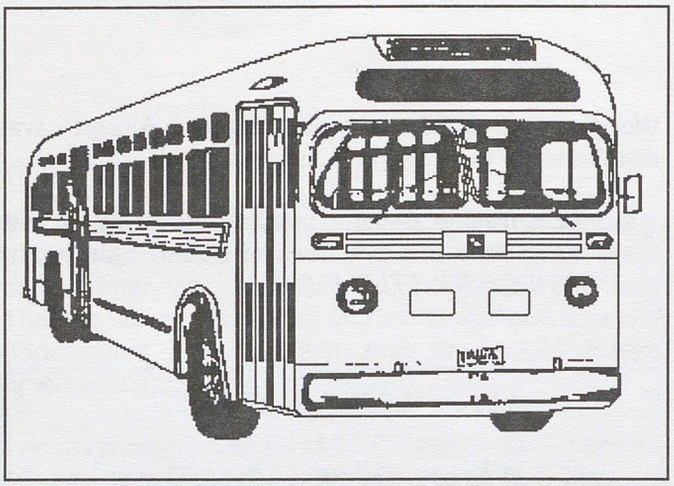


Western Transit

11112 Ivanhoe Garden Grove, CA 92640

VOL. 33, NO. 4 April 1995

AMTRAK CALIFORNIA

SACRAMENTO: Numerous changes to both rail and bus operations took place April 2 including changes to the schedules of the SAN JOAQUINS, establishment of one NEW bus route and discontinuation of five others.



Four daily round trips are still provided on the SAN JOAQUINS with northbound trips now leaving Bakersfield at 505AM, 840AM, 1210PM and 330PM. Southbound trains depart Emeryville at 905AM, 1145AM, 315PM and 710PM.

Route 1 was completely restructured with service to El Monte, Whittier and Disneyland discontinued. Routes 1A and 1B operate between Bakersfield and Los Angeles (two non stop buses). 1C serves San Fernando Valley and Foothill stops. 1D runs non stop between Bakersfield and Westwood, then Santa Monica, Westchester, Torrance and Long Beach. The night buses had slight reroutes.

Another bus trip was added on 1N-SAN DIEGO-BAKERSFIELD departing San Diego 230AM arriving Bakersfield 825AM also serving Oceanside, Santa Ana and Los Angeles.

State financial support for 2-PORTERVILLE-HANFORD and 15-MERCED-YOSEMITE was withdrawn. Operator *ORANGE BELT STAGES* then discontinued the HANFORD route and one trip in each direction was discontinued on YOSEMITE.

19-BAKERSFIELD-COACHELLA VALLEY now serves Ontario (AMTRAK Station) and is an Open Door Feeder to allow passengers to connect with Basic System trains in San Bernardino.

GREEN BELT STAGES, INC. suspended operation of its EUREKA-REDDING-RENO route (*AMBUS* Route 27-TRINITY COUNTY-FEATHER RIVER). They will attempt to obtain local funding to help support the route and, if successful, will resume operations.

The new Oakland Station, near Jack London Square, is to open about June 1. The CALIFORNIA ZEPHYR, COAST STARLIGHT and THE CAPITOLS will stop there.

The connecting buses to/from San Francisco (99-TRANS BAY) will then be adjusted. One route will operate to/from Oakland for connections to and from points south while the other will continue to/from Emeryville for points north and east.

One of the three CAPITOLS (last southbound from Sacramento at 555PM and first northbound from San Jose at 620AM) was discontinued on selected days between San Jose and Oakland/Emeryville with a replacement bus provided. The southbound train operates full length Friday-Sunday only while the northbound runs full length Saturday only.

(Continued on Page 3)

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

☑ *WESTERN STAGE LINES, INC.* (TCP 1384-B), now based in Anaheim and associated with *AIRPORT COACH,* has applied for a new Class B TCP

☑ *BLACK BALL VEHICLE FERRY* has applied for a certificate to transport passengers and vehicles between Collinsville (Solano County) and Pittsburg (Contra Costa County) and an order authorizing issuance of stock

☑ *VENTURA COUNTY AIRPORTER (Ventura County Shuttle, Inc. dba)* has applied to extend its OXNARD-LAX route to Ventura

☑ *NORTH SHUTTLE SERVICE, INC.* application for rehearing of decision which denied firm PSC between points in Bay Area counties and area airports

☑ *Bobbie William Rowe dba E Z COMMUTE* for Class B Charter Party Certificate TCP 8574B

DECISIONS

🔨 *SERENDIPITY LAND YACHTS, LTD.* granted PSC-8430 between San Jose, Great America, Santa Clara, Milpitas, Sunnyvale and San Jose Airport; commuter service between Los Banos and both Gilroy and San Jose *CALTRAIN* Stations and Saturday shopper service between Los Banos and San Jose

🔨 *PACIFIC AIRPORTER, INC.* granted PSC between points in Bay Area counties and San Jose, San Francisco and Oakland Airports

🔨 The case of *Ground Systems, Inc. dba AIRPORT COACH* versus *AIRPORT CRUISER, INC.* for conducting operations without valid authority dismissed

🔨 *TSG COMMUTER VANS AND SHUTTLE SERVICE, INC.* granted PSC between points in eastern Kern County and Palmdale Airport and northern Los Angeles County and Burbank Airport

🔨 Application of *Robert G Lagoe dba SACRAMENTO-DAVIS AIRPORTER* to amend its PSC to add scheduled service between Woodland and Sacramento Metro Airport was dismissed

🔨 Commission Order Instituting Investigation into operations and practices of Robert Sabella and *DIRECT SHUTTLE, INC.*

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AMTRAK CALIFORNIA

(Continued from Page 1)

The EMERYVILLE-SAN JOSE bus route, operated by extending selected trips of 21-SAN JOSE-MONTEREY, serves Emeryville, Fremont, Santa Clara and San Jose. The bus leaves Emeryville at 754PM for San Jose and, northbound, it leaves San Jose at 600AM arriving Emeryville 730AM.

The eastbound SOUTHWEST CHIEF (Los Angeles-Albuquerque-Chicago) was rescheduled to depart Los Angeles at 915PM while the southbound COAST STARLIGHT (Seattle-Los Angeles) arrives Los Angeles 700PM. This caused discontinuation of the OXNARD-SAN BERNARDINO bus *(WT 5/94)* which had begun because of the previous non guaranteed connection in Los Angeles.

The SAN DIEGANS were revised so that all trains now stop at Irvine.

AMTRAK has announced another round of cutbacks (24 per cent of current service) to take place in June and September as the railroad works to eliminate red ink. *AMTRAK* President Thomas Downs blamed their money problems on years of reduced capital spending while subsidies were given to other types of transportation, combined with intense competition from low cost airlines.

Service cutbacks scheduled for June 11 include eliminating the CALIFORNIA ZEPHYR between Salt Lake City and Oakland on Monday, Wednesday and Friday.

Route 14-LANCASTER-GLENDALE-LOS ANGELES will be discontinued April 30 with 24-TUOLUMNE COUNTY stopping as of June 11. ◆

AIRPORT LANDSIDE OPERATIONS

A fuel cell powered bus (a 32 foot National RE painted white with red and blue stripes) operated recently on the LAX SHUTTLE Route A. The Ballard Power Systems bus converts hydrogen into electricity resulting in zero emissions. The only emission is warm, moist air. Unlike a battery which must be recharged, a fuel cell produces power on board and can easily be refueled.

In recent months, LAX has become a hub for testing alternate fuels. In July the airport unveiled three buses powered by LNG. The airport also uses electric baggage trams, propane powered vans and natural gas powered forklifts.

The LAX Board of Commissioners recently voted 5-0 to give the Tradewinds All Suites Hotel of Inglewood full privileges at LAX with a strong warning that a single violation will revoke them. On numerous occasions hotel representatives tried to solicit airport passengers, both inside and outside the terminals, a LAX report said. The hotel was also accused of handing out hotel brochures. These are both violations of the agreements hotels and motels have with LAX and airport officials had disconnected (now reconnected) the hotel's direct line telephone at each terminal.

Over the last several months, LAX SHUTTLE has placed 14 new LNG powered Gilligs in service *(WT 8/94, 2/95),* primarily on Routes A and C. Seven of the buses (14-16, 18-19, 39 and 84) are in a new paint scheme, but using the same colors. The roof is white, black windows, then green, blue and white diagonal stripes and red belt rail with the words "LAX" in blue and "SHUTTLE" in black on each side and then white below.

According to the American Association of Airport Executives, the trend at airports is to consolidate customer services to maintain curbside control. One impact of this is the consolidation of on- airport car rental companies into, perhaps, a single site. Dallas-Fort Worth, Minneapolis-St. Paul, National Airport (DC) and Sacramento Metropolitan Airport have adopted this system. The airport moved the six on-airport rental companies to a new facility called the RAC for Rent-A-Car. Twelve new 23 passenger Bluebird Q buses make the 12 minute trip arriving each terminal on a 5 minute headway. The off airport companies pick up their customers at the RAC.

Recently a lawsuit was filed by Sacramento area shuttle van companies against the Sacramento Airport for unfairly favoring a rival, *Philip Nicola dba DOWNTOWN SHUTTLE* that has 70% of the van business. The plaintiffs are *SACRAMENTO METRO SHUTTLE, SACRAMENTO AIRPORT CONNECTION, CAPITOL AIRPORT EXPRESS, DAVIS AIRPORTER, SACRAMENTO EXPRESS SHUTTLE and VALLEY AIRPORT SERVICE.*

According to the suit, *DS* is exempt from the requirement that vans wait in an "On Call" lane near the terminal restaurant and, instead, *DS* uses the center traffic island, designated for hotel guests, as the firm operates as a courtesy van for downtown hotels. However, the vans transport passengers to sites other than the hotels. Also, the firm advertises scheduled service to the airport although they only have an "On Call" PSC. *DS* has applied to provide scheduled service although hearings have yet to be held.

AIRPORT LANDSIDE OPERATIONS
(Continued)

Shuttle van companies continue to change in the Los Angeles area. The former *GOLDEN STAR AIRPORT SHUTTLE* (PSC 7977/TCP 7977P), recently purchased by Arcadia Transit, Inc. (PSC 9224), is now doing business as *SUPER SHUTTLE.*

Companies which have not been observed lately include *A1 SKYLINE EXPRESS, ABIA AIRPORT SHUTTLE, ADVANTAGE AIRPORT GROUND TRANSPORTATION, AIRPORT FLYER EXPRESS, DENNYS AIRPORT SHUTTLE and ECONO RIDE. TRANS AMERICAN EXPRESS* is known to have gone out of business.

PRIME TIME SHUTTLE and its owner John Kindt are on a collision course with the Public Utilities Commission over the way *PT* is structured.

The issue dates to 1991 and focuses on the firm's relationship with its 150 drivers and regulations at LAX. Kindt considers the drivers independent contractors, not employees. Both LAX and the PUC have regulations which require shuttle van drivers to be employees, except that the PUC does allow contractors as a temporary measure.

The PUC says the *PT* corporate structure gives the firm an unfair advantage over competitors as they do not pay federal and state income tax withholding, social security and workers compensation insurance.

PT is patterned after a franchise operation and drivers have an equity stake in the company. New drivers pay the company a $5,000 fee which includes the down payment on the van, insurance, the PUC operating license, training, company jacket and materials. ◆

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: The first of several events celebrating the opening of the METRO GREEN LINE took place on St. Patrick's Day.

Between 1000AM and 200PM free rides were offered between the I-605 Station in Norwalk and the Lakewood Blvd Station. Two 2 car train sets, 158 and 160 on the eastbound track and another set on the westbound track, provided round trips from Norwalk lasting about ten minutes.

On display at the Norwalk Station was the Blue Line mock up car, *MTA* 1207, a methanol TMC RTS 06, Travis The Owl (rail safety mascot), an Ecostar (small electric powered van) from Southern California Edison and a new Toyota Tacoma truck and Toyota Avalon auto from Norwalk Toyota.

MTA exercised an option in the contract and will purchase an additional 98 CNG powered Neoplan buses for delivery late this year. The option was contained in the 1994 purchase of 196 Neoplans, the first of which is due in Los Angeles very soon.

The buses, which will be based at Divisions 8, 10 and 15, will replace a like number of 1981 model RTS T80204s (8200-9139 series).

The *MTA* Board recently approved the $72 billion, 20 year plan *(WT 2/95)* which will concentrate new rail construction on a handful of lines, RED LINE extensions to the east and west, a San Fernando Valley rail between Universal City and the San Diego Freeway and the Pasadena Blue Line as far as Sierra Madre Villa in Pasadena. On the bus side, the county wide fleet would only be increased by 300 buses while HOV lanes would be added to sections of eleven freeways.

MTA has approved a three year agreement, with two, 1 year options, with *ATE MANAGEMENT & SERVICE COMPANY* of Cypress CA for $30,000,000 less passenger revenue for operation of seven existing, high subsidy local lines - 125-ROSECRANS AVE, 130-ARTESIA BLVD, 205-WILLOWBROOK-SAN PEDRO, 225/226-AVIATION BLVD-PALOS VERDES PENINSULA, 232-LONG BEACH-LAX, 266-LAKEWOOD/ROSEMEAD BLVD and 270-MONROVIA-EL MONTE-CERRITOS.

Conversion from *MTA* to *ATE* operations will begin in late May/early June and be completed in October. Service will continue to be scheduled by *MTA* whose fare structure will also apply.

Buses will be painted in modified *MTA* colors, have the *M* logo and signage that they are operated by *ATE.*

The current labor agreement between *MTA* and the United Transportation Union provides that "The Authority may subcontract or transfer...up to seven high subsidy local lines, during the first two years of the contract and an additional six lines in the third year of the pact. High subsidy lines are those that operate at a subsidy per boarding which is more than 50% higher than the authority's average subsidy per boarding." The current system subsidy of $1.03 meant that any line with a subsidy above $1.55 was a candidate.

LOS ANGELES COUNTY SPONSORED BUS OPERATIONS

Following the enactment of the Transit Development Act in 1971 which provided a portion of the state sales tax to be collected for transit purposes, the County of Los Angeles, through its Department Of Public Works, entered the transit business by, first, subsidizing local service in the Palmdale/Lancaster area about 1975. County sponsored programs began to grow and have included over one dozen programs to date.

Recent operations have included *ALTADENA BUS SERVICE, CHILDRENS COURT SHUTTLE,* Hahn's Shuttle Routes which include *HAHN TROLLEY* and *WILLOWBROOK FREE SHUTTLE, HOLLYWOOD BOWL MUSEUM SHUTTLE* and four Summer Beach Bus routes which are *LA CRESCENTA-SANTA MONICA, ALTADENA-SANTA MONICA, DUARTE-SEAL BEACH* and *CHARTER OAK-SEAL BEACH.*

The county presently receives $10 million in Proposition A Local Return funds for transportation uses. $9 million is divided among the five supervisorial districts and they get the funds based upon how many people in the district live in unincorporated areas.

Each district pays out for three regional transportation programs based on the number of people who live in unincorporated areas. This may mean a district will pay more for a particular program than the benefit received, but this is typical of many government programs.

The County DPW has sponsored at least five bus service programs which continue to operate today, but are now provided by other jurisdictions or agencies. These include *ANTELOPE VALLEY BUS SERVICE,* now provided by ANTELOPE VALLEY TRANSIT AUTHORITY of which Los Angeles County is a member, *SANTA CLARITA BUS SERVICE,* now operated by SANTA CLARITA TRANSIT, the first of today's FOOTHILL TRANSIT, originally known as the *BUS SERVICE CONTINUATION PROGRAM, TOPANGA CANYON BEACH BUS* now offered by the City of Calabassas and the *WEST HOLLYWOOD SHUTTLE,* now provided by the WEST HOLLYWOOD CITY LINE after a five year hiatus.

All programs have been sponsored by the County, administered by DPW and operated by private firms using a mix of publicly owned and contractor owned vehicles. Each service has its own name, color scheme, operating area, fare structure and equipment (the only mixing of vehicles has been reassignment of *BCSP (FT)* Econoline/Falcon T/As to *HOLLYWOOD BOWL* and *CHILDRENS COURT* although, even here, buses for both new programs were repainted and relettered).

These services have been provided primarily in unincorporated areas of the county. Following incorporation of certain areas, the new city has eventually assumed sponsorship.

In concert with the City for the LOS ANGELES DEPARTMENT OF TRANSPORTATION, the County drew up specifications for the purchase of sixty Neoplan AN-340/3 Metroliners now operated by AVTA, SCT and LADOT. The Antelope Valley buses were delivered to the County while the City of Santa Clarita took delivery of their units.

The initial buses used by FOOTHILL TRANSIT were speced and/or purchased by

the County as well. While the Gillig Phantoms were transferred to FT, the Econoline/Falcon T/As were retained by DPW for other contracts.

The LACODPW vehicle roster includes publicly owned buses operated on county sponsored programs, but excludes vehicles owned and operated by contractors. Current contractor owned buses include 35 foot Crown school buses used on the summer beach services and one Econoline 350/Falcon utilized on the Altadena local line.

The County of Los Angeles and the Los Angeles Philharmonic Association, which organization is partially funded by the County, have recently sponsored fifteen Park And Ride lines from outlying communities and four close in parking lot shuttle lines to the summer "Symphonies Under The Stars" outdoor concerts at the Hollywood Bowl. This program began in 1974 and during the summer of 1993 approximately 200,000 passengers were transported by bus to the sixty concert evenings.

Concert patrons are able to purchase their round trip Bowl Bus Park & Ride transportation tickets from the outlying communities at the same time that they purchase their concert tickets. They are given boarding preference provided they arrive the departure point at least five minutes before their selected departure time.

Five different public transit agencies and one private firm currently provide the service, under contract to the County and the Philharmonic.

Most recently Lines 651-SHERMAN OAKS, 652-WESTWOOD, 653-CANOGA PARK, 655-PASADENA, 657-TORRANCE, 659-GRIFFITH PARK, 660-LAKEWOOD, 662-WEST HOLLYWOOD and 664-FULLERTON have been provided by the *LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY.* 654-WESTCHESTER and 658-SANTA MONICA have been operated by the *SANTA MONICA MUNICIPAL BUS LINES* while 656-EL MONTE, 661-BELLFLOWER and 663-ARCADIA are run by *FOOTHILL TRANSIT (LAIDLAW)* and 667-SEAL BEACH by *LONG BEACH TRANSIT.*

Of the local shuttle lines, 668-VENTURA LOT was operated by *FOOTHILL TRANSIT (MAYFLOWER)*, 669-LOCKHEED LOT by *TRANSIT SYSTEMS, UNLIMITED*, 670-BARHAM LOT jointly by *FOOTHILL TRANSIT (LAIDLAW)* and *TSU* and 671-LA BREA LOT by *FOOTHILL TRANSIT (MAYFLOWER)*.

Buses used for the Hollywood Bowl operation are the agencies' regular buses painted and lettered in their normal scheme. While the Hollywood Bowl program is not considered as a part of the Department Of Public Works transit services we have described elsewhere in this publication, the service is an integral part of seasonal bus service provided throughout Los Angeles County and is the largest (in terms of ridership, buses and cost) program that the County participates in.

This report covers Department of Public Works transit operations over the last three to four years. Hollywood Bowl Lines 659 and 669 last operated in 1993 while the DUARTE and CHARTER OAK beach buses last ran in 1992.

Contributors: Neil Bjornsen and Edmund Buckley.

DEPARTMENT OF PUBLIC WORKS
FIXED ROUTE BUSES ROSTER

FLEET #'S	BUILDER	MODEL	SERIAL NOS	YEAR	NOTES
F100-F101	Ford/El Dorado	Econ/Falcon	JHA08681-682	1987	1
F102-F106	Ford/El Dorado	Econ/Falcon	JHA36378-382	1987	1
F107-F109	Ford/El Dorado	Econ/Falcon	JHA37522-524	1987	1
F110	Ford/El Dorado	Econ/Falcon	JHA37526	1987	1
F200-F206	Gillig	4096TB/6V92T	H1081929-935	1987	2
F900-F902	AM General	9635-A	000226-000228	1975	3
F903	AM General	9635-A	000230	1975	3
L120	Ford/Collins	Econ/Savannah	MHA73908	1991	4
L121-L122	Ford/Collins	Econ/Savannah	MHA73910-911	1991	4
L150-L153	Specialty Vehicle	3000T	MC143495-498	1991	5
L200-L203	Orion	02.501	N6005712-715	12/92	6
L700-L710	Neoplan	AN-340/3	NLO13016-026	1992	7

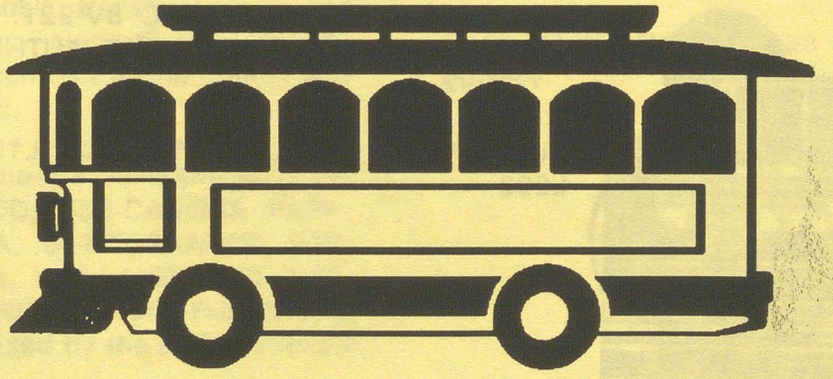
1. Renumbered L100-L110 in 1991. L100-L101 to Hollywood Bowl, L102-L105 and L107-L108 to Childrens Court, others unassigned.
2. Painted and lettered for FOOTHILL TRANSIT, for purchase by FT. F206 wrecked in February 1991, pending replacement and disposal.
3. Purchased as SANTA MONICA 4206-4208 and 4210 in August 1988, used by FT in Pomona. Sold at auctions in 1992.
4. Lettered for HAHN SHUTTLE, assigned to WATTS LABOR COMMUNITY ACTION COMMITTEE. Nine passenger with Ricon lift.
5. Short wheel base Trolley, Cummins engine, Mobile Tech lifts, 23 wooden slat seats. Lettered for HAHN TROLLEY, assigned to WLCAC.
6. Perimeter style seats, lettered for CHILDRENS COURT SHUTTLE.
7. Forty reclining seats, Stewart & Stevenson lift, accessible restroom, DDEC 8V-92T. Transferred to ANTELOPE VALLEY TRANSIT AUTHORITY in June 1992.



Current Roster: L100-L110, L120-L122, L150-L153, L200-L203

RECENT COUNTY SPONSORED SERVICES

SERVICE	DESCRIPTION	DAYS/HOURS	OPERATOR	VEHICLES	FARE
Altadena Bus Service	One local line in Altadena	Mon-Fri 9A-5P 60" headway	Embree Buses, Inc.	EBI Econ/ Falcon	25c
Children's Court Shuttle	3 lines in City Terrace area	Mon-Fri 6A-6P 5'-30' headways	DAVE Transportation	Co. owned Orion IIs	No charge
Hwd Bowl Museum Shuttle	Hwd Bowl-Museum and employee shuttle	Hwd Bowl Nights 2PM-8PM	Transit Systems, Unlimited	Co. owned Econ/Falcons	No charge
Hahn Trolley	2 local lines in Willowbrook	Mon/Fri 6A-6P Saturday 9A-6P	WLCAC	SVMC Model 3000T trolleys	10c
Willowbrook Free Shuttle	Circulator to MLK Hospital	Mon/Fri 7A-6P Saturday 9A-6P	WLCAC	Ford/Collins Savannahs	No charge
Altadena-Santa Monica Beach Bus	Summer Beach Service	Tu, Th, Sa 1 round trip	Embree Buses, Inc.	EBI owned Crown	50c
La Crescenta Santa Monica Beach Bus	Summer Beach Service	Tu, Th, Sa 1 round trip	Embree Buses, Inc.	EBI owned Crown	50c
Duarte-Seal Beach Beach Bus	Summer Beach Service	Wed, Fri 1 round trip	Embree Buses, Inc.	EBI owned Crown	50c
Charter Oak Seal Beach Beach Bus	Summer Beach Service	Tu, Th, Sa 1 round trip	Embree Buses, Inc.	EBI owned Crown	50c



LACMTA
(Continued)

Authority staff determined that 38 existing lines qualified for potential subcontracting or transfer. An RFP was developed which requested that private or public providers submit bids for operation of up to seven lines. Parallel to this process, *MTA* requested that any interested public agency submit a proposal, including the estimation of any *MTA* subsidy requirements, for the transfer of up to seven lines from the same list.

Five private firms *(ATE, DAVE TRANSPORTATION SERVICES, LAIDLAW TRANSIT SERVICES, PCI TRANSPORTATION CONCEPTS and APT TRANSPORTATION)* submitted cost bids and five public agencies *(FOOTHILL TRANSIT, FT/GLENDALE BEELINE joint, FT/NORWALK TRANSIT joint, LADOT and MONTEBELLO MUNICIPAL BUS LINES)* submitted transfer requests. Bidders submitted proposals for different lines.

An *MTA* staff committee first evaluated the private sector bids using a best value criteria and then evaluated the transfer requests submitted by public agencies. All proposals were then ranked including the potential three year cost savings. The savings were estimated by deducting the proposed contract or transfer costs from the avoidable costs which *MTA* would save over three years. Some proposals (most *LTS* and *APT)* cost more than *MTA* pays today.

The three year contract costs submitted by *ATE* for the seven lines generated the greatest amount of savings. A business decision was advanced by staff to the Board to award the contract to *ATE* at a cost of $42.84 per hour.

Staff will soon begin the next subcontracting/transferring RFP process with the goal of implementing six more lines in July 1996.

(Ed. Note - Although it did not ultimately affect the vote, some Board members continue to discuss the topic - what should the service area of MTA be? Should it be county wide or should it be focused on the City of Los Angeles and surrounding suburbs with the outlying suburbs served by other providers? There appears to be some relationship between Board members home cities and their position on the question.

If someone believed the MTA service area should be county wide, they were more likely to approve the concept of subcontracting to a private company. If they believed the service area should be reduced, they were more likely to want to transfer service to another public agency). ◆

SANTA CLARITA TRANSIT (SCT)

SANTA CLARITA: SCT started a NEW line April 3 - 31-KAISER MEDICAL CENTER-SECO CANYON which now allows half hourly weekday headways on Seco Canyon Road, in concert with 30-MAGIC MOUNTAIN-SECO CANYON.

From Tamarack & Hazel the 31 travels via Tamarack, Seco Canyon, Bouquet Canyon, Soledad Canyon to *METROLINK* Station returning via Soledad Canyon, Valencia Blvd, Magic Mountain Pkwy, looping via Tourney Rd, Valencia Blvd, McBean Pkwy to Magic Mountain Pkwy.

Service operates hourly Monday thru Saturday between 800AM and 800PM (1 bus). This restores Saturday service to the College Of The Canyons. ◆

ANTELOPE VALLEY TRANSIT AUTHORITY (AVTA)

LANCASTER: Line 786-LANCASTER-PALMDALE-CENTURY CITY, threatened with cancellation a second time, has won a reprieve through June 30.

The line was started last April using federal disaster funds earmarked for traffic relief on quake damaged roadways. When the freeways were reopened the funding stopped and so did the 786 for a short time *(WT 8/94).*

A reroute was also implemented taking the bus west thru Hollywood, then on to Beverly Hills, Century City and Westwood. The cost of a monthly pass was temporarily reduced from $190 to $170. Ten ride passes still cost $50 and a one way cash fare is $7. The bus route needs about 30 riders per day to break even. ◆

WM S HART UNION HIGH SCHOOL DISTRICT NEWHALL SCHOOL DISTRICT

SANTA CLARITA: Both districts have entered into a new school bus contract with *SANTA BARBARA TRANSPORTATION* following the termination of the previous contract with *MAYFLOWER CONTRACT SERVICES, INC.*

WS HART/NEWHALL SCHOOL DISTRICTS
(Continued)

SBT held the contract for the previous five years and the districts went to bid due to a mandatory review of the contract. *MCS* was awarded the new pact last July with a bid that was $210,000 lower than the next lowest bid.

The districts contract with the same vendor because Newhall has an agreement with Hart to use its facilities, mechanics and terminal.

The change stemmed from a Highway Patrol terminal inspection in January during which three buses were sidelined due to mechanical problems. *MCS* responded to the inspection by bringing in mechanics from other areas to deal with the fleet. An independent inspector evaluated 13 buses soon after the CHP inspection and passed them. ◆

BAY AREA RAPID TRANSIT (BART)

OAKLAND: BART increased fares April 1st. The minimum 80 cent fare increased to 90 cents while the maximum fare (Fremont-Daly City) rose from $3.00 to $3.45. The fare increase package the Board approved will raise fares this year, 13% next year and 11.4% in 1997.

The money is to be used to finance a badly needed rehabilitation program-disassembling, refurbishing and reassembling the original 440 cars, renovating and making improvements to the stations and financing service extensions to Martinez/North Concord, Castro Valley, Dublin/Pleasanton and Colma and to finance ADA requirements.

AEG Transportation Systems has been awarded a $330 million contract to rehabilitate the cars.

BART and *SAMTRANS* officials recently hosted a special tour of the soon to open Colma Station which will bring rail service an additional 1.6 miles into San Mateo County. ◆

CALIFORNIA NEWS BRIEFS

LAGUNA BEACH MUNICIPAL TRANSIT LINES staff is now studying residents needs for bus service and changes that would increase patronage and/or decrease expenses.

The City of Placentia is taking bids on their 1989 Specialty Vehicle model 3000 trolley, previously used on the now discontinued PLACENTIA TROLLEY.

The SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY is now seeking bids for operations contracts for *CENTRAL COAST AREA TRANSIT* and the *RUNABOUT* Demand Response service.

Saturday service on Bellflower's *THE BUS* was reduced, beginning February 25, to run between noon and 600PM (had been 900AM-600PM).

OMNITRANS is seeking proposals for the operation and maintenance of the Demand Response services in the Redlands/Mentone/Yucaipa area.

INDUSTRIAL PASSENGER SERVICE of Hayward, awarded a contract by the CALTRANS sponsored San Andreas Regional Center, has ordered 55 mid size cutaways from Champion Motor Coach including both Crusader and Challenger models.

NAPA VALLEY TRANSIT recently placed 5 new 35 x 102 Gilligs into service on its CALISTOGA-VALLEJO route. The buses have upholstered seats, overhead racks and 3 wheelchair stations.

The City of Burbank will soon buy four small electric buses which will serve the *METROLINK* Station and the Media District by next spring.

A unique CNG/electric "hybrid" bus was recently unveiled at the CALSTART facility in Burbank. The combined power sources give the bus greater range than batteries alone and significantly lower emissions. It will be tested at Vandenberg AFB.

CALSTART is a statewide, public/private consortium that operates over 15 major advanced transportation technology programs. ◆

LONG BEACH TRANSIT (LBT)

LONG BEACH: During March *LBT* took delivery of 20 low floor New Flyer buses (9401-9420) which were placed into service beginning in early April.

The buses will be assigned to 21/22/23-CHERRY-DOWNEY, 41/42/43/44-ANAHEIM-MAGNOLIA-PACIFIC, 45 ANAHEIM ST CROSSTOWN, 61-ATLANTIC and 91/92/93/94-7TH STREET.

They feature 39 Otaco brand seats with blue padded inserts, 2 wheelchair stations in the front, the area

LBT
(Continued)

behind the rear door is on a raised platform, off white over brown paneling interiors, "Stop Requested" signs, tape switch signaling, standee assist straps mounted on the grab rails, and series 50 diesel engines. Almost all white including the bumpers, they have Sutrak roof mounted air conditioning and rear windows.

These are the first non GMC/TMC standard size transit buses purchased new in Long Beach since 1947 when the former *LONG BEACH MOTOR BUS* bought fifteen Mack C-41-GTs (7101-7115).

LBT already had the largest low floor fleet on the West Coast with 15 Orion II buses. ◆

OAHU TRANSIT SERVICES (THE BUS)

HONOLULU, HI: With delivery of 59 new Gilligs to *OTS,* the last of the 101-185 series 1973 Flxible 53102-8-1's have been retired. The Gilligs are numbered 601-659. *OTS* reuses their fleet numbers as the number of the bus is also the license number, for example, coach 644 would have license plate BUS 644. Hawaii does not have seven digit license plates like California so the fleet is numbered with a maximum of three digits.

The oldest buses in the Honolulu fleet of *THE BUS* are now the 1980 Grumman 53102-8-1's (301-374). The current reserve fleet includes 301-302, 310, 315, 318, 322-323, 325, 328, 337, 348, 355 and 371. The following buses have been deleted from the active roster for various reasons: 305, 312, 317, 320-321, 326-327, 332-336, 343, 349, 365-366, 373 and 374. *OTS* has exercised an option for 29 more Gilligs and, as these arrive, more 300s will be retired.

The current fleet includes 493 coaches with 14 in reserve. Coaches work out of two locations, the Kalihi-Palama facility and the Halawa facility, 296 assigned to the former and 197 to the latter.

With the retirement of the 100 series Flxibles, in all likelihood the next new buses will be numbered in this series. *OTS,* following the policy of its predecessor *MTL, Inc.,* uses two digit numbers for smaller or larger than 40 foot buses, such as the Crown Ikarus articulateds (41-48). ◆

ROSTER OF THE MONTH
GREEN BELT STAGES
Albany, California

FLEET #	BUILDER	MODEL	SERIAL #	DATE	NOTES
101	GMC	TDH-3502	056	1968	Ex Amtravel, now storage unit.
515	Eagle	AE-10	DBO20427	08/83	Ex Amtravel, same number.
516	Eagle	AE-10	DBO20457	10/83	Ex Amtravel, same number.
517	Eagle	AE-10	DBO20473	11/83	Ex Amtravel, same number.
518	Eagle	AE-10	DBO20490	12/83	Ex Amtravel, same number.
549	MCI	MC-8	U30515/S10590	08/74	Ex Sacramento Charter Buses 4714.
574	Neoplan	AN-340A	GLO13147	10/85	Ex Amtravel, same number.
575	Neoplan	AN-340A	GLO13253	01/86	Ex Amtravel, same number. Lift equipped.
576	Neoplan	AN-340A	GLO13246	01/86	Ex Amtravel, same number. Lift equipped.
577	Neoplan	AN-340A	GLO13248	01/86	Ex Amtravel, same number.
578	Neoplan	AN-340A	GLO13256	01/86	Ex Amtravel, same number.
589	MCI	MC-9	BPO36461	12/81	Ex Amtravel, same number.
590	Neoplan	N116/3	HS713538	11/86	Ex Amtravel, same number.
596	Neoplan	AN116/3	LLO13072	1990	Ex Amtravel, same number.
597	Neoplan	AN116/3	MLO13057	1991	Ex Amtravel, same number.
598	Neoplan	AN116/3	MLO13058	1991	Ex Amtravel, same number.
599	Neoplan	AN116/3	MLO13059	1991	Ex Amtravel, same number.
701	Ford	Club Wagon XLT	KHB62806	1989	
-	Ford	Econ/Falcon	HHB30187	1987	
-	Dodge	Ram Van	FK285675	1985	
-	Dodge	Ram Van	KK407736	1989	
861	GMC	T6H-4523N	399	1973	Ex AC Transit, same number.
1167	Flyer	D10240	2732	09/82	Ex AC Transit, same number.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
North County Transit Dist	401-405	Ford Econ	Champion/-,-,-,-,SHA46097	1995	
Torrance Transit System	444-459	Gillig	40102TB6V92T/N1084619-634	10-11/92	
	460	Gillig	40102TB6V92T/N1084710	11/92	
	461-464	Gillig	40102TB6V92T/N1084723-726	11/92	
Oahu Transit Servcs (HI)	601-659	Gillig	S50T40102/R1085547-605	1994	
Citizens Area Transit (NV)	1200-1253	Goshen	Sentry ML 2000/mixed	1994	
	610-631	New Flyer	D40LF/SUO15636-657	1995	
Long Beach Transit	9401-9420	New Flyer	D40LF/SUO15616-635	03/95	
-USED-					
Transit Systems, Inc	1115,1119	Flyer	D10240C/2020,2024	06/80	A
	1131,1142	Flyer	D10240C/2036,2047	06/80	A
	2957	GMC	T8H5308A/152	03/74	B
Santa Clarita Transit	123	GMC	T70604/BV810593	1981	C
	308 (2nd)	Ford Econ	Escort 158/LHB18576	1990	D
American Stage Tours	1067	MCI	102AW3/LPO43583	08/90	E
-DISPOSITIONS-					
Las Vegas Trips	17	Eagle	AE-10/20216	08/81	1
Torrance Transit System	400	Flyer	D10235C/2090	09/80	2
	405	Flyer	D10240C/2081	09/80	2
Santa Clarita Transit	308 (1st)	Ford Econ	Escort 138/MHA98484	1991	3
Pueblo Transp Co (CO)	20	GMC	T8H203/280	1979	1
Los Angeles County MTA	8312	GMC	T80204/BV810807	1981	4
All N All Charters	unkn	MCI	MC-7/U10325 S7766	1970	5
Antelope Valley Bus, Inc	714	MCI	MC-7/U12044 S9862	1973	5
Americoach	65	MCI	MC-9/BPO36545	12/81	5
Western Stage Lines	649-650	MCI	MC-9/EPO39154-155	1984	6
	686	MCI	MC-9/EPO39321	10/84	6
	1913	MCI	MC-9/EPO37313	08/82	6
Raul Sandoval Bus Line	4718	MCI	96A3/FPO40057	02/85	5
	4721	MCI	96A3/-	1985	5
Great American Stage Line	8501,8503	MCI	102A3/FPO40501,503	12/85	5
Gray Line of Los Angeles	473,474,477	MCI	102AW3/LPO43581,582,585	08/90	1
Express 23 (NY)	23	MCI	102C3/LPO43516	1990	1
Odyssey Charter	108	MCI	102C3/PPO45063	12/92	1
Indian Trails (MI)	251-254	Setra	S215HDH/J1030081-084	1988	5
Express Tours	784,786	Setra	S215HDH/L1030191-192	1990	1
Airport Coach	7722	TMC	MC-8/T35-273 S1140	12/75	6
	7725	TMC	MC-8/T57-556 S1295	12/76	6
Greyhound Lines, Inc	4952,4960	TMC	MC-9/BROO2862,870	09/81	1
	8117	TMC	MC-9/T1-1/1540 S2442	01/79	1
	8219	TMC	MC-9/T1-1/1642 S2544	05/79	1
	6482	TMC	MC-9/T2-2/1925 S2797	11/79	1
Winnco Express	350	Van Hool	T-800/F2015779	1985	1
Via Charter Lines	96	Van Hool	T-815/K2019626	1989	1
	114	Van Hool	T-800/L2020835	1990	1

-NOTES-

A. Ex AC Transit, same numbers.
B. Ex America West Stages 810.
C. Ex Montebello Municipal Bus Lines 9321.
D. Ex Carson Circuit 825.
E. Ex Gray Line of Los Angeles 475.

1. To ABC Bus Sales, Garden Grove.
2. To Zachers Bus Sales, Harbor City.
3. Off roster.
4. To Huntington Park Police Dept.
5. To Hausman Bus Sales, South Gate.
6. For sale.