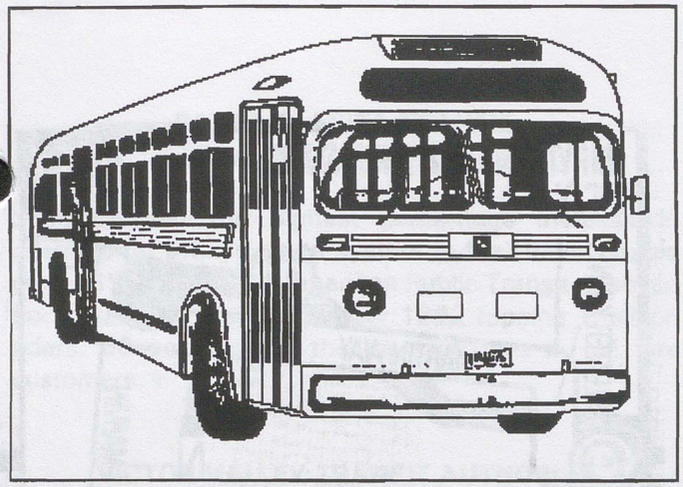
Western Transit

11112 Ivanhoe Garden Grove, CA 92640

VOL. 32, NO. 10 October 1994



SANTA CLARITA TRANSIT (SCT)

SANTA CLARITA: SCT inaugurated two NEW lines on September 6 and made permanent the three San Fernando Valley commuter lines instituted following the Northridge earthquake.

NEW 795-SANTA CLARITA-LANCASTER, operated under contract to *SCT* by *ANTELOPE VALLEY BUS, INC.*, provides the first bus service between the Santa Clarita and Antelope Valleys. 6 southbound and 7 northbound trips are offered weekdays between 400AM and 1000PM operating in early morning, midday and evening hours.

The major objective of the line is to provide bus connections with *METROLINK*, but the buses also offer transportation for shoppers and persons who need to access government offices.

The line requires two buses otherwise assigned to the 796/797/798 home to work commute lines. *AVBI* 849, an MCI 102C3, and 903, a TMC 102A3, were used the first day.

From Lancaster *METROLINK* the 795 travels Sierra Hwy, Lancaster Bl, 10th West (City Park Park & Ride Lot), Ave L, Hwy 14, 10th West, Ave. P (Antelope Valley Mall), Hwy 14, Sierra Hwy (into Vincent/Acton *METROLINK),* Hwy 14, Via Princessa (Via Princessa *METROLINK),* White Canyon and Soledad Canyon to Santa Clarita *METROLINK.*

The one way fare is $3 with monthly passes $100. Transfers to/from *SCT* and *AVTA* are available. *METROLINK* tickets are also honored.

796-SANTA CLARITA-WARNER CENTER and 797-SANTA CLARITA-CHATSWORTH were continued with somewhat reduced service.

Line 798-SANTA CLARITA-VAN NUYS was also retained, but reduced to operate during extended peak hours 430AM-1030AM and 130PM-700PM.

55-VALENCIA INDUSTRIAL AREA-METROLINK STATION is NEW connecting Valencia and Newhall neighborhoods with La Mesa Jr High and Valencia High also providing the first local bus service to Via Princessa *METROLINK.* 2 morning and afternoon school day round trips are offered.

Fare increases for the Valley commuter lines were approved by the City Council as of October 1. Service began after the earthquake using FEMA funds which stopped after the freeways reopened. In order to maintain service, even at reduced levels, increased revenue was needed. Cash fares are now $2.50 regular and $1.25 senior/disabled. Monthly passes are $70/35.

(Continued on Page 3)

IN THIS ISSUE

Victor Valley Transit Authority 3
Morongo Basin Transit Authority 3
Los Angeles County MTA 4
Southern California Regional Rail Authority 5
Starline Sightseeing/Gray Line Tours 5
ROTM - Metrolink 6
Long Beach Transit 7
Carson Circuit 7
Orange County Transportation Authority . . 8
Super Shuttle 8
California Transit News Briefs 9
Regional Transit 9
Citizens Area Transit (NV) 10
Ray & Ross Transport (NV) 10
Washington State News Briefs 10
Intercity Transit (WA) 10
Motor Coach Industries 11
Dallas Area Rapid Transit (TX) 11

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 for authority to voluntarily suspend the Vallejo-Angel Island-San Francisco route until July 1996

☑ Commission Order Instituting Investigation into operations and practices of Philip Nicola dba *DOWNTOWN SHUTTLE* (Sacramento) and order to show cause whether PSC should be revoked

☑ COII into operations and practices of Stephen and Antoanet Stephanoff dba *DESERT CITIES SHUTTLE* for operating during periods of suspension and failure to prove adequate insurance on file

☑ William and Jennifer Wheeler dba *BLACK TIE AIRPORT EXPRESS* for On Call authority between points in Contra Costa County and Oakland Airport

☑ Dimitry Litchevsky and Vladimir Shapiro dba *SPEEDY AIRPORT SHUTTLE* for On Call PSC between points in San Francisco and San Francisco and Oakland Airports

☑ Robert John Hilton dba *DESERT VALLEY SHUTTLE* for PSC between points in Coachella Valley and Ontario Airport, Orange County Airport, LAX, and hotels in vicinity of LAX

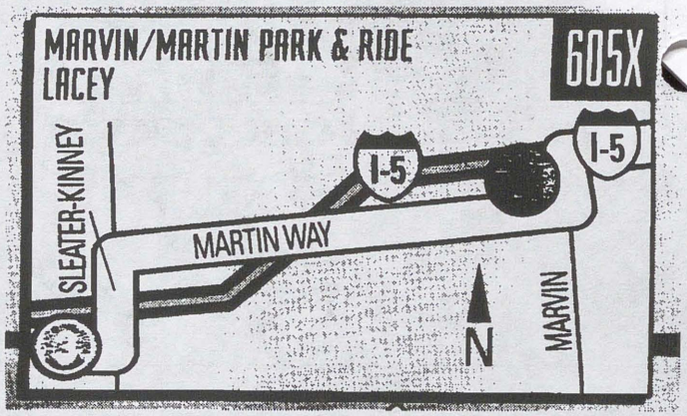
☑ Golden State Coaches, Inc. dba *FRONTIER TOURS* to extend PSC to operate between points in downtown Sacramento, Old Sacramento and Sacramento Airport

☑ Makki Shiyazel dba *CITY EXPRESS SHUTTLE* for On Call PSC between points in San Francisco and Alameda Counties and Oakland Airport

DECISIONS

🔨 *GOLDEN STAR AIRPORT SHUTTLE* authorized to transfer and *ARCADIA TRANSIT, INC.* to acquire outstanding stock, office equipment and vans of *GSAS* (PSC 9224)

🔨 United Cerebral Plasy dba *RIDE ON TRANSPORTATION* granted PSC 9227 for service throughout San Luis Obispo County and City of Santa Maria



The MARVIN MARTIN Park & Ride is located in Lacey, WA and served by INTERCITY TRANSIT line 605X between Olympia and Tacoma.

🔨 *AIRPORT COMMUTER LIMO & SEDAN SERVICE, INC* granted On Call PSC 9225 between Bay Area counties and area airports

🔨 Dick Mak dba *MAK AIRPORT SHUTTLE* authorized to expand PSC 9239 to include service between San Mateo County and San Francisco Airport

🔨 *ANTELOPE VALLEY AIRPORT EXPRESS* granted ZORF between Antelope Valley and Santa Clarita Valley points and LAX

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SANTA CLARITA TRANSIT

(Continued from Page 1)

SCT achieved the highest percentage increase in ridership for a fixed route system in the United States during 1993 based on American Public Transit Association data. *SCT* grew 56% over 1992 topping 1 million riders. 60 per cent of the increase was in full fare customers. ◆

VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

VICTORVILLE: VVTA instituted a number of routing changes in the spring and added six 35 foot Bluebird CS buses (8930-8935) to the fleet.

41A-APPLE VALLEY-VICTOR VALLEY COLLEGE was discontinued while 41B and 41C were merged into 41-COSTCO-MALL OF VICTOR VALLEY-APPLE VALLEY operating hourly 6AM-7PM weekdays and 7AM-6PM on Saturday.

42-APPLE VALLEY COMMUTER was adjusted to run two directional along Thunderbird, Navajo, Ramona and Pawnee to Hwy 18 rather than operating a one way loop and alternate trips were extended along Hwy 18 to the Union Bank commercial area. Headways were stretched from hourly to 75 minutely.

43-BEAR VALLEY ROAD-APPLE VALLEY was extended westward along Bear Valley Rd from Mall of Victor Valley to Amethyst (Lucky Shopping Center) and was routed outbound on Kiowa (replacing 41A) and inbound on Navajo with frequency increased from 120 to 60 minutely.

64/65-HESPERIA COMMUNITY ROUTE received some routing changes, but the big news was the headway reduction. Previously 64 and 65 each had a 90 minute headway (1 van apiece). Now each line has 4 round trips on a 3 hour headway using one bus, usually 35, the Ikarus 543. Line 64 departs the Hesperia Post Office at 700AM, 1000AM, 100PM and 400PM with 65 leaving there at 830AM, 1130AM, 230PM and 530PM.

The TRI COMMUNITY SERVICE Route (Victorville-Wrightwood) added Saturday service - 3 round trips plus Midday Deviated Service in which the bus picks up passengers (On Call) at any point in the Tri Community area (Wrightwood, Pinon Hills, Phelan) for transportation to any other point in the area. There is a 50c surcharge for regular riders, 25c for seniors and disabled.

The LUCERNE VALLEY ROUTE received numerous changes. The line now operates Monday, Wednesday, Friday only and was extended from Apple Valley to Victorville at COSTCO via Bear Valley Rd, Kiowa, Hwy 18, 11th, Verde, Mojave, 7th, Lorene and Valley Center.

After circulating in Lucerne Valley from 730AM to 755AM the bus leaves for Victorville arriving at 900AM. It departs at 1200PM for Lucerne arriving at 105PM. Between 105PM and 230PM the bus will pick up riders for transportation anywhere within 5 miles of the Lucerne Valley Post Office. The Deviated Service surcharge applies.

On September 19th the *VVTA* Board held a public hearing to receive input on plans to implement service, beginning October 3, between Silver Lakes, Helendale, Oro Grande and Victorville. It operates on designated days and with Deviated Service, similar to LUCERNE VALLEY.

VVTA now has a logo - a white oval with black lettering and featuring a highway heading for the black mountains with a red sunset. At the same time the word "Service" was deleted from the original name of *VICTOR VALLEY TRANSIT SERVICE AUTHORITY.*

The six new Bluebird diesel powered buses have one door, 35 forward facing salmon colored seats, cream interiors with metallic lower sides, Main farebox, Ricon lift with its own door, 2 wheelchair stations, "Next Stop" sign and curtain head and side signs. They are painted the same colors, but in a different design - white body, black window effect and wide red, orange and yellow stripes beginning half way back on each side. ◆

MORONGO BASIN TRANSIT AUTHORITY (MBTA)

29 PALMS: MBTA operates in the high desert area of the Morongo Basin (29 Palms, Joshua Tree, Yucca Valley, Morongo Valley, Wonder Valley, Landers). This is in San Bernardino County just north of the Riverside County line and about 65 miles southeast of the Victor Valley on Hwy 247.

MBTA offers three deviated fixed routes and Dial-A-Ride service in six areas plus two days per week service to Palm Springs.

MORONGO BASIN TRANSIT AUTHORITY
(Continued)

The fleet includes at least two Dodge Ram 350 vans (20861-20862), three Dodge Wide Ones (20863, 99077, --) and 2 Econoline/Champions (99078-99079).

A-THE HIGHWAY RUN operates between 29 Palms and Yucca Valley primarily along Highway 62, B-YUCCA VALLEY SHUTTLE circulates thru the town and C-29 PALMS SHUTTLE operates thru the city including 29 Palms Marine Base. A and B operate weekdays 630AM-630PM while C runs between 715AM and 500PM.

The PALM SPRINGS RUN operates Tuesday and Thursday (rides need to be reserved one day in advance) picking up passengers between 730AM and 930AM, then on to Palm Springs. The return trip departs Palm Springs at 200PM.

Dial-A-Ride operates in six areas with different service days. Yucca Valley, Joshua Tree and 29 Palms operate all weekdays, Landers/Flamingo Heights/Yucca Mesa runs Tuesday-Thursday, Wonder Valley runs Tuesday and Friday and Morongo Valley operates on Thursday only.

The Fixed Route fare is $1, Dial-A-Ride is $1.50 with discounts for students, seniors and disabled persons. 20 and 40 ride passes are available for all riders. Palm Springs fares are adult and student $9 one way and $14 round trip while seniors and disabled are $4.50/$9.00. ◆

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: The planned September 1st fare increase *(WT 8/94)* was rolled back following a series of court hearings.

A class action filed by the NAACP Legal Defense and Educational Fund on behalf of the Labor/Community Strategy Center, Bus Riders Union and other groups and individuals claimed that *MTA* "discriminated against mostly poor and minority bus riders to support its suburban rail systems."

On September 1 U S District Judge Terry Hatter issued a Temporary Restraining Order keeping fares at their pre September level until deciding whether to permanently block the first fare increase since 1988. Without commenting on the merits of the suit, Hatter said the plaintiffs had met the technical requirement for a TRO by showing that poor and minority passengers would suffer hardship under the new fare structure.

The next day *MTA* went to court to stay Hatter's decision after declaring the court ruling posed "serious financial and operational implications". The agency is losing about $110,000 a day in anticipated revenue because of the court order. The FY 94/95 budget was predicated on the new fare structure taking effect and providing $31 million needed to help maintain the current service levels. *MTA* also submitted a writ of mandate asking the 9th Circuit Court of Appeals for a review and stay of Judge Hatter's TRO.

MTA refuted points made by the plaintiffs including that: the combined minority population in current and future Metro Rail corridors is 81%; the cost of *MTA's* rail program including construction, operating costs and *METROLINK* subsidy is 30.9% of its budget, not 79 as claimed and the proposal to transfer $50 million from the Pasadena Blue Line to bus operations is both unfeasible and illegal. Only $5 million, available if the Authority defaults on its bond obligations, could be shifted *(Ed. Note - Sales tax monies generated by Propositions A and C and other funding sources specify how the funds are to be spent. There are many philosophical and political agendas relating to the expansion of bus versus rail service and they have been inserted into the fare change issue).*

The 9th Circuit Court denied *MTA's* petition and Judge Hatter stayed his order and set trial for October 17. Meanwhile, fares remain the same and sales of monthly passes were resumed.

At that hearing Hatter ruled that he was "without jurisdiction" to modify the TRO while *MTA* appeals the matter to the 9th Circuit, but did set an October 27 hearing on the larger question of whether *MTA* is discriminating against mostly poor and minority bus riders to fund rail lines that mostly benefit affluent white commuters. The future of the fare change rests with that decision.

MTA Directors authorized purchase of 196 CNG powered 40 foot Neoplan buses for delivery next year. The buses will have light grey interiors and stainless steel passenger seats. Side walls will also be stainless and other surfaces will include a coating to make graffiti removal easier.

Neoplan was the low bidder at $298,725 a copy with New Flyer and Flxible the other bidders.

MTA
(Continued)

October 2nd saw the discontinuation of 152-BURBANK SHUTTLE and 208-BEACHWOOD SHUTTLE *(WT 8/94)*. Other changes are planned for the December Shake Up.

In addition to operating bus and rail lines, *MTA* is also responsible for distributing federal, state and local funds for transit within the county. Much of this money is allocated based on formulas, either by law or decided by staff and the Board.

The Transit Service Expansion and Bus Overcrowding Relief Programs were established in June 1990 by the former *LOS ANGELES COUNTY TRANSPORTATION COMMISSION.* TSE/BOR were originally intended to fund additional congestion relieving transit service, including connections with the BLUE LINE. The program called for a two year commitment with plans to fund the programs from Proposition C, if funds were available, and the lines met performance standards.

Because sales tax revenues continue below projections, there are insufficient Prop C Discretionary Funds to finance all the needs. Using the performance criteria developed, each year staff reviews the various TSE/BOR projects to determine how many can receive continued funding. Listed are the projects which were recommended for funding in FY 94/95: *AVTA* Line 787-LANCASTER-WEST VALLEY, *LADOT* D-SPRING STREET-SAN PEDRO STATION, additional service on *GARDENA* Line 3-CITY OF COMPTON, *MTA* Line 114-SANTA ANA ST-SEVILLE, extension of *LONG BEACH* Line 61-ATLANTIC to Artesia Station/Blue Line, *LBT* RUNABOUT and overcrowding relief service on selected *GARDENA* and *CULVER CITY* lines. ◆

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA)

LOS ANGELES: SCRRA has authorized a two year extension (to June 30, 1997) of *AMTRAK's* operating contract for *METROLINK.*

Future equipment plans call for up to 21 more coaches and 3 locomotives. These could come by assignment from the present *NORTH SAN DIEGO COUNTY TRANSIT* option for 30 more cars.

By the end of June only one *GO TRANSIT* train set was still in service *(WT 4/94)*. Several coaches and engines had previously returned to Toronto. During September engines 905 and 907 were at Taylor Yard, but were not being used.

METROLINK service was offered on weekends to the Ventura County Fair in August with six round trips between Simi Valley, Moorpark, Camarillo, Oxnard and Ventura. Both fair attendance and train ridership were down from 1993 figures.

The Cal State LA and Rancho Cucamonga stations have opened and October 31 brought new schedules. Midday service on the SANTA CLARITA line was dropped while two additional round trips were added on the RIVERSIDE line.

Ground was broken for a new San Clemente station last month (early 1995 opening) and the Norwalk station construction should begin soon. ◆

STARLINE SIGHTSEEING TOURS, INC. GRAY LINE TOURS COMPANY, INC. (SST/GLT)

LOS ANGELES: SST/GLT ceased operations, at least temporarily, on October 13 after many of its buses were seized by the Internal Revenue Service over non payment of $733,191 owed for employee federal income taxes and Social Security taxes and the firm's matching SS payments for the period April 1993 to March 1994.

The issue of tax liability was acknowledged by the corporation and they were scheduled to meet with the IRS on October 18.

The exact number of buses seized when the garage at 48th and Staunton in south Los Angeles was padlocked was unclear as some were on long distance charters. Although operations have shut down, there have been no layoffs.

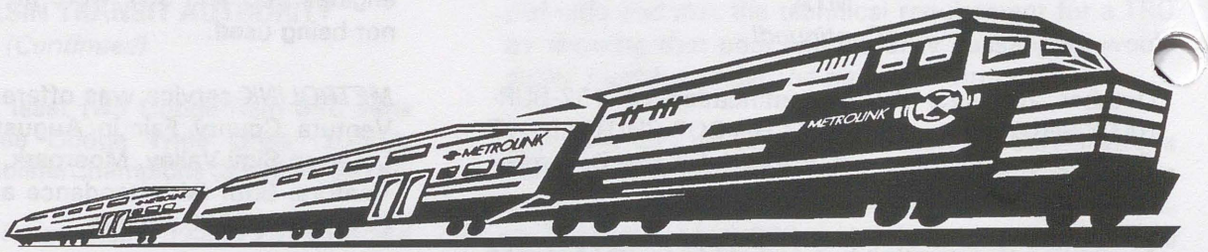
(Continued on Page 7)

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METROLINK



FLEET #'S	BUILDER	MODEL #'S	SERIAL #'S	DATE	NOTES
101-105	UTDC	91-85-RTC-2-85-L	1944-1948	05/92	
106-113	UTDC	91-85-RTC-2-85-L	1949-1956	06/92	
114-119	UTDC	91-85-RTC-2-85-L	1957-1962	07/92	
120-121	UTDC	91-85-RTC-2-85-L	1963-1964	1992	
122-125	UTDC	91-85-RTC-2-85-L	1965-1968	08/92	
126-127	UTDC	91-85-RTC-2-85-L	1978-1979	1992	
128-134	UTDC	91-85-RTC-2-85-L	1980-1986	09/92	
135-139	UTDC	91-85-RTC-2-85-L	1987-1991	10/92	
140-143	UTDC	91-85-RTC-2-85-L	1992-1995	01/93	
144-147	UTDC	91-85-RTC-2-85-L	1996-1999	02/93	
148-155	UTDC	91-85-RTC-2-85-L	2000-2007	03/93	
156	UTDC	91-85-RTC-2-85-L	2008	04/93	
157-158	UTDC	91-85-RTC-2-85-L	2016-2017	06/93	
159-162	UTDC	91-85-RTC-2-85-L	2018-2021	08/93	
163	UTDC	91-85-RTC-2-85-L	2022	09/93	
601	UTDC	91-85-RTC-2-85-L	1929	02/92	
602-605	UTDC	91-85-RTC-2-85-L	1930-1933	03/92	
606-615	UTDC	91-85-RTC-2-85-L	1934-1943	04/92	
616	UTDC	91-85-RTC-2-85-L	1969	10/92	
617-618	UTDC	91-85-RTC-2-85-L	1970-1971	11/92	
619-620	UTDC	91-85-RTC-2-85-L	1972-1973	1992	
621-624	UTDC	91-85-RTC-2-85-L	1974-1977	12/92	
625	UTDC	91-85-RTC-2-85-L	2009	04/93	
626	UTDC	91-85-RTC-2-85-L	2010	1993	
627-629	UTDC	91-85-RTC-2-85-L	2011-2013	05/93	
630	UTDC	91-85-RTC-2-85-L	2014	1993	
631	UTDC	91-85-RTC-2-85-L	2015	06/93	
851-852	GMED	F59PH	906128-1,-2	05/92	
853	GMED	F59PH	906128-3	1992	
854-859	GMED	F59PH	906128-4,-9	06/92	
860-864	GMED	F59PH	906128-10,-14	07/92	
865	GMED	F59PH	906128-15	1992	
866-867	GMED	F59PH	906128-16,-17	08/92	
868-869	GMED	F59PH	926320-1,-2	11/92	
870-873	GMED	F59PH	926345-1,-4	04/93	
906-907	GMDD	FP-7	A177, A179	1950	1
908,910	GMDD	FP-7	A378, A384	1950	1
911-912	GMDD	FP-7	A174, A382	1950	1
2010-2034	UTDC	77-85-Bi Level	0921-0945	1977	2

-NOTES-

100s are coaches, 600s are cab cars, 800s are engines

1. Engines, ex GO TRANSIT (ON), same numbers, now returned.
2. Coaches, ex GO TRANSIT (ON), same numbers, now returned.

STARLINE/GRAY LINE

(Continued from Page 5)

SST/GLT was not supposed to be using the GRAY LINE name, according to GRAY LINE WORLDWIDE in Dallas, as the company was in violation of the association's by-laws.

SST/GLT was created in 1989 when *SST*, then owned by Vahid and Fred Sapir, acquired the Los Angeles and Orange County portion of *GRAY LINE TOURS COMPANY (WT 3/89)*.

The most recent data suggests the fleet numbers about 61 including STAR 59 - TMC MC-9; 93-94, 96-97 and 101-111 - Van Hool T-815s; 201-220 - MCI 102C3s; 301 - MCI 102DL3; 351-355 - Van Hool T-800/45s; 470-478 - MCI 102AW3s and 601-610, Econoline/Metrotrans vans. ◆

LONG BEACH TRANSIT (LBT)

LONG BEACH: The PROMENADE TRAM, suspended in June 1993 because of construction work at the Convention Center, has been reinstated. It now operates between Long Beach Plaza and Shoreline Village every 20 minutes from 1100AM to 640PM daily except Friday and holidays.

A new commute line, actually a reconfiguration of a former Long Beach Naval Shipyard tripper, was started September 11.

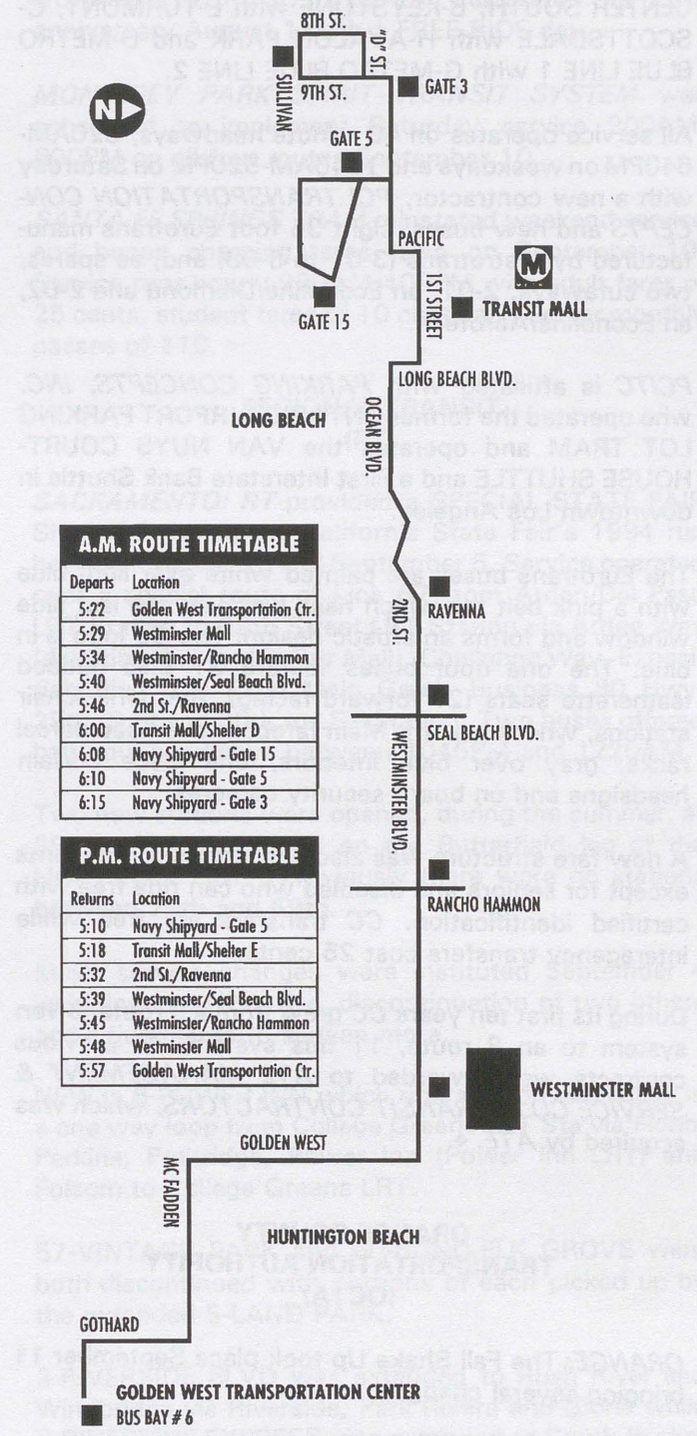
Called the LONG BEACH TRANSIT LIMITED, the line consists of one morning westbound (departing 522AM) and one afternoon eastbound trip (leaving at 510PM) between Golden West Transportation Center in Huntington Beach and the Shipyard via downtown Long Beach. The schedule is designed around the shipyard's 4 day/10 hour shifts.

The LIMITED runs via Gothard, McFadden, Golden West, Westminster/2nd, Ocean, Long Beach, 1st, Pacific and Ocean serving Gates 15, 5 and 3. ◆

CARSON CIRCUIT (CC)

CARSON: CC celebrated its 10th anniversary on September 1st by revising the system to serve to half of the major employment centers, provide more service to the BLUE LINE and serve many of the city schools to offset reductions in *LOS ANGELES UNIFIED SCHOOL DISTRICT* bus service.

LONG BEACH TRANSIT LIMITED
Orange County to Downtown LB



A.M. ROUTE TIMETABLE

Departs	Location
5:22	Golden West Transportation Ctr.
5:29	Westminster Mall
5:34	Westminster/Rancho Hammon
5:40	Westminster/Seal Beach Blvd.
5:46	2nd St./Ravenna
6:00	Transit Mall/Shelter D
6:08	Navy Shipyard - Gate 15
6:10	Navy Shipyard - Gate 5
6:15	Navy Shipyard - Gate 3

P.M. ROUTE TIMETABLE

Returns	Location
5:10	Navy Shipyard - Gate 5
5:18	Transit Mall/Shelter E
5:32	2nd St./Ravenna
5:39	Westminster/Seal Beach Blvd.
5:45	Westminster/Rancho Hammon
5:48	Westminster Mall
5:57	Golden West Transportation Ctr.

CARSON CIRCUIT
(Continued)

All bus routes anchor at the South Bay Pavilion At Carson (formerly Carson Mall) with the lines interlined - A-CAL STATE DOMINGUEZ HILLS with F-BUSINESS CENTER SOUTH, B-KEYSTONE with E-TURMONT, C-SCOTTSDALE with H-AVALON PARK and D-METRO BLUE LINE 1 with G-METRO BLUE LINE 2.

All service operates on 40 minute headways, 520AM-640PM on weekdays and 1040AM-520PM on Saturday with a new contractor, *PCI TRANSPORTATION CONCEPTS* and new buses, eight 35 foot Eurotrans manufactured by Metrotrans (3-01 to 3-08) and, as spares, two cutaways, 2-01, an Econoline/Diamond and 2-02, an Econoline/Aerotech.

PCITC is affiliated with *PARKING CONCEPTS, INC.* who operated the former ONTARIO AIRPORT PARKING LOT TRAM and operates the VAN NUYS COURTHOUSE SHUTTLE and a First Interstate Bank Shuttle in downtown Los Angeles.

The Eurotrans buses are painted white over light blue with a pink belt rail which rises just past the last side window and forms an artistic design. The *CC* logo is in blue. The one door buses feature 31 blue padded leatherette seats (27 forward facing), two wheelchair stations, wheelchair lift, Main farebox, overhead parcel racks, gray over blue interiors, one piece curtain headsigns and on board security cameras.

A new fare structure was also implemented - 50 cents except for seniors and disabled who can ride free with certified identification. *CC* transfers are free while interagency transfers cost 25 cents.

During its first ten years *CC* grew from a 6 route, 6 van system to an 8 route, 11 bus system. All previous contracts were awarded to *ATE MANAGEMENT & SERVICE CO* or *TRANSIT CONTRACTORS,* which was acquired by *ATE.* ◆

ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

ORANGE: The Fall Shake Up took place September 11 bringing several changes.

Super Bus operations on 43-HARBOR BOULEVARD were transferred to 529-BEACH BLVD LIMITED (4 of 6 Bus Runs) and the Division 4 portion of 43 was transferred to Division 6.

328-FULLERTON AMTRAK-EAST FULLERTON was rerouted away from the East Fullerton industrial area and changed to travel Chapman, Commonwealth, Nutwood, State College and Yorba Linda to Associated.

379-IRVINE SPECTRUM VIA ALTON was discontinued due to low ridership. It was originally scheduled to be cut last June, but was retained to see if the 3 new *METROLINK* trains would generate transferring passengers.

Funding constraints caused by the requirements of the Americans With Disabilities Act resulted in the discontinuation of Dial-A-Ride Demand Service for individuals and the Leisure World Shuttle starting September 11. Legal requirements have led to formation of ACCESS service (door to door transportation for ADA eligible persons) and DAR vans are being diverted to serve these needs. The one element of DAR which will be retained is Group Service for seniors attending senior centers and nutrition programs.

At the end of September *OCTA* vacated the former *ORANGE COUNTY TRANSIT DISTRICT* headquarters building in Garden Grove (they moved in October 28, 1978) with most employees now housed in the new general offices in Orange. ◆

SUPER SHUTTLE (SS)

LAGUNA HILLS: On August 25 *SS* began a three month test of operating a Thursday and Friday only grocery shopping transportation program for residents of Laguna Hills Leisure World replacing the former *OCTA* Leisure World Shuttle.

Residents will have to get to the stores on their own, but *SS* will serve the Hughes and Vons Markets hourly between 1000AM and 400PM charging a $2 fare for a return ride. Drivers will help carry groceries inside for riders.

Although this is the type of "private jitney" *OCTA* hoped would replace Dial-A-Ride, this is the only private effort so far and *SS* officials have stated that outside funding will likely be needed to keep the pilot program going after the test.

SS has announced that it will convert its fleet in Los Angeles and Orange Counties to natural gas and will buy 145 CNG powered Dodge 250 vans.

SS has been operating 8 propane and 1 CNG powered vans in an experimental program.

SUPER SHUTTLE
(Continued)

(Ed. Note - there are actually four different companies doing business as SS in the greater Los Angeles area - Super Shuttle of Los Angeles, Inc., (PSC 1275), a firm with an unknown corporate name, (PSC 7977), Airport Transportation, Inc., (PSC 8016) and Preferred Transportation, Inc., (PSC 8937). ATI mostly operates in Riverside and San Bernardino Counties serving Ontario Airport).

The $7 million project includes fueling station construction at LAX and Orange County Airports.

Dallas based Mesa, Inc. one of America's largest independent natural gas producers, designed the fleet conversion and arranged financing for the new vans. Mesa will build and operate the fueling stations and *SS* will purchase all its CNG fuel from Mesa for the service life of the vehicles.

Mitchell Rouse, *SS INTERNATIONAL* chairman, expects the company to save about $500,000 a year in fuel costs. Gasoline costs an average of $1.10 a gallon and an equivalent amount of CNG will cost about 84 cents. ◆

CALIFORNIA TRANSIT NEWS BRIEFS

SIMI VALLEY TRANSIT fares increased September 6 - adult 75 cents to $1 and senior/disabled 25 to 35 cents and monthly passes were raised. Route D-WOOD RANCH-SIMI VALLEY HOSPITAL was extended to serve the Ronald Reagan Presidential Library and city staff will seek COUNTY TRANSPORTATION COMMISSION assistance to share the cost of C-SIMI VALLEY-CHATSWORTH, considered a regional transportation link.

ADELANTO LOCAL TRANSIT instituted Saturday service last May 21. Five round trips are operated on the EXTERNAL ROUTE departing Adelanto at 900AM, 1030AM, 1200PM, 130PM and 300PM leaving COSTCO in Victorville 45 minutes later.

The INTERSTATE COMMERCE COMMISSION recently closed down *TRANSTAR CHARTERS & TOURS* for unlicensed, uninsured passenger operations. *TC&T* primarily operated turnaround trips for gamblers between Pasadena, Rosemead, Stateline NV and Las Vegas NV. *TC&T* owner Rexford Crockett said he changed insurance companies last year and was apparently sold false insurance. He plans to buy new insurance and reopen his business.

PASO ROBLES TRANSIT began August 1 - a one bus route operating 700AM-600PM on weekdays charging 50 cents. The loop route travels on Spring from 36th to 1st, crossing Niblick Bridge to Woodland Plaza and back to 36th & Spring.

NORWALK TRANSIT SYSTEM celebrated its 20th anniversary August 1 with a FREE RIDE day.

MONTEREY PARK SPIRIT TRANSIT SYSTEM was scheduled to implement Saturday service 900AM-600PM on all four routes September 10.

SANTA FE SPRINGS TRAM reinstated weekend service and began charging fares, also on September 10. Service runs hourly 900AM-400PM with adult fares of 25 cents, student fares of 10 cents and Senior monthly passes of $10. ◆

REGIONAL TRANSIT (RT)

SACRAMENTO: RT provided a SPECIAL STATE FAIR SHUTTLE during the California State Fair's 1994 run between August 19 and September 5. Service operated over a special route of Line 67 from Arden/Del Paso LRT Station to 29th Street LRT Station via Arden Way (diverting thru Arden Fair Mall), Challenge Way, Exposition Blvd (Cal Expo Main Gate), Business 80 Hwy, 29th, S St and 30th to LRT Station. Two buses offered half hour headways between 1045PM and 1220AM.

Two new stations were opened, during the summer, at 39th and 48th Streets on the Butterfield leg of the LIGHT RAIL LINE. Previously there were no stations between 29th and 59th.

Major service changes were instituted September 4 including one NEW line, discontinuation of two others and adjustments to sixteen more.

NEW is 8-POWER INN which operates on weekdays in a one way loop from College Greens LRT Sta via Florin-Perkins, Fruitridge, Power Inn (Power Inn LRT) and Folsom to College Greens LRT.

57-VINTAGE PARK and 60-BOND-ELK GROVE were both discontinued with portions of each picked up by the extended 5-LAND PARK.

2-RIVERSIDE BLVD was extended to Rush River and Windbridge via Riverside, Park Rivera and Gloria while 3-RIVERSIDE EXPRESS was extended to South Pocket Road via Riverside and Pocket.

REGIONAL TRANSIT
(Continued)

5-LAND PARK was extended (all days) to Kaiser South via Meadowview, Brookfield and Mack and (on weekdays) to Elk Grove via Mack, Cottonwood, Cutter, Spengler, Cliffcrest, Calvine, Elk Grove-Florin and Elk Grove to 2nd.

50-STOCKTON LIMITED now runs via 7th/8th in downtown and operates during rush hours only. 51-BROADWAY-STOCKTON was rerouted via Stockton/Broadway, 7th/8th and has improved frequency. 52-BRUCEVILLE was changed to offer express service downtown via I-5, serve Apple Computer's plant and Laguna West and eliminate midday trips to/from Consumnes River College. 53-21ST AVE was rerouted to serve University/65th LRT Station.

63-24TH-HOGAN and 64-24TH-MEADOWVIEW were rerouted to use 15th/16th and begin/end at 16th St LRT Station except weekday rush hours when the terminal is 7th and F.

Changes were also made on several other lines. ◆

CITIZENS AREA TRANSIT
(CAT)

LAS VEGAS, NV: On June 25 *CAT* inaugurated one NEW line, changed two others and implemented a new fare structure on Lines 301-STRIP and 302-STRIP SHUTTLE-AIRPORT ($1.50 versus $1.00 on all other lines).

NEW is 407-BOULDER HIGHWAY LIMITED operating between the Downtown Transportation Center and Boulder Hwy & Tropicana via Fremont Street and Boulder Hwy stopping at major intersections and transfer points offering a second layer of service on Boulder Hwy. Half hourly (rush hours) and hourly (midday) service operates 600AM-600PM weekdays and hourly on Saturday.

Former 108-LAS VEGAS BLVD SOUTH-HARMON was divided in two - 213-HARMON-KOVAL (Harmon & Boulder Hwy to Vacation Village) and 303-LAS VEGAS BLVD SOUTH (Vacation Village to Las Vegas Factory Stores), both still operating on hourly headways. Former 114-D ST-BONANZA was renumbered 214, but otherwise unchanged.

More changes took place on September 18 - 113-LAS VEGAS BLVD NORTH was extended to serve Nellis Federal (VA) Hospital near Nellis AFB on northbound trips prior to 600PM and 303 was extended, on southbound trips, along Blue Diamond Road to the recently opened Boomtown Hotel and Casino.

CAT Paratransit Services, accessible door to door service for ADA certified persons using a fleet of 29 El Dorado MST Falcon 2400s, is scheduled to begin later this fall. ◆

RAY & ROSS TRANSPORT
(R&R)

LAS VEGAS, NV: R & R, the AMERICAN SIGHTSEEING affiliate and a charter bus operator, has started its McCarran International Airport bus service, operating between airport and both the Strip and Downtown.

The firm is one of four companies providing similar service and they are at the low end of the price scale - $3.25 to the Strip and $4.25 Downtown.

The *R & R* fleet includes at least three vehicles, two MST Falcons and an Econoline/Metrotrans.

Other airport operators include *GRAY LINE TOURS, BELL TRANS* and *LUCKY 7 LIMO* and all fleets generally use cutaways although *GLT* has a few TMC T-30 buses (Orion 01.502 style). ◆

WASHINGTON STATE TRANSIT NEWS

PIERCE TRANSIT (Tacoma) has issued RFPs for purchase of 35 foot CNG powered buses and up to nine shuttle vans.

LINK (Wenatchee) has issued RFPs for diesel buses - five 35 footers, two 24 foot and two 20 foot units and for purchase of bus shelters.

COMMUNITY TRANSIT (Snohomish County) has approved purchase of 30 low floor 40 foot New Flyer buses. Earlier morning and later evening weekday local and commute service and expanded weekend local service is planned for December. ◆

INTERCITY TRANSIT
(Thurston County PTBA dba)
(IT)

OLYMPIA, WA: IT instituted major changes on August 28th coincident with the opening of the new Olympia Transit Center (Washington and Olympia Sts downtown) replacing the Columbia Street Station street corner terminal.

INTERCITY TRANSIT
(Continued)

Three downtown circulators - STATE OFFICE SHUTTLE, CAPITOL SHUTTLE-DOWNTOWN and CAPITOL SHUTTLE-WESTSIDE were all adjusted.

62-TANGLEWILDE EAST-THE MEADOWS, which had several branches, was changed to operate between downtown Olympia, South Sound Center and Hawks Prairie Mall and three new routes replaced the branches - 70-THOMPSON PLACE-HAWKS PRAIRIE MALL, 71-TANGLEWILDE EAST-H P MALL and 72-THE MEADOWS-H P MALL.

Former 67-TANGLEWILDE-TRI LAKES was divided into 61-SOUTH SOUND-HAWKS PRAIRIE MALL VIA PACIFIC which does not serve downtown and 67-SOUTH SOUND-LAKE FOREST-TRI LAKES.

Intercity Transit

Numerous minor routing and schedule adjustments were also made and CUSTOM BUS service (advance reservation demand response buses meeting fixed route buses in certain areas in the evening and on Sundays) now begins at 700PM Monday thru Saturday. ◆

MOTOR COACH INDUSTRIES INTERNATIONAL (MCII)

PHOENIX, AZ: In August MCII became a wholly owned subsidiary of Mexico's Grupo Dina consortium in a $300 million deal said to be the first such acquisition under the North American Free Trade Agreement (NAFTA).

Dina is a leading supplier of heavy trucks and tractor-trailers in Mexico.

MCI is the largest manufacturer of intercity buses in North America with factories in Winnipeg, Manitoba and Pembina, North Dakota employing about 2300 persons.

The bus bodies are welded in Winnipeg and finished in Pembina in an operation with a yearly capacity of 1300. 897 buses were produced last year and the firm expects to build 975 this year.

The sale did not affect plans to sell or close the Transportation Manufacturing Corporation plants in Roswell, New Mexico and Schenectady, New York where RTS transit buses are manufactured or refurbished, respectively. ◆

DALLAS AREA RAPID TRANSIT (DART)

DALLAS, TX: July 25th brought one of the largest service improvements in *DART* history including 11 NEW bus lines and opening of the Illinois Transit Center (just north of Illinois between Corinth and Denley in south Oak Cliff), the first designed to serve buses and planned light rail.

38-LISBON and 45-KING CENTER-MTN. VIEW were rerouted to serve the new Illinois TC while 47-MOORE was extended from Morrell via Denley (replacing a portion of 55) to the TC. Sunday service was also added. 55-LANCASTER received major changes. It now provides frequent non-stop service between downtown Dallas and the Center via Corinth Street Rd (route on Denley replaced by 47) with service south of the TC unchanged. This routing will remain until light rail trains begin in 1996. NEW 405-PARKLAND-TYLER-ILLINOIS TC connects the Parkland Hospital/Medical Center complex and Illinois TC primarily via Tyler and Sylvan. NEW 515-SINGING HILLS and 530-POLK TERRACE offer direct service between the TC and the southern ends of Routes 15 and 30 which were not rerouted to serve the TC.

Two NEW limited stop lines also began. 133-NORTHWEST-PARKLAND LIMITED offers morning peak hour service from South Garland TC to Parkland Hospital via Northwest Hwy stopping at Shady Brook, Preston Center, Webb Chapel Extension and the hospitals. Afternoon service operates the reverse.

134-EAST PLANO-LAS COLINAS LIMITED offers peak direction service from East Plano TC to Las Colinas with stops at Richardson TC, Prestonwood Mall and North Irving TC.

Other NEW suburban area routes include 88-GALLERIA-PRESBYTERIAN SHUTTLE operating between the hospital and Galleria area via North Central TC. 310-FREEPORT replaced former 301 between Freeport and North Irving TC . 353-NORTH LEGACY provides rush hour trips between East Plano TC and Legacy Park. 360-MIDPARK-RICHARDSON runs between North Central TC and Richardson TC via Texas Instruments and other employment centers. 374-MC CREE runs between South Garland TC and the former outer loop of 60-WHITE ROCK EAST. 402-SOUTH GARLAND-BAYLOR CROSSTOWN operates between South Garland TC and Baylor Hospital via Shiloh, Maylee, Gus Thomasson, Easton, Garland Rd and Gaston. ◆

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
SLO Transit	140-141	Gillig	4096TB6V92TA/N1084533-534	09/92	Addtl Info
Valley Coach (ASU) (AZ)	ASU-3	Gillig	40102TBS50/N1084613	10/92	#
Valley Coach (Sky Harbor)	3001-3010	Gillig	3596TB6V92T/K1082601-610	01/89	#
LAX Shuttle	05-14	Gillig	L10GT3596/R1084870-879	06/94	CNG
Carson Circuit	3-01/3-03	Metrotrans	Eurotrans/RCO15652,657,655	1994	
	3-04/3-06	Metrotrans	Eurotrans/RCO15653,654,651	1994	
	3-07/3-08	Metrotrans	Eurotrans/RCO15658,660	1994	
SunTran (AZ)	9326-9331	Neoplan	AN440A/RLO13002-007	11/93	CNG
	9332-9340	Neoplan	AN440A/RLO13008-016	12/93	CNG
	9441-9469	Neoplan	AN440A/SLO13001-029	09/94	CNG
	9470-9474	Orion	02.501/R6005868-872	09/94	CNG
Sunline Transit Agency	501-505	Orion	05.501/R6031839,864,867,874,877	1994	CNG
	506-509	Orion	05.501/R6031881,884,888,894	1994	CNG
	510-513	Orion	05.501/R6031898,901,905,908	1994	CNG
	514-522	Orion	05.501/R6031911-919	1994	CNG
	523-527	Orion	05.501/R6031921-925	1994	CNG
	528-530	Orion	05.501/R6031927,930,933	1994	CNG
	531-534	Orion	05.501/R6031936,938,941,945	1994	CNG
Evans Airport Service	216	Prevost	2P9H/M1001176	1991	H3-40
Tour West Charter (AZ)	2001	Prevost	2P9L/M1001939	1991	LeMirage
-USED-					
SLO Transit	137-139	Grumman	40102-8V-1/91594,91600,91726	1980	1
Royal Safari	104	Prevost	2P9H/M1001082	1991	2
Airport Cruiser, Inc	4823-4824	Prevost	2P9H/N1001183,186	1992	3
Air Nevada (NV)	903	SVMC	5000/JC143275	08/88	4
Airport Coach	7725	TMC	MC-8/T57-556 S1295	09/76	5
Mt. Lassen Motor Transit	120	TMC	102A3/GROO5490	04/86	6
Silverstar	904	TMC	102A3/HROO6236	11/87	7
Far West Charters	344	TMC	102A3/JROO6755	11/88	8
Antelope Valley Bus, Inc	903	TMC	102A3/KROO7129	04/89	9
Gray Line Tours of	2205	TMC	T-30/T3-329	05/80	10
Southern Nevada (NV)	4756	MCI	MC-7/U11374 S8785	12/71	11
	4762	MCI	MC-9/CPO36659	02/82	12
	4763	TMC	MC-9/BROO2636	03/81	13
	4764	TMC	MC-9/BROO2930	12/81	14
	4987-13	TMC	102A3/HROO5902	04/87	15
-DISPOSITIONS-					
Peninsula Transit Lines	314-315	GMC	TDH-3714/001,286	1953,1954	A
K T Services, Inc. (NV)	111,123	TMC	102A3/KROO6962,974	02/89	B
	182,184	TMC	102A3/KROO7119,121	04/89	C
	183	TMC	102A3/KROO7120	04/89	D

-NOTES-

#. ASU-3 is ATC 6513. 3001-3010 is ATC 5850-5859.
1. Ex SCRTD 7537,7543,7660.
2. Ex Scenic Hyway Tours 9150.
3. Ex Academy Bus Tours (NJ) 501-502.
4. Ex Valen Transportation, Inc. 21.
5. Ex Silver State Coaches (NV) 808.
6. Ex Best Tours 420.
7. Ex Greyhound Lines 2093.
8. Ex Greyhound Lines 2248.
9. Ex Kerrville Tours (LA) 56757.
10. Ex Avis Rent-A-Car (LAX) 13.
11. Ex Eastern Greyhound Lines 3151.
12. Ex Coordinators 4921.
13. Ex Kerrville Bus Co. (TX) V-665.
14. Ex El Camino Charter Lines 211.
15. Ex GLOLA (Flyaway) 85.

A. For Sale.
B. To The Arrow Line, Inc (CT) 364, 366.
C. To G & W Transportation, Inc (MA) 900, 800.
D. To North Shore Tours, Inc (MA) 892.