when *MTA* Line 621-MONTEREY PARK SHUTTLE aka LOCAL LIMO began operations on January 24 *(WT 2/94).*

(Continued on page 4)

(Continued from page 3)

1-GARFIELD-RIGGIN-ATLANTIC was rerouted to operate along Pomona Blvd between Garfield and Gerhart, then via Gerhart, Riggin, Schoolside, 1st, Atlantic and regular route.

2-ATLANTIC-CREST VISTA-GARFIELD was altered to travel as before to Floral & Atlantic, then via Atlantic, Brightwood, Grandridge and Elmgate to Garfield.

3-EMERSON-ORANGE-KEMPTON was shortened and now bypasses the McCaslin Industrial Park by traveling along Ackley between Orange and Fulton.

4-MONTEREY PASS ROAD-CASUDA CANYON-GARVEY was shortened and no longer operates along Corporate Center Dr to the Cal State Busway Station having been replaced by *MTA* Line 621.

All lines operate on 35 minute headways 630AM-630PM on weekdays only using four Gillig Spirit buses.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: New colors and new buses are in *RTA's* future. Starting in May buses will appear with a thin red stripe along their sides along with two shades of blue. The *RTA* emblem will be bolder and larger, also. The goal is to make it more noticeable, to show motion and to be more attractive.

The Board of Directors have awarded a contract for purchase of up to six CNG fueled trolleys to operate between downtown Riverside, Marketplace and the University of California at Riverside campus *(WT 1/94).* Although Boyertown was the low bidder, the contract was awarded to Chance as it was felt that their vehicles are built more sturdily and will have a longer service life.

The Flxible Corporation was awarded a contract for nine CNG expansion buses, due to arrive in about one year. Because the bid price was higher than budgeted, additional funds will be secured to buy the tenth bus. Neoplan was the only other bidder.



Subscriptions to WESTERN TRANSIT are $20 per calendar year. Back issues are available. For more information write to WESTERN TRANSIT, 11112 Ivanhoe St, Garden Grove, CA 92640-1133.

©1994 Western Transit
Items in WESTERN TRANSIT may be used in other publications if appropriate credit is given.

SANTA CLARITA TRANSIT (SCT)

SANTA CLARITA: Several changes including a new shuttle line were instituted beginning on March 28th.

NEW Line 5-VALENCIA SHUTTLE, a weekday only lunch hour shuttle between the Valencia Industrial Area and the Valencia Town Center using one 300 series Dial-A-Ride van was started. Seven round trips are provided with the first departing Avenue Stanford at 1042AM and the last return trip from VTC at 210PM.

Line 60-VALENCIA TOWN CENTER-STEVENSON RANCH, implemented last September *(WT 9/93)*, was discontinued due to lack of patronage with its bus transferred to Line 40-BOUQUET CANYON to provide a 30 minute headway on weekdays.

Line 60's companion, 65-STEVENSON RANCH-MC BEAN PARKWAY, will continue to operate one morning and one afternoon round trip, school days only, serving Wiley Canyon Elementary School, Hart High School and Placerita Junior High.

EARTHQUAKE UPDATE NUMBER THREE

LOS ANGELES: Service adjustments, related to the effects of the January 17th Northridge earthquake, continue to be made.

The (Van Nuys) COURT HOUSE SHUTTLE has been implemented providing parking on the site of the former *SCRTD* Division 8 facility at Van Nuys and Sherman Way and free shuttle service to and from the Van Nuys Municipal Courthouse in the Van Nuys Government Center near Erwin Street and Van Nuys Blvd. The court's parking structure was damaged requiring the need for off site parking. PARKING CONCEPTS, INC. is providing the service using members of the fleet of Econoline vans PCI previously used on the Ontario Airport's AIRPORT AUXILIARY PARKING LOT TRAM *(Ed. Note - a new parking lot shuttle operation with a new contractor is now in place at ONT).*

Line 643-SYLMAR METROLINK STATION-VAN NUYS, which had been operated by SUPER SHUTTLE using a fleet of 100 series Dodge Ram 150 vans, was discontinued February 17th.

Effective March 14 *MTA* operated 634-MTA WESTSIDE SPECIAL and *LADOT* operated 644-WEST LOS ANGELES PARK/RIDE were operationally combined and service was changed. 634 now operates only

(Continued on page 6)

SEATTLE METRO TRANSIT

Seattle, Washington

FLEET #'S	BUILDER	MODEL	SERIAL #'S	YEAR	NOTES
900-910	AMGenl	10240T	SC133-0001-0011	1979	
912-929	AMGenl	10240T	SC133-0013-0030	1979	
930-1008	AMGenl	10240T	SC140-0031-0109	1979	
1009	AMGenl	10240T	SC133-0012	1979	
1101-1244	AMGenl	10240B-8	00342-00485	1976	1
1247-1314	AMGenl	10240B-8	00628-00692	1976	
1340-1349	AMGenl	10240B-8	01576-01585	1978	2
1400-1550	MAN	SG220-18-2	297-003-040,042,045, 047-048,053-066,068, 070-161,046	1978/79	3
1600-1707	Flyer	D10240C	1466-1573	1979	2
1708-1823	Flyer	D10240C	1768-1883	1980	2
1850-1874	Flyer	D10235C	1630-1644	1980	
2000-2050	MAN	SG310-18-2	782-0002-0052	1982	
2051-2201	MAN	SG310-18-2	784-0053-0092,0215, 0094-0098,0216-0217, 0101-0105,0218-0219, 0108-0167,0169-0176, 0179-0198,0208-0214,0220		
3000-3146	MAN	SL40102L	FC771419-231565	1986	
3150-3159	MAN	SL40102LM	GC191716-281725	1987	4
4000	MAN	SGT310-18-3	FC010978	1987	
4001-4045	MAN	SGT310-18-3	GC021671-461715	1987	
5000-5002	Breda	ADPB350	JPBCF001-003	1988	
5003-5235	Breda	ADPB350	JPBCF004-236	1990/91	

-NOTES-

1. Only 122 active buses including 69 fitted with school bus seats.
2. 1340-1349,1631-1632,1637,1662,1675,1707-1708,1713,1715,1728,1762,1777 painted in *PIERCE TRANSIT* colors for 590-594 routes contract service.
3. 1438 off roster.
4. Originally methanol, converted to diesel.



(Continued from page 4)
westbound in the morning, eastbound in the afternoon while 644 continues to run eastbound in the morning and westbound in the afternoon, but was extended from Temple & San Pedro to the Union Station Upper Bus Plaza. Service on both lines operates on 20 minute headways with *MTA* and *LADOT* generally operating alternate trips. Operationally, a morning eastbound 644 bus arriving Union Station returns westbound as a 634, etc.

MTA 622-EL SEGUNDO-LAX SHUTTLE *(WT 2/94)* was extended to serve the Aviation Station Park N Ride Lot starting February 14 and its headway was lengthened from 15 to 20 minutely.

Effective February 22 *UCLA CAMPUS TRANSIT* began operating a METROLINK CONNECTOR SHUTTLE between Union Station and UCLA (stopping at Murphy Hall, NPI and Lot 32). Four morning westbound trips and four afternoon eastbound trips are offered.

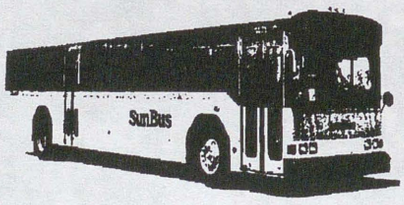
The *WEST HOLLYWOOD CITY LINES's* SUNSET SHUTTLE program has been expanded to offer free weekday peak hour shuttles between the Burbank *METROLINK* Station and selected locations in West Hollywood, Beverly Hills and Century City.

ANTELOPE VALLEY TRANSIT AUTHORITY is considering new commuter lines between Lancaster, Palmdale and Van Nuys, Century City and El Segundo/LAX area. Since the Federal Emergency Management Agency has said commuter related costs are eligible for funding in the wake of the Northridge earthquake, they will pay 90 per cent of the cost of the added service for the first year. Although there would be little initial cost to *AVTA* as long as FEMA says a disaster exists, after that the services would have to be self supporting or be dropped.

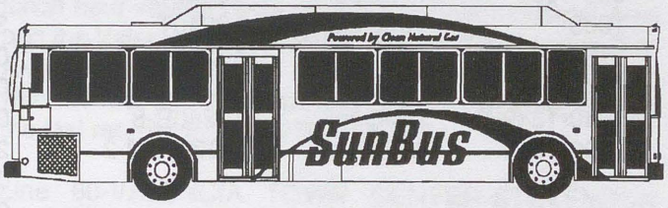
MTA Line 640-UNIVERSAL CITY-BURBANK METROLINK-GLENDALE-PASADENA SPECIAL EXPRESS was discontinued with the close of business on March 18th.

SUNLINE TRANSIT AGENCY (STA)

PALM SPRINGS: Anticipating the arrival of 34 new Orion V compressed natural gas fueled buses in a new color scheme, *STA* has converted Gillig Phantom 1477 to CNG. Valley Products, a division of Valley Detroit Diesel, converted the bus from a diesel powered 6V-92 engined unit to one with a Series 50G spark ignited natural gas engine. The bus is now in regular service.



The new colors are a basic white body with black window treatment and a yellow colored half moon shaped design with dark green outline above the yellow and the words "Sun Bus" in black on the front and both sides of the bus.



The conversion of the *STA* fleet from diesel to natural gas has come about over a three year period and included nine goals for the agency. The first was to replace the existing fleet with alternative fueled buses, the second to secure financial support for the project and the third, to train all mechanics to work on the new buses. The fourth goal was construction of a CNG fueling station and the fifth to secure a mobile system to deliver CNG as a bridge to permanent infrastructure. These have been accomplished. Goal number six is to purchase property from which SUN DIAL (Dial-A-Ride) can be operated and offer the site as a conversion technology center as well. The seventh goal is to stimulate the use of CNG fueled vehicles by local governments, the eighth to reduce public transit fuel costs and, ninth, to get the community converted to cleaner fuels to reduce emissions.

Six mid size CNG buses will also be purchased and bids are now being solicited.

7409 and one other 35 foot Flxible New Look (ex *OCTD* buses) will remain in the fleet, be converted to handle multiple wheelchairs and utilized on a special routing between Desert Hot Springs and the Eisenhower Medical Center in Palm Desert.

CALIFORNIA NEWS BRIEFS

The City of Napa, for *VALLEY INTRACITY NEIGHBORHOOD EXPRESS (VINE)* and *NAPA VALLEY TRANSIT,* is seeking proposals for purchase of six Advanced Design transit type diesel buses. The city is also interested in low floor design as an alternative to standard units.

The City of Visalia, for *VISALIA CITY COACH,* is seeking proposals to purchase seven to eight dies

(Continued from page 6)

transit coaches with an option for more buses for up to half of the base award.

A consortium including *UNITRANS, YOLO COUNTY TRANSIT AUTHORITY* and *MONTEREY-SALINAS TRANSIT* is requesting bids for CNG fueled buses. The University of California at Davis Purchasing Department is coordinating the bid. *UNITRANS* wants 14 buses, *YCTA* three and *MST* seven.

The City of Torrance has issued two RFPs, one for management of the *TORRANCE TRANSIT SYSTEM* fixed route operation and the other to evaluate the system's organization.

OMNITRANS has issued an RFP to purchase 10 Advance Design clean fuel buses *(WT 2/94).*

FOOTHILL TRANSIT has issued an RFP for operation of the *MONROVIA DIAL-A-RIDE.*

SACRAMENTO CHARTER BUSES (SCB)

SACRAMENTO: SCB, formerly *GRAY LINE SACRAMENTO/SACRAMENTO CHARTER BUSES,* has sold its Gray Line franchise to *FRONTIER TOURS* of Carson City, Nevada, but is still in the charter business and still operates the SACRAMENTO-SAN FRANCISCO-SAN FRANCISCO AIRPORT route.

Last October 3rd the SFO Airport route was expanded to include 4 weekday round trips between Sacramento and SFO plus one round trip between Fairfield and SFO using 2 buses. Weekends there are two full length round trips plus the Fairfield round trip using 1 bus.

KING/SNOHOMISH/PIERCE REGIONAL TRANSIT AUTHORITY

SEATTLE, WA: Puget Sound officials in the three counties have agreed to form the *RTA* which will supplement local transit systems with regional rail in major travel corridors between Everett, Seattle and Tacoma and intermediate points, subject to approval by voters of a service and financing plan. If voters approve the plan, *RTA* would provide new funds to local agencies to expand and improve local bus service while the remaining money would be used to design, build and run a regional rail system.

Tom Matoff, formerly General Manager of Sacramento's *REGIONAL TRANSIT,* was recently appointed as *RTA's* Executive Director.

WASHINGTON NEWS BRIEFS

CLALLAM TRANSIT SYSTEM of Port Angeles is seeking bids for two 30 foot accessible buses. *CTS* has completed site preparation of its proposed maintenance, operations and administrative facility and the facility is now in final design and schematic development. Construction will start this spring and "move in" is planned for April 1995. *CTS* and the local school district have shared a facility for ten years, but their combined needs have now outgrown that location.

WHATCOM TRANSPORTATION AUTHORITY of Bellingham is seeking proposals for purchase of four trolley style vehicles while *SPOKANE TRANSIT AUTHORITY* has issued an RFP for purchase of three streetcar replica coaches.

JEFFERSON TRANSIT AUTHORITY of Port Townsend is taking bids for the sale of one 1987 BIA Orion II, 25 foot diesel powered low floor bus.

WASHINGTON STATE FERRIES (WSF)

SEATTLE, WA: Three new Jumbo Mark II ferries are being built and the first will be placed in service on the SEATTLE-BAINBRIDGE route beginning in the winter of 1996. The boats will have redesigned seating (24 inch versus 21 inch wide chairs), eye pleasing color schemes and work areas complete with power for portable computers. They will carry only 12 more cars than the existing Jumbo ferries that serve Seattle and Bainbridge Island, but their initial passenger capacity will be 500 more passengers. They will be designed to eventually accommodate 3,000 passengers.

According to current plans Jumbo ferries WALLA WALLA and SPOKANE will be moved to the EDMONDS-KINGSTON run to replace the 160 car Super Class vehicles and those boats would be moved to routes where larger ferries are needed.

The Spring ferry schedule went into effect March 20 with only one major change. A second vessel will be added on the PORT TOWNSEND-KEYSTONE route beginning May 8 to provide an all day 45 minute headway for the summer months.

The Washington State Transportation Commission has proposed that *WSF* build a fleet of 350 passenger only catamarans to provide trips between downtown Seattle and Southworth, Bremerton, Kingston and Vashon Island. Presently, passenger only boats run only to Bremerton and Vashon. The idea is to get more people out of their autos and onto public transportation.

A five phase improvement plan for the Southworth terminal, served by the SOUTHWORTH-VASHON and SOUTHWORTH-FAUNTLEROY ferry routes, is now underway. Improvements would add an HOV access lane, a new passenger drop off area, an expanded dock including bus turnaround area and increased parking. *KITSAP TRANSIT* will begin a free shuttle from Harper Evangelical Church Park and Ride this spring to help with the shortage of close in parking.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
Santa Clara Transit	9301-9355	Flxible	40102-6/RD104049-103	1993	1
Citizens Area Transit (NV)	401-460	New Flyer	D40/NUO14468-527	1992	
	461-490	New Flyer	D40/NUO14596-625	1992	
San Francisco MUNI	7001-7059	New Flyer	E60/PUO14983-5041	10/93-03/94	2
Regional Transit	9356-9357	Orion	05.501/P6031660-661	10/93	CNG
	9358	Orion	05.501/P6031664	10/93	CNG
	9359-9360	Orion	05.501/P6031667-668	12/93	CNG
	9361-9362	Orion	05.501/P6031680-681	12/93	CNG
	9363-9365	Orion	05.501/P6031684,687-688	12/93	CNG
	9366-9368	Orion	05.501/P6031711,715,718	12/93	CNG
	9369-9370	Orion	05.501/P6031722,727	12/93	CNG
	9371-9373	Orion	05.501/P6031731-732,735	12/93	CNG
Charter Bus Lines of B.C.	104	Prevost	2P9H/P1001329	1993	H3-40
Frontier Tours (NV)	34822	Setra	S215HDH/P1030310	01/93	
Starline Tours	214-218	MCI	102C3/PPO45563-567	08/93	
	102	Van Hool	T800/P2024512	1993	
	351	Van Hool	T800-45/P2024588	1993	
-USED-					
Best Tours	412	MCI	MC-9/EPO38839	03/84	3
West Coast Charter	4708	TMC	MC-8/T46-507/1273	07/76	4
	4711	MCI	MC-8/S12132 U31506	02/76	5
Sierra Pacific Tours	none	TMC	96A3/FRO05150	06/85	6
Turismos Rapidos	120,124,131	TMC	102A3/KRO-	1989	7
-DISPOSITIONS-					
Trailways, Inc.	6224	Eagle	SE05/20147	1979	8
South Lake Tahoe Ground Exp	3048	Gillig	3096T6V92/C1080056	1982	9
San Diego Transit Corp	634	GMC	TDH-4519/1896	1967	8
Omnitrans	402-403	GMC	T8J204/BV810616-617	1981	10
	407	GMC	T8J204/BV810621	1981	10
	424-425	GMC	T8J204/BV810638-639	1981	10
	433	GMC	T8J204/BV810647	1981	10
	436-438	GMC	T8J204/BV810650-652	1981	10
West Coast Charter	4105	MCI	MC-5/U5623 S6155	1965	8
Las Vegas Charters	217	MCI	MC-7/-		11
Roberts Holiday Lines	688	TMC	102A3/FRO05387	1985	11
-DEMONSTRATORS-					
El Dorado/National	ZEB*	EID/Natl	RE-29/PCO84012	04/93	12
Spec Veh Mfg Co	none	SVMC	5122S/PC143598	04/93	13

**ZEB - Zero Emissions Bus*

-NOTES-

1. 9301-9350 Cummins, 9351-9355 Series 50 Detroit Diesel.
2. Articulated trolley coaches.
3. Ex Hudson Transit Lines (NJ) H-605, New Jersey cap.
4. Ex Samoan Paradise Charters 218.
5. Ex LADOT 105, lift equipped.
6. Ex Greyhound Lines, Inc. 1331.
7. Ex K-T Services, same numbers.
8. To private party.
9. For sale at A-Z Bus Sales in Colton.
10. Sold by Ken Porter Auctions to Complete Coach Works.
11. For sale at ABC Bus Sales in Garden Grove.
12. Electric bus powered by Hughes Power Systems.
13. Electric bus demonstrator.

Fresno County Rural Transit Agency

The primary provider of public transportation services in the rural areas of Fresno County is the *FRESNO COUNTY RURAL TRANSIT AGENCY (FCRTA).* This agency was formed under a Joint Powers Agreement signed September 27, 1979 which delegated overall administrative and financial supervision of governmentally-financed rural transit operations to *FCRTA*. Signatories to the Agreement include all non-metropolitan area cities plus the County of Fresno. FCRTA is considered the overall operator of all rural transit systems, with most of the day-to-day operational authority vested with local agencies or service contractors. FCRTA staff is responsible for preparing budgets, allocating financial resources, conducting marketing programs, preparing grant applications, and contracting for services where required.

At the present time, public transportation wheelchair lift-equipped services are available within the Spheres of Influence of each of the incorporated cities of rural Fresno County, with the cities linked to the Fresno Metropolitan Area either by privately-operated common carriers, or publicly-operated carriers. Reduced fares are available to the elderly, low-income, and disabled on inter-city routes, with special wheelchair lift-equipped service for the disabled where they cannot be accommodated on common carrier vehicles.

Approximately 250,000 passengers were transported in FY 1991-92 over the 18 members of the *FCRTA* system.

In 1979, the State of California mandated through Assembly Bill 120 that Consolidated Transportation Service Agencies (CTSA's) be considered to improve the coordination and efficiency of transportation provided by social service agencies. Subsequently, the Council of Fresno County Governments developed a plan which designated FCRTA and the Fresno County Economic Opportunities Commission (FCEOC) as the co-designated CTSA for rural Fresno County. FCEOC is the lead agency responsible for the overall administration of social service transportation operations.

In 1991-92, the Rural CTSA provided transportation services to 17 social service agencies, operating 27 different social service programs. The organization provided nearly 150,000 passenger trips and delivered almost 260,000 homebound meals.

Several distinctions exist between FCRTA and the CTSA with respect to who is served and where service is provided. Prior to the formation of the rural CTSA, FCRTA served the general public including the elderly, disabled, and low-income individuals. The AB 120 law recognized that many social service agencies also provided "special" transportation to their immediate clients. The Legislature was aware of the obvious service duplication by various agencies and mandated that consolidation be considered in times of increasing needs and diminishing financial resources. With the initiation of CTSA service, however, FCRTA's primary focus now became a provider of service to the general public. FCRTA serves the Spheres of Influence of each incorporated city in rural Fresno County and provides inter-city fixed-route service.

The CTSA provides specialized service to social service agencies located anywhere in rural Fresno County or participates financially to allow social service agencies to utilize existing resources.

Below is a description of each sub-system and the services provided within each of the incorporated cities of Fresno County, as well as between cities and the rural communities:

COALINGA TRANSIT

The City of Coalinga, under an inter-agency agreement with FCRTA, provides inter-city and intra-city service using FCRTA vehicles.

The Coalinga-Fresno inter-city route provides one round trip, with route deviation to pick up disabled riders through Huron, O'Neills, Five Points, Lanare, Riverdale, Caruthers, Raisin City and Easton, Monday through Saturday. The one-way fare ranges between $1.50 and $5.00 depending on origins and destinations.

The Coalinga-Avenal route was introduced to provide four round trips, with route deviation to pick up disabled passengers, to the Avenal Prison, Avenal, Huron, Lassen Ranch Headquarters, the interchange development at Highway 198 and Interstate 5, the under construction Return to Custody Facility, West Hills College and the Coalinga Hospital from 645AM to 900AM and 250PM to

500PM. The one-way fares are $1.50 for the general public and 75 cents for elderly, disabled, and low-income persons.

Demand-responsive service within Coalinga and its Sphere of Influence is available to the general public Monday through Friday from 915AM to 230PM for fifty cents per trip. The fare for elderly, disabled and low income residents is 35 cents per one-way trip. All FCRTA vehicles are lift-equipped for elderly and disabled accessibility.

FIREBAUGH TRANSIT

The FCRTA, under an inter-agency services agreement with the City of Firebaugh, currently contracts with the Fresno County Economic Opportunities Commission (FCEOC) for the provision of transportation services. Demand-responsive service within Firebaugh's Sphere of Influence is available by FCRTA's lift-equipped van, Monday through Friday from 800AM to 200PM. Special service is given to elderly persons requiring transportation service to FCEOC's nutrition site in Firebaugh. The intra-city fare for all patrons is currently fifty cents per trip.

Inter-city general public transportation service is available via Greyhound bus. Disadvantaged residents (elderly, disabled, and low income) may purchase half-price tickets at the Firebaugh City Hall.

The Rural Consolidated Transportation Service Agency (CTSA) also provides weekday round trip service to Fresno for clients of social service agencies, using its lift-equipped vehicle. Operating under the name WESTSIDE CORRIDOR SERVICE, FCEOC provides modified fixed-route service, with route deviation to pick up disabled passengers, via Firebaugh, Mendota, Tranquility, San Joaquin, Kerman to Fresno.

FOWLER TRANSIT

The FCRTA, under an inter-agency agreement with the City of Fowler, contracts with Cisneros Transportation for public transportation services within its Sphere of Influence. A lift-equipped FCRTA van services the area eight hours per day, Monday through Friday. Fares in town for the general public are fifty cents per one-way trip. Fares for elderly, disabled, and low-income residents with eligibility cards is 35 cents per one-way trip.

Reduced fare tickets for elderly, disabled, and low-income residents are provided for inter-city trips to Fresno aboard *GREYHOUND LINES* or *ORANGE BELT STAGES*. Back-up demand-responsive inter-city service for disabled persons unable to ride *GL* or *OBS* buses is provided on Tuesdays by the FCRTA's SOUTH EAST CORRIDOR SERVICE on a prior reservation basis.

SELMA TRANSIT is currently accommodating the transfe[r] patrons from *FOWLER TRANSIT* at Springfield Avenue, t[he] southern boundary of Fowler's Sphere of Influence, for trip[s] within Selma.

HURON TRANSIT

The FCRTA, under an inter-agency services agreement with the City of Huron, contracts with the Fresno County Economic Opportunities Commission (FCEOC) for the provision of general public transportation service with a FCRTA van within the City's Sphere of Influence. Intra-city, lift-equipped service is available eight hours per day, Monday through Friday. Fares are currently 25 cents per one-way trip.

Inter-city, lift-equipped services to and from Fresno and Coalinga are available via *COALINGA TRANSIT* with reduced fares available to elderly, disabled, and low-income persons.

KERMAN TRANSIT

The FCRTA, under an inter-agency agreement with the City of Kerman, provides demand-responsive public transportation service within the Sphere of Influence using a lift-equipped FCRTA van eight hours a day, Monday through Friday.

GREYHOUND LINES currently provides inter-city services fo[r] the general public twice daily. Reduced fare tickets for elderly and disabled residents are available at the Kerman City Hall.

The Rural CTSA operates wheelchair accessible inter-city services for elderly and disabled persons unable to use *GL*. The service, known as WESTSIDE CORRIDOR, provides one round trip Monday through Friday, on a modified fixed-route basis, with route deviation to pick up disabled passengers via Firebaugh, Mendota, Tranquility, San Joaquin, Kerman to Fresno.

In the Spring of 1991, the City of Kerman's Senior Citizens Program received a donated seven passenger non-accessible van (from William G. Sebastian, owner of the Kerman Telephone Company) for their independent use. The vehicle is operated with City General funds and is insured through their insurance provider.

KINGSBURG TRANSIT

Two FCRTA wheelchair lift-equipped vans are available for providing public transportation services to Kingsburg area residents. The FCRTA, under an inter-agency services agreement with the City of Kingsburg, contracts with the Fresno County Economic Opportunities Commission

(FCEOC) for the provision of general public Transportation within the Sphere of Influence. Service is provided on a demand-responsive basis nine hours per day, Monday through Friday. In-town general public fares are currently 50 cents. Elderly and disabled fares are 35 cents per one-way trip.

GREYHOUND provides general public service to Fresno once daily. Reduced-fare tickets for elderly, disabled, and low-income residents are available for inter-city trips to Fresno.

Inter-city trips to Fresno are available on FCRTA's demand-responsive SOUTH EAST CORRIDOR. Patron requests are accommodated every Tuesday on a 24-hour prior reservation basis. The service is available to elderly and disabled Selma and Fowler residents. The fare for this service is equal to the subsidized *GREYHOUND* ticket cost.

SELMA TRANSIT is currently accommodating the transfer of patrons from *KINGSBURG TRANSIT* at Mountain View Avenue, the northern boundary of Kingsburg's Sphere of Influence for trips within Selma.

MENDOTA TRANSIT

The FCRTA, under an inter-agency agreement with the City of Mendota, contracts with the Fresno County Economic Opportunities Commission (FCEOC) for the provision of demand-responsive service within its Sphere of Influence using an FCRTA lift-equipped van. The service is provided Monday through Friday between the hours of 900AM and 100PM. General public fares are 50 cents per trip. Elderly, disabled, and low-income fares are currently 35 cents per one-way trip. City subsidized fares, however, are available to participants attending the FCEOC nutrition program.

GREYHOUND currently provides inter-city general public services twice each day. Half-fare tickets are available to transit disadvantaged residents (elderly, disabled, and low-income) and may be purchased at City Hall.

The Rural CTSA also provides weekday wheelchair accessible demand-responsive WESTSIDE CORRIDOR services to Fresno for elderly, disabled, and social service agency clients.

ORANGE COVE TRANSIT

The FCRTA, under an inter-agency services agreement with the City of Orange Cove, contracts with the Fresno County Economic Opportunities Commission (FCEOC) for the provision of transportation services. *ORANGE COVE TRANSIT* operates a FCRTA lift-equipped van on a demand-responsive basis within its Sphere of Influence between the hours of 900AM and 100PM Monday through Friday. Currently the one-way fare is fifty cents for patrons.

ORANGE COVE TRANSIT also provides lift-equipped inter-city fixed-route service, with route deviation to pick up disabled passengers, linking Orange Cove to Fresno via Reedley, Parlier, and Sanger using a second FCRTA van. Currently two round trips are available each service day. One-way fares range from 85 cents to $3.00 depending upon origin and destination. There are reduced fares for the elderly, disabled, and low-income residents. The inter-city service is provided in an eight hour period, Monday through Friday.

Previously offered services to the South Sierra communities of Squaw Valley and Dunlap were discontinued in 1982 because of a decline in patronage. Continued residential growth in this area is presently being examined, and such growth may warrant the reintroduction of transit service.

PARLIER TRANSIT

Under an inter-agency agreement with the City of Parlier, FCRTA currently contracts for transportation services with the Fresno County Economic Opportunities Commission (FCEOC). *PARLIER TRANSIT* operates a lift-equipped demand-responsive service within its Sphere of Influence as well as fixed-route service, with route deviation to pick up disabled passengers, to Reedley, using an FCRTA van. (The FCRTA has recommended that this inter-city service to Reedley be discontinued due to declining ridership.)

Service is currently provided Monday through Friday from 730AM to 430PM. Fares for in-city service are 50 cents for general public patrons, and 35 cents for elderly and disabled patrons. Inter-city rates are consistent with those charged by common carriers. Reduced fares are available to qualifying residents.

Inter-city service to Fresno is provided by *ORANGE BELT STAGES* twice daily. Subsidized tickets are available to transit disadvantaged residents.

ORANGE COVE TRANSIT also provides wheelchair accessible service, with route deviation to pick up disabled passengers, to Fresno for elderly, and disabled residents unable to use *OBS*.

The City of Parlier also independently operates a lift-equipped vehicle acquired in the Spring of 1985 through the Fresno-Madera Area Agency on Aging. The vehicle is operated with City General Funds as part of their senior's recreation program.

REEDLEY TRANSIT

The City of Reedley, through an inter-agency agreement with the FCRTA, provides demand-responsive public transportation within its Sphere of Influence eight hours per

day, Monday through Friday. Two lift-equipped FCRTA vans are utilized. General public in-city fares are currently fifty cents per one-way trip. Elderly and disabled fares are 35 cents per one-way trip.

General public service to Fresno is provided by *ORANGE BELT STAGES* twice daily. Half-fare tickets are available at City Hall for disadvantaged residents.

ORANGE COVE TRANSIT provides wheelchair accessible, inter city, fixed-route service, with route deviation to pick up disabled passengers, to Fresno via Parlier and Sanger using a FCRTA van. They provide two round trips daily, Monday through Friday.

PARLIER TRANSIT also provides Reedley residents with additional wheelchair accessible fixed-route service, with route deviation to pick up disabled passengers, to Parlier's health center Monday through Friday.

All of FCRTA's inter-city fares are consistent with those charged by common carriers.

SANGER TRANSIT

The FCRTA, under an inter-agency services agreement with the City of Sanger, contracts with Transportation Specialties to provide public transportation services within the Sanger Sphere of Influence. Two lift-equipped FCRTA vans, offer both fixed-route and demand-responsive service in Sanger. One van provides in-city, fixed-route service, with route deviation to pick up disabled passengers, seven hours per day, Monday through Friday (excluding the lunch hour). The fixed-route also shifts to a demand-responsive basis one hour in the afternoon, operating a total of eight hours. The regular demand-responsive service is provided eight hours per day, Monday through Friday, for elderly and disabled patrons unable to use the fixed-route service. In-city fares are currently 35 cents per one way trip.

ORANGE COVE TRANSIT provides two round trips daily, with route deviation to pick up disabled passengers, to Fresno via Sanger on its FCRTA lift-equipped. The regular one-way fare to Fresno is $2.00. Reduced fares to Fresno are available to the elderly, disabled, and low-income residents.

SAN JOAQUIN TRANSIT

The FCRTA, under an inter-agency agreement with the City of San Joaquin, contracts with the FCEOC for demand-responsive service within their Sphere of Influence. This wheelchair accessible service is provided Monday through Friday for eight hours daily from 800AM to 500PM using a FCRTA van. The intra-city fare for the general public, disabled and low-income is 50 cents per trip, and 25 cents for seniors.

In May 1992, *SAN JAOQUIN TRANSIT* consolidated services with *WESTSIDE TRANSIT* and now operates 800A to 500PM Monday through Friday responding to all the transit service requests of the communities of Cantua Creek, El Porvenir, Halfway, Tranquility, and Three Rocks.

The Rural CTSA also operates wheelchair accessible inter-city services, with route deviation to pick up disabled passengers, to Kerman and Fresno. The WESTSIDE CORRIDOR SERVICE provides one round trip Monday thru Friday on a modified fixed-route basis.

SELMA TRANSIT

The City of Selma, under an inter-agency services agreement with FCRTA, operates public transportation service within its Sphere of Influence.

This service utilizes three FCRTA lift-equipped vans. They are currently operated on a demand-responsive basis, Monday through Friday, for nine hours daily. Service is also available on Saturdays for eight hours (using one vehicle) through a service contract with the FCEOC as the Rural CTSA. Limited "on-call" service to the Selma Airport is also available on request. General public fares are currently 50 cents per one-way trip. Elderly and disabled one-way fares are 35 cents.

Inter-city service to Fresno is available on *GREYHOUND LINES* and *ORANGE BELT STAGES* daily. Reduced fare tickets may be purchased through the City Hall.

Trips for the elderly and disabled, unable to negotiate the steps of a common carrier bus, are accommodated every Tuesday by the FCRTA's demand-responsive SOUTH EAST CORRIDOR SERVICE. Fares are equal to those charged by the common carriers.

SOUTH SIERRA TRANSIT

FCRTA has contracts with the FCEOC to administer a volunteer driver mileage reimbursement program in the South Sierra Area of Fresno County. The Squaw Valley Seniors Center coordinates service requests from mountain area residents in the communities of Squaw Valley, Dunlap, Miramonte, and Pinehurst. Services are available on a prearranged basis as needed. The one-way passesnger fare from the mountain communities to the Fresno Metropolitan Area is $5.00.

If the demonstration program proves successful, it may be expanded to the other areas of Fresno County where conventional service by the FCRTA and the Rural CTSA are not available.

WESTSIDE TRANSIT

FCRTA has contracts with the Fresno County Economic Opportunities Commission (FCEOC) to provide service as *WESTSIDE TRANSIT*. Inter-community wheelchair accessible service is provided between the unincorporated communities of Cantua Creek, El Porvenir, Halfway, Three Rocks, and Tranquility using an FCRTA van. The one-way fare is 50 cents. Service is available Monday through Friday from 800AM to 500PM and reservations are encouraged.

Demand-responsive inter-city service to San Joaquin, Kerman, Mendota and Firebaugh are provided on alternate afternoons, once a week. The fare is $1.00 per one-way trip. Trips to Fresno are provided through the Rural CTSA's wheelchair accessible program.

SOUTH EAST CORRIDOR SERVICE

Inter-city disabled trips to Fresno are available on FCRTA's demand-responsive SOUTH EAST CORRIDOR SERVICE. Patron requests are accommodated every Tuesday on a 24 hour prior reservation basis. Service is available to the elderly and disabled residents of Kingsburg, Selma and Fowler. The fare for this service is equal to the subsidized *GREYHOUND* ticket costs.

AUBERRY TRANSIT

Currently, seniors in Auberry attend the Senior Nutrition Program five hours a day, Monday through Friday. The program is funded by the Rural CTSA.

In May 1992, the CTSA's "seniors only" Auberry service was replaced by an 8 hour per day general public service, known as *AUBERRY TRANSIT*. A new FTA Section 18 (State Discretionary Grant) vehicle was introduced to provide this service to Auberry, New Auberry, Prather, and the Big Sandy Indian Reservation.

FCRTA contracts with the FCEOC to provide service as *AUBERRY TRANSIT*. Service is provided by an ADA accessible, alternatively-fueled van.

WESTSIDE CORRIDOR SERVICE

WESTSIDE CORRIDOR SERVICE is provided by the Rural CTSA. This service is intended to provide backup services for elderly and disabled patrons who are unable to negotiate the steps of the common carrier services currently offered by *GREYHOUND LINES*. The service links the communities of Firebaugh, Mendota, San Joaquin, Tranquility, Cantua Creek, Three Rocks, and Kerman to the City of Fresno. The *WESTSIDE CORRIDOR SERVICE* operates Monday through Friday, 800AM to 500PM. Dispatching arrangements are made on a 24 hour prior reservation basis. Fares are consistent with the half-fare rate of the FCRTA *GREYHOUND LINES* ticket subsidy.

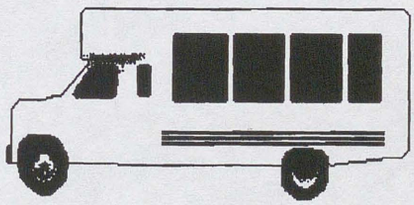
SUMMARY

The FCRTA has recognized its responsibility in ensuring accessible service to passengers for the previous thirteen years. The Agency has had a 100% wheelchair accessible vehicle fleet since 1982. All of FCRTA's 29 fleet vehicles are wheelchair lift-equipped to permit access by disabled patrons.

Since its inception in 1979, the Agency's operations have been carefully designed to meet the needs of the transit disadvantaged (elderly, disabled, low-income). Most of FCRTA's 16 subsystems are operated as "real-time" demand-responsive services. Portions of four FCRTA subsystems (Coalinga, Orange Cove, Parlier, and Sanger) are provided on a fixed-route basis.

Recent ridership surveys indicated that 90% of FCRTAs riders have either no other way to make their trip, or would have to walk; and that 47% of FCRTA's riders use the system five days a weeks. In light of these two points alone, it is obvious that the Fresno County Rural Transit Agency is providing an essential service within its designated operations area.

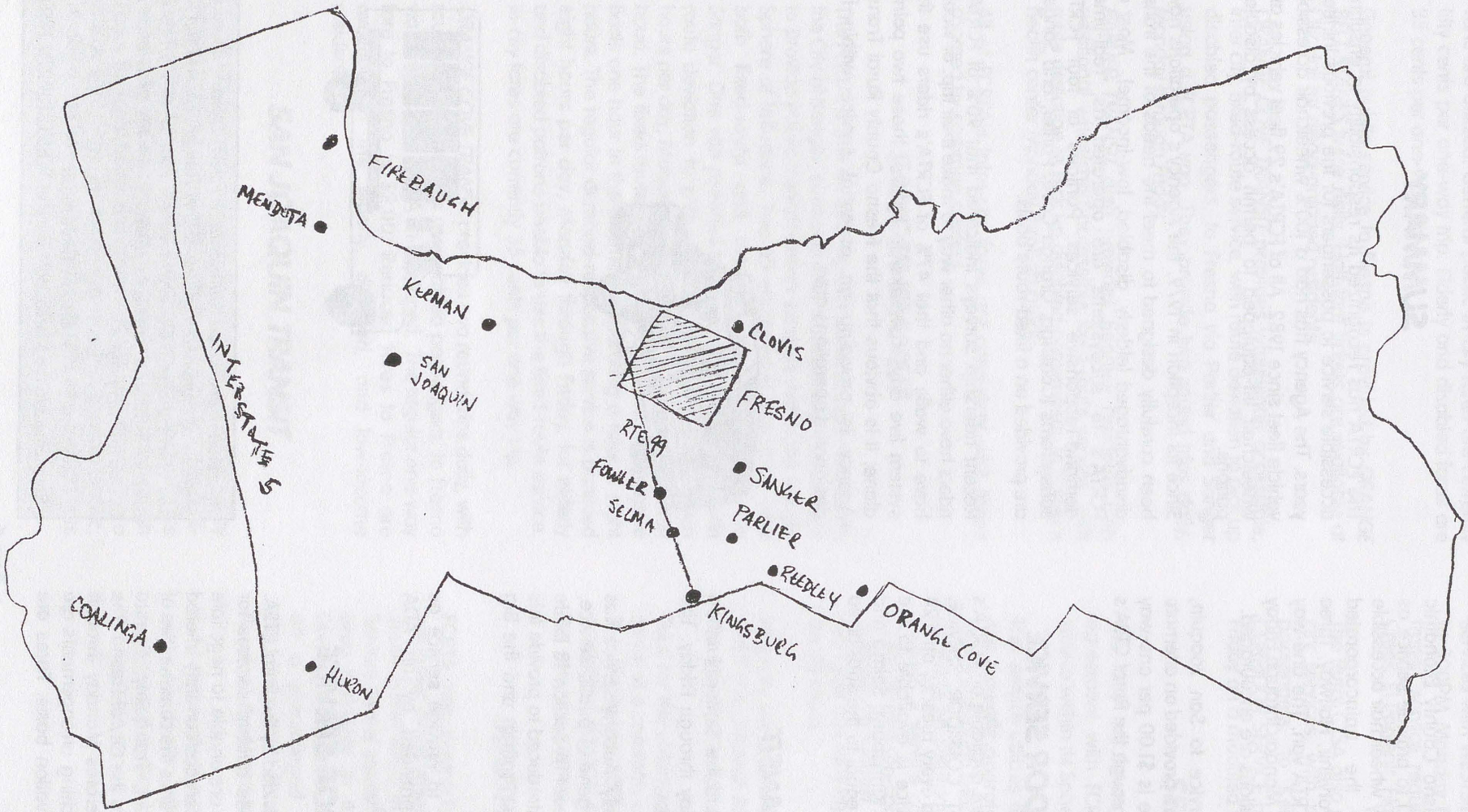




Information contained within this "Western Transit" operator profile was compiled from the "Short-Range Transit Plan for the Rural Fresno County Area". Thanks to Jeffrey D. Webster, General Manager, FCRTA, for his assistance in preparing this profile.

©1994 Jim Moore

Supplement to the March 1994 issue of WESTERN TRANSIT



County of Fresno