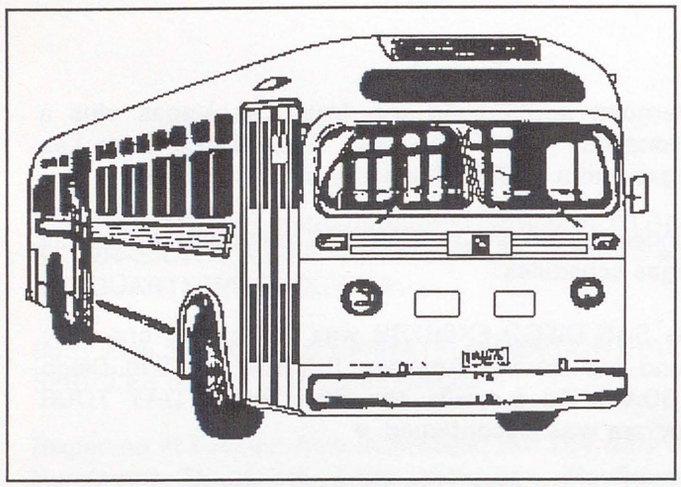



# Western Transit

11112 Ivanhoe Garden Grove, CA 92640

VOL. 33, NO. 5 May 1995


## PACIFIC COAST SIGHTSEEING TOURS AND CHARTERS (PCST)

*ANAHEIM: PCST* was named the GRAY LINE operator for Los Angeles earlier this year and, beginning April 1, began offering eight sightseeing tours of many area attractions plus to/from San Diego and Tijuana.

In 1993 *PCST* became the GRAY LINE affiliate in the Anaheim area following the withdrawal of *GRAY LINE TOURS COMPANY/STARLINE SIGHTSEEING TOURS (WT 2/93).*

The tours are 1-LOS ANGELES-HOLLYWOOD-STARS HOMES-UNIVERSAL STUDIOS, 2-LA CITY TOUR AND STARS HOMES, 3-UNIVERSAL STUDIOS, 4-DISNEYLAND, 5-KNOTTS BERRY FARM, 6-SEA WORLD/SAN DIEGO, 7-TIJUANA and STARS HOMES. Operations are based at the Farmers Market (3rd & Fairfax) and the fleet includes some Dodge Ram vans (1502 and 1503 observed) and several 25 passenger Econoline Aerotechs (2510-2514 seen).

STARS HOMES begins only at Mann's Chinese Theater in Hollywood and uses the Dodge vans while the others start at the Farmers Market terminal at 900AM with earlier pick ups at Hollywood and Beverly Hills area hotels.

Except for Tour 2 and STARS HOMES, these are all day tours.

The Los Angeles tours are driver narrated while the Anaheim tours have an escort who handles narration as well as tickets and reservations.

MCI MC-8s 5308, 5314, 5315 and 5316 are now off the roster. 5316 had been painted in a special color scheme for SOUTH COAST PLAZA while the others were specially painted for KNOTTS BERRY FARM including Snoopy, the Peanuts cartoon character who is also a KBF advertising figure.

*PCST* has 3 DISNEYLAND HOTEL/MOTEL AREA-KNOTTS BERRY FARM routes which offer round trip transportation and Knotts admission, round trip transportation or one way transportation. Five trips to Knotts and seven return trips are offered each day (90 minute headway.)




*5655 is one of two new Prevost H3-45's, Pacific Coast's only non-MCI/TMC coaches.*

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### PACIFIC COAST SIGHTSEEING
*(Continued)*

MC-9s 5317 and 5318 have been repainted in the new *PCST* colors including a metal holder which carries a special KNOTTS BERRY FARM EXPRESS sign. The third bus is from the regular fleet.

MC-9 5325 has been repainted gold and two tone green and is now assigned to the SOUTH COAST PLAZA SHUTTLE. ◆

### VALEN TRANSPORTATION, INC. (VTI)

*ANAHEIM:* For 1995 *VTI* began the first scheduled bus service to and from Stateline, Nevada's newest gaming area just across the California border on Interstate 15, and a NEW three days per week GRAND CANYON NATIONAL PARK TOUR. There were also reductions in the ANAHEIM-LAS VEGAS and ANAHEIM-SAN DIEGO schedules.

Service was instituted between Anaheim and Stateline (STATELINE FUN RUN) using the Las Vegas schedules and charging the same fares as Las Vegas. The Primadonna Resort and Casino is the terminal. Service to Stateline departs Anaheim daily at 830AM and returns at 410PM (Sunday and Tuesday) and 640PM all other days.

A special mid-week package includes transportation, deluxe room and tax for one night, Stateline Fun Book, two $5 Match Play coupons, Breakfast coupon, one ride on the Adventure Canyon Water Log, one ride on the Ghost Town Motion Simulator Theater and one ride on the Tallest Roller Coaster in the world..The Desperado.

Also NEW this year is the GRAND CANYON NATIONAL PARK TOUR operated three days per week (uses same bus as the Wednesday/Friday morning bus to Anaheim) between Las Vegas and the Canyon. *(The GRAND CANYON INDIAN COUNTRY TOUR, operated by INTERSTATE TOURS and available thru VTI, continues).*

*VTI's* tour includes two nights deluxe Las Vegas room and taxes; fully escorted lectured day tour to the Canyon; breakfast, dinner and beverages; National Park Tour of Mather and Yavapai Points with free time to explore the Canyon from Bright Angel Lodge; souvenir Grand Canyon book and American Adventure certificate.

The ANAHEIM-LAS VEGAS route was reduced to a daily morning northbound trip from Anaheim and afternoon southbound trip from Las Vegas plus a Wednesday and Friday only 830AM trip from Las Vegas and a 600PM departure from Anaheim.

Connecting service to/from LAX continues for all Las Vegas schedules.

The SAN DIEGO EXPRESS was reduced to one daily round trip leaving Anaheim 900AM and San Diego 1130AM. As a result, the SAN DIEGO DAY TOUR program was discontinued. ◆

### INLAND EMPIRE CONNECTION (IEC)

*RIVERSIDE:* Proposals are now being solicited by co-sponsor *OMNITRANS* for management and operation of *IEC (Ed. Note - the original contract awarded to LAIDLAW TRANSIT SERVICES (WT 6/90 ) expires this year).*

Service includes operation of four routes (100-RIVERSIDE-SAN BERNARDINO, 110-MONTCLAIR-SAN BERNARDINO, 149-RIVERSIDE-DISNEYLAND and 496-RIVERSIDE-MONTCLAIR) with a fleet of seven scheduled buses plus spares.

*IEC* co-sponsor *RIVERSIDE TRANSIT AGENCY* has been advertising for rehabilitation of four buses including a new color scheme for *IEC. (Ed. Note - OT has received funding to purchase seven new CNG powered buses for IEC (WT 2/95).*

The third co-sponsor, *OCTA,* will reduce next year's funding for Line 149 from $362,000 to $175,000 (related to their losses from the County of Orange bankruptcy). *RTA* has yet to decide what it can or will do to maintain current service levels on the line. ◆


**WT STAFF FOR THIS MONTH**

| | |
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## FOOTHILL TRANSIT (FT)

*WEST COVINA: FT* inaugurated two NEW lines on April 9 - 184-SANTA ANITA FASHION PARK-DUARTE and 272-DUARTE-WEST COVINA.

Both lines are operated by MAYFLOWER CONTRACT SERVICES using F600 series Gilligs.

Beginning at Fashion Park in Arcadia, the 184 runs via Huntington Dr, Santa Anita, Colorado, Mayflower, Olive, Shamrock, Lemon, Mountain, Huntington and looping via Buena Vista, Duarte, Highland and Huntington to Buena Vista.

The line runs hourly 500AM-1000PM weekdays and 600AM-700PM weekends using 1 bus.

Line 272 starts at West Covina Fashion Plaza via West Covina Pkwy, Pacific, Ramona, Downing, Maine, Ramona, Baldwin Park Blvd, Live Oak, Commerce Dr, Rivergrade Rd, Arrow Hwy, Buena Vista, looping Duarte, Highland, Huntington and Buena Vista.

272 runs 500AM-930PM weekdays with 15 minute peak headways (6 buses) and half hourly base (3 buses). On weekends one bus runs hourly 600AM-600PM.

187-PASADENA-POMONA VIA FOOTHILL was rerouted away from City of Hope and now travels directly along Huntington Drive.

All three lines have a timed transfer meet (*FT's* first) at Highland and Huntington Drive. ◆

## LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

*LOS ANGELES:* Sponsored by the Music Center, participating restaurants and Downtown Marketing Council and operated by *LADOT* is the new DOWNTOWN DINNER & SPOTLIGHT EXPRESS.

The EXPRESS runs Tuesday thru Saturday 630PM-1130PM every 10 minutes (25 cent fare with complementary ride vouchers available) connecting eleven restaurants in the Bunker Hill and Financial Districts with the Music Center. The idea of the shuttle is to encourage theater patrons to enjoy dinner downtown and ride the bus to and from the Music Center performances.

DASH/LEIMERT-SLAUSON commenced operations April 24 (although timetables have a March 20 date) providing a two direction loop in the Leimert-Slauson community south and east of Baldwin Hills Crenshaw Plaza.

Service runs every 25 minutes 630AM-630PM weekdays and 1000AM-500PM Saturday with two buses operating in each direction. Regular DASH fares apply.

Buses operate from Crenshaw Plaza via Stocker, Santa Rosalia, Marlton, King Blvd, Denker, 54th, Western, Slauson, Van Ness, 54th, 10th Ave, Slauson, Crenshaw, Vernon, 11th Ave, 43rd St, Degnan, 43rd Pl, Crenshaw, King, Marlton, Santa Rosalia and Stocker to Crenshaw Plaza.

This DASH is operated by APT TRANSPORTATION with a fleet of five diesel, accessible Econoline/ Goshen Coach cutaways (131-135). The buses are painted white with black lettering DASH/LEIMERT-SLAUSON, have 19 forward facing grey leatherette seats, one wheelchair station, Ricon lift and a Main farebox. ◆

## MONTEREY-SALINAS TRANSIT (MST)

*MONTEREY:* The WATERFRONT AREA VISITOR EXPRESS (The WAVE) began its fourth year of operation on May 27th.

Enhanced service will include stops adjacent to two parking garages serving Cannery Row, two garages in downtown Monterey and the lot at Fountain & Lighthouse in Pacific Grove. Service will also be extended into Pacific Grove and stops will be added at Del Monte Shopping Center.

The WAVE will operate daily thru Labor Day between 900AM and 700PM with buses every 7-10 minutes on the core route and every 30 minutes on the extended route. The fare is $1 for unlimited rides all day with discounts for children, seniors and the disabled.

The WAVE will continue to feature the narration tape introduced last year, complete with sound effects, music and character actors telling stories of Monterey's colorful past.

*MST* recently installed bicycle racks on the fronts of their 61 bus fleet. ◆

### SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

*SAN FRANCISCO: MUNI* has announced the arrival of four prototype LRVs along with plans for final assembly of 48 of the vehicles.

Designed by *MUNI* and Breda Costruzioni Ferroviare in Italy, the cars will be tested extensively in San Francisco. Production will then begin at an assembly plant being outfitted by Breda on property owned by the Port of San Francisco.

The first production vehicle is expected in December with their introduction into revenue service in the spring of 1996. ◆

### CALIFORNIA NEWS BRIEFS

*GOLDEN EMPIRE TRANSIT* of Bakersfield is seeking bids for operation of its demand response transit and some of its fixed route service.

Beginning in 1997 *SIMI VALLEY TRANSIT* will purchase CNG fueled buses as replacements for its all diesel fleet of today.

Following Westlake Village's withdrawal from its summer beach shuttle pact with Agoura Hills, that city is now interested in a cost sharing arrangement with Calabasas and Hidden Hills which have joined together to form their own shuttle service.

The City of Burbank has purchased four 25 foot buses from APS Systems of Oxnard. They will be powered by nickel cadmium batteries and used on the Media District Shuttle program.

*CENTRAL CONTRA COSTA TRANSIT AUTHORITY* and Amalgamated Transit Union Local 1605 (bus operators) have reached tentative agreement on a new 3 year contract which would include 3% raises each year.

*SAMTRANS* and *BART* have both approved the extension of train service from Colma, soon to open, to Millbrae Avenue including a stop at San Francisco Airport. ◆

### CALIFORNIA PUBLIC UTILITIES COMMISSION

Trying to streamline its operations before the politicians do, the PUC has announced a ten per cent staff reduction. They have also scheduled two workshops to get public input.

The Senate Budget Subcommittee on Government Organization has voted to eliminate commission funding altogether. If the full legislature adopted the plan (the Assembly has yet to take up the issue, but sources said similar action is being discussed), the Commission would cease to exist.

Governor Wilson has proposed reorganizing some state agencies, but has not offered a proposal regarding the PUC.

*(Ed. Note - although it is too early to know, this could mean the end of regulation of privately owned bus and van companies. What this could mean in the market place is also unknown).* ◆




*9412 is one of Long Beach Transit's New Flyers. 9401-9420 are D40LF. These are LBT's first full-size non-RTS buses since 1977.*

# VALEN TRANSPORTATION INC.

*VALEN TRANSPORTATION, INC.,* which started operating between Orange County, California cities and Las Vegas, Nevada in November 1988, is the third ground transportation company owned and managed by Michael L. Valen.

The first was *TOWN TOUR FUN BUS* between late 1968 and 1976 and then *FUNBUS SYSTEMS, INC.* between 1976 and October 1988. *TTFB* was primarily a regular route operation in the Anaheim/Buena Park tourist area while *FBS* included the tourist services, scheduled service to and from Las Vegas and Airport buses including the purchase of *AIRPORT SERVICE, INC.* in April 1987.

*Ground Systems, Inc. dba AIRPORT COACH* assumed the airport operations of *FBS* in October 1988 and eventually acquired the intrastate operating rights in a joint application to the Public Utilities Commission.

In October 1988 *VTI* received two new MCI 102C3s (8807 and 8811), originally ordered by *FBS* and delivered in their rainbow paint scheme. The buses were repainted white over light blue over white with gold lettering "VALEN FIVE STAR FLYER" and "Anaheim/Disneyland - Laughlin & Las Vegas, Nevada" prior to being placed in service.

*VTI* began operations in mid November between Anaheim, Laughlin and Las Vegas. One daily round trip was offered with a second round trip leaving Anaheim on Friday, Saturday and Sunday returning Saturday, Sunday early morning and Sunday afternoon. Trips on selected days operated thru Laughlin enroute to or from Las Vegas, but the Laughlin service was discontinued in March 1989. The buses featured 42 forward facing, reclining seats, rest rooms and tray tables/card tables. One bus operator and one attendant were on board. Advance reservations and ticket purchases were encouraged, but walk on business was handled, subject to space availability, as it is today.

The Las Vegas trip takes about five hours one way and enroute passengers are served beverages and a light meal and watch a feature movie. Passing through the San Bernardino National Forest, the Mojave Desert and traveling along a portion of the old Santa Fe Trail, the driver and/or attendant narrates stories about different points of interest along the way.

In August 1989 *VTI* inaugurated a new SAN DIEGO-ANAHEIM TRANSFER AND TOUR. Much as the route is today, it ran in both directions, reservations were required and personalized with historical narration enroute was featured. Initial points served included any



hotel, motel or attraction in Buena Park, Anaheim, Oceanside, Carlsbad, San Diego or downtown Tijuana. Today, stops include hotel and motels in Buena Park and Anaheim and, in San Diego, the area west of Interstate 805 primarily between La Jolla and downtown San Diego with the major pick up/drop off point in Old Town.

Departure time from Orange County was between 830AM and 930AM with departure from San Diego between 200PM and 500PM. Set times were given when reservations were made. Dodge Ram Vans *(VTI 1 and 2)* were the initial equipment.

In late 1990 three Grand Canyon air and ground tours, Day Tour (West Rim), Overnighter (Las Vegas) and Explorer (2 nights/3 days/South Rim) began to be offered in conjunction with *AIR NEVADA AIRLINES.*

The airline features small planes with all window seats, multilingual narration and commemorative official flight certificates.

The tours continue today. The Overnighter is now the Grand Canyon Indian Country Tour, operated by *INTERSTATE TOURS* of Las Vegas, and includes a Hualapai Indian barbecue.

*VTI* started a new tour on May 10, 1991 - the BEACH CITIES TOUR, which operated Monday, Wednesday, Friday and Saturday departing the Grand Hotel at 900AM and returning in the late afternoon.

Included in this tour was a 45 minute Harbor Cruise of Newport Harbor, Mission San Juan Capistrano, Laguna Beach and the hills and back country of Orange County. Beverages were served enroute. A 25 passenger, one door Specialty Vehicle Manufacturing Company model 5000 unit *(VTI 21)* was acquired for this route. It was painted white with the *VTI* logo in blue and "BEACH CITIES TOUR" in yellow and pink in the shape of a fan.

In the fall of 1991 a third MCI 102C3 *(VTI 911)* arrived and soon *VTI* began advertising and operating 3 day /2 night escorted tours to Laughlin, Nevada, across the Colorado River from Bullhead City, Arizona and the newest gambling city in Nevada. For $89 per person double occupancy and $109 single occupancy, the tour included round trip transportation, steward service including a complimentary meal, beverages, feature movies and parlor bingo, two nights at the Flamingo Hilton Laughlin, one free dinner buffet and a Fun Book valued at $100. Service was offered Wednesday thru Friday over eight weeks between September 1991 and February 1992. Buses left the Grand Hotel in Anaheim at 900AM and the Hilton Laughlin at 100PM with six hours travel time.

During the 1992/1993 season, *VTI* operated the Laughlin tours about once per week between October 1992 and March 1993.

On December 20, 1992 *VTI* added the "Friday Night Flyer" to the ANAHEIM-LAS VEGAS route departing Anaheim at 530PM arriving Las Vegas at 1030PM and leaving Las Vegas at 330AM arriving Anaheim 745AM. (On the Friday nights that the LAUGHLIN trips ran, all three of their 102C3s were on the road).

In early 1993 the SAN DIEGO-ANAHEIM route was divided into the SAN DIEGO EXPRESS and SAN DIEGO DAY TOUR. SDE operated on Monday, Wednesday, Friday and Sunday providing transportation between the two cities including pick up and drop off at area hotels - departed Anaheim at 900AM and San Diego at 1130AM. The SDDT ran on Tuesday, Thursday and Saturday providing city to city transportation plus an escorted tour of Old Town, Gaslamp Quarter, Balboa Park, Seaport Village, Cabrillo Park, Mission Bay and La Jolla. The bus departed Anaheim at 1000AM and San Diego at 615PM. A San Diego Overnighter Package was also available including transportation, hotel and *GRAY LINE* tours. The SAN DIEGO route was returned to only the SDE route in May although the Overnighter Package continued.

Also in early 1993 *VTI* took delivery of what is believed to be the first 45 foot MCI 102DL3 for southern California *(VTI 933).* The bus seats 50 and has additional underfloor baggage space. Otherwise, it has the traditional *VTI* appointments except that its new entertainment system is the same as those on the new 747-400 airplanes including individual ear phones and ten channels of stereo music plus full size refrigerator, microwave oven and hot water in the oversize custom restroom. Also featured are airline style seats with pedestal based individual tray tables. MCI has stated that this bus was the most expensive line coach they ever built. The following September a second 102DL3 *(VTI 935)* joined the fleet.

For the first few years service was programmed to take travelers from the Orange County area of southern California to Nevada. However, there were (are) many tourists in Las Vegas who travel there from other parts of this country and around the world and may also want to visit California. By adding a second round trip which left Las Vegas in the morning and Anaheim in the late afternoon, including a stop inside Disneyland Park, service was opened up to a whole new group. There were also visitors and residents in nearby Los Angeles County and the ANAHEIM-LAS VEGAS route was expanded, both in service levels and locations served beginning in April 1993.

Two daily round trips began to be offered and the route was also expanded such that the morning Las Vegas bound bus (and the afternoon departure from Las

Vegas) served Hollywood, Beverly Hills and Los Angeles International Airport areas.

The morning trip left Hollywood's Holiday Inn at 620AM, Century Plaza Hotel at 640AM and LAX Holiday Inn at 705AM departing Anaheim 830AM, as before. The evening bus departed the Grand Hotel at 600PM, Disneyland Park 615PM and arrived Las Vegas at 1045PM.

Westbound buses left Las Vegas (Golden Nugget downtown at 750AM and Aladdin Hotel on the Strip at 830AM) arriving Anaheim at 100PM and Los Angeles at 200PM. The afternoon bus left Las Vegas at 250PM-/330PM on Sunday and Tuesday and 520PM/600PM the other days arriving in Southern California about five hours later.

Service between Los Angeles area points and Anaheim, using one of the Dodge vans, only operated when there were advance reservation passengers ticketed.

The company had offered hotel packages, primarily in Las Vegas and Grand Canyon as part of their tours, but hotel packages in Anaheim and Disneyland tickets were now offered for the first time.

During the times when there was only one round trip between Anaheim and Las Vegas plus the San Diego trip, a typical operating day looked like this.

The first (of two) bus operators arrived at 630AM, placed the catered food delivery on the bus, made the coffee, then washed and fueled the bus. At about 730AM they began making passenger pick ups at Anaheim area hotels arriving the Grand Hotel terminal about 815AM.

The *VALEN* office inside the Grand opened at 730AM to begin selling tickets to travelers who already had reservations and were boarding there. By the time this process was completed, the passengers who had boarded the bus arrived to be ticketed.

The second bus operator arrived at the Grand at 800AM.

The bus left for Las Vegas at 830AM and, upon arrival in Las Vegas at 100PM, traveled to *ADVENTURE CHARTERS AND TOURS* for minor maintenance and for fuel.

One operator would drive a one way trip and act as host/hostess on the return trip. The other person would do the opposite. Either or both of them would provide the narration enroute.

Departing Las Vegas, pick ups were made at the Golden Nugget downtown and the Dunes or Aladdin on the Strip.

Arriving in Anaheim the bus traveled directly to the hotels that passengers wished to be dropped at (the Grand has always been the most popular stop) and then the bus was stored.

Depending upon the number of different pick up points, the SAN DIEGO van would also make pick ups for the LAS VEGAS bus and then begin a sweep for the SAN DIEGO bound passengers prior to departing at 900AM.

Today, for the LAS VEGAS route, there is a bus operator and a host/hostess for each trip. The SAN DIEGO driver now loads food and fuels the LAS VEGAS bus, then picks up the passengers bringing the bus to the Grand Hotel, then changes vehicles and begins the sweep for San Diego bound passengers. The ticketing and maintenance practices continue as before.

The SAN DIEGO route crews are based in Anaheim while, for the LAS VEGAS route, there are employees stationed in both Las Vegas and Anaheim.

April 1994 brought several changes. Service was adjusted so that only one round trip (830AM) is provided Monday, Thursday, Saturday; two round trips (830AM and 600PM) are operated Tuesday, Wednesday, Sunday with three round trips (830AM, 200PM, 600PM) on Friday. On the one trip days, the Las Vegas based bus and crew do not operate.

Advance reservation connecting service from the Holiday Inn-LAX using *BEST SHUTTLE* airport vans is provided for both the 830AM and 600PM Anaheim departures. Connecting service from San Diego on the SAN DIEGO EXPRESS route is offered on Tuesday, Wednesday, Friday and Sunday for the 600PM trip and through Las Vegas fares are now offered to and from San Diego.

A second round trip was added on the SAN DIEGO EXPRESS route departing Anaheim at 200PM (following the arrival of the morning bus from Las Vegas) and San Diego at 415PM (arriving Anaheim in time to connect with the 600PM Las Vegas bound bus). Expanded San Diego tour packages were also introduced.

The four day per week BEACH CITIES TOUR was discontinued.

In September changes were made in terminals in Las Vegas. The Strip terminal at the Aladdin Hotel was moved to the Riviera Hotel and Casino and, due to reconstruction of downtown streets in anticipation of the pedestrian mall along Fremont Street, only the Golden Nugget Hotel (always the downtown terminal) will now be served.

The usual equipment assignments today are 911 as spare, 921 on the SAN DIEGO route, 933 departing Las Vegas in the morning, Anaheim at night and 935 leaving Anaheim in the morning and Las Vegas in the afternoon.

Mike Valen has said that his objective has always been to encourage not only new business, but repeat business as well by reducing the boredom factor on the trip. This is accomplished by offering food and beverage service, on board entertainment systems and tour narration.

In April 1995 *VTI* will again expand by instituting three day per week service between Las Vegas and the Grand Canyon as well as offering the first scheduled bus service to and from Nevada's newest gaming area at Stateline, just across the California border on Interstate Highway 15. Charter buses have been stopping here for some time.

As well, service will be reinstated between Anaheim and Laughlin.

## VALEN TRANSPORTATION INC.

| FLEET # | BUILDER | MODEL | SERIAL # | DATE | NOTES |
|---|---|---|---|---|---|
| 1 | Dodge | Ram 350 Van | KK340031 | 1988 | Sold |
| 2 | Dodge | Ram 350 Van | LK731472 | 1989 | Sold |
| 21 | SVMC | 5000 | JC143275 | 08/88 | Ex CPCT 21. Sold to Air Nevada 903 |
| 8807 | MCI | 102C3 | JPO41947 | 03/88 | "Five Star Flyer". Sold. |
| 8811 | MCI | 102C3 | JPO41948 | 03/88 | To Royal Coach Tours 590. |
| 911 | MCI | 102C3 | MPO44091 | 07/91 | |
| 921 | Ford Econine | Collins Diplomat | NHB22160 | 1992 | |
| 933 | MCI | 102DL3 | PPO45115 | 01/93 | "High Flyer" |
| 935 | MCI | 102DL3 | PPO45599 | 09/93 | "High Flyer II" |

*CURRENT FLEET:* 911, 921, 933, 935



# Transit in California's Gold Country

Jim Moore and Jack Perry

**El Dorado Transit**

El Dorado Transit provides public transit services on the western slope of El Dorado County, with limited commuter services and medical access into the Sacramento urbanized area. A fleet of 22 transit vans and buses is used. EDT's base of operations is located at the County corporation yard north of U.S. Highway 50 in Placerville. Maintenance is performed at the Placerville Unified School District facility on Schnell School Road, where EDT leases a service bay.

El Dorado County is located in the Sierra Nevada Mountains midway between California's Central Valley and the Nevada state line. The county contains 1,713 square miles and ranges in elevation from 200 feet above sea level near the Consumes River in the southwestern corner of the County, to 10,881 feet atop Freel Peak near the Alpine County line. El Dorado County is bordered by Placer County to the north, Sacramento County to the west, Amador and Alpine Counties to the south, and the State of Nevada to the east. A portion of Lake Tahoe is located in El Dorado County, as well as many other recreational areas. The only two incorporated cities in the county are South Lake Tahoe and Placerville, the County seat.

El Dorado County has experienced a dramatic growth in population during the past 25 years. Preliminary 1990 Census data indicated an increase in population of 46% to more than 125,000. This trend is expected to continue, particularly along the western slope, because of the availability of large areas of open, rolling hills, a proximity to Sacramento which encourages bedroom-community development, and attempts on the part of local government to encourage industrial development in the area.

The El Dorado Transit system began providing service in the late 1970s following a transportation needs study conducted by the El Dorado County Transportation Commission. Initial service was provided by the El Dorado County Community Programs Department, and served only the elderly and disabled in the greater Placerville area. The original service was provided on a demand-responsive basis providing door-to-door service (weekdays only, 8:00 am to 5:00 pm) within a twenty-mile radius of Placerville. Concurrently, the Community Services Department operated service for the Placerville Nutrition Site and for the Community Action Council, Inc.--serving the developmentally disabled clientele of Mother Lode Rehabilitation Enterprises, Inc. (MORE).

In June 1980, a joint-powers agreement was executed by El Dorado County and the City of Placerville forming the El Dorado County Joint Transit Agency (JTA). The JTA provided the basic policy guidance and direction for El Dorado Transit. Initially, the services of El Dorado Transit were provided by El Dorado County and county employees. On January 1, 1994, the El Dorado County Transit Authority (EDCTA) was formed as a separate agency from the county, replacing the JPA governance with a five member board of directors. This board consists of three members from the El Dorado County Board of Supervisors and two members from the Placerville City Council. EDT employees now work for the agency rather than the county.

The funding for the transit program is provided through the El Dorado County Transportation Commission. The system is supported through farebox revenue, federal funding, social service agency funding, and Transportation Development Act (TDA) funds. The local transportation funds (LTF) are provided by El Dorado County and the City of Placerville based on a proportional share of population.

The service became available to the general public in July 1980 with a combination of fixed-route deviation and demand-responsive services. In July 1982, El Dorado Transit began operation of a fixed-route service in the Placerville area. This service, known as Placerville Area Shuttle Service (PASS), has 40 scheduled stops and operates on 60 minute headways (eleven round trips, weekdays). Route of travel is from Prospector Plaza/Missouri Flat Road to Schnell School and Carson Roads. Running time is 55-60

minutes. Service is operated using 15-passenger vans running between the hours of 7:00 am and 5:00 pm, weekdays; and 9:00 am and 5:00 pm, Saturdays.

A modified route, known as the PASS Express, was introduced in July 1991. This service provided 10 round trips (weekdays), and links Prospector Plaza with the Placerville Senior Center. Running time was 32 minutes. Reduced service was operated on Saturdays. The PASS Express was discontinued in 1994.

As required by the Americans with Disabilities Act (ADA), the PASS route provides a three-quarter mile off-route deviation for disabled passengers during off-peak hours (prior to 9:00 am and after 4:00 pm, weekdays) and on Saturdays. This route also provided a "complementary ADA dial-a-ride service" within three-quarters mile of the route for disabled passengers.

EDT present dial-a-ride aspect provides door-to-door service on a first-come, first-served basis, weekdays between 7:30 am and 5:00 pm. Wheelchair lift-equipped vehicles are dispatched with a priority given to passengers who make advanced reservations. A considerable discount is provided to seniors and the disabled, for whom the service was originally intended. Fares and availability of service are assigned by zones. Zone 1 is defined as being 10 minutes from Placerville and is available to everyone. Zone 2 is between 10 and 20 minutes from Placerville, and Zone 3 is within 30 minutes of Placerville. General public riders are permitted to ride in Zone 2 on a space available basis. Zone 3 is restricted to senior and disabled passengers only, on a limited basis.

In response to the agency's 1994 TDA Article 8 hearings (Unmet Transit Needs), El Dorado Transit received funding to operate both night and Sunday dial-a-ride service, for a four month period, on a trial basis. Beginning in June 1994 and extending through September 1994, night dial-a-ride service was operated on Friday and Saturday nights from 5:00 pm until 10:00 pm, and on Sundays from 8:00 am until 5:00 pm. Following this four month demonstration period, this additional service was halted.

A second extended-hour dial-a-ride demonstration project was initiated on January 7, 1995. Again in response to Article 8 hearings, funds were received to operate Saturday nights (5:00 pm to 10:00 pm) and Sunday service (8:00 am to 5:00 pm) through April 1995.

County fixed-routes were instituted in early 1982. These routes provide transit service from outlying communities into Placerville on a regularly scheduled basis. On these routes, a bus can be flagged down anywhere along the route, and the bus will deviate up to three-quarters of a mile off the route to pick up senior and disabled passengers who have made reservations up to one-half hour in advance.

On August 1, 1990, the Diamond Springs and Cameron Park routes were modified and combined into one route. The Diamond Springs route segment (30 minutes running time) operates weekdays with six runs per day: four in the morning and two in the afternoon. The Cameron Park run (75 minutes running time) operates weekdays with two trips in the morning and two in the afternoon.

A Pollock Pines route operates weekdays with seven round trips (including one express-limited stop run). Limited Saturday service is provided by two round trips. Running time is 50 minutes. The Pollock Pines route formerly incorporated a Tuesday-only shuttle from Carson Road/Highway 50 to the Pollock Pines Safeway; however, this service was halted during 1992.

A Georgetown route (Tuesdays-only) from the Placerville bell tower, through the post offices in Coloma, Lotus, Garden Valley, and Georgetown was operated 1989-1992.

The Sacramento commuter route began during the 1988/89 fiscal year. The basic route begins at the El Dorado County Fairgrounds, proceeds to both the Ponderosa Road and Cambridge Road park-and-ride lots, stops in El Dorado Hills, and terminates in downtown Sacramento at the Capitol Mall. This service operates weekdays. A total of six round trips are operated over four different routings. Running times vary from 44 to 84 minutes depending on route variations. Access to the Bay Area is available through interchange with Amtrak's *Capitol* service.

# AMADOR RAPID TRANSIT

| FLEET # | BUILDER | MODEL | SERIAL # | YEAR | NOTES |
|---|---|---|---|---|---|
| 1 | SVMC/Ford | | | 1987 | Surplus |
| 2 | Ford/Champion | | MHA54265 | 1991 | |
| 3 | Ford/Champion | | MHA99275 | 1991 | |
| 4 | SVMC/Ford | | EHA49417 | 1984 | Surplus |
| 5 | El Dorado | Aerotech | PHB13480 | 1993 | |
| 5 | SVMC/Ford | | | 1984 | Surplus |
| 6 | El Dorado | Hawk | PHA83999 | 1993 | |
| 7 | El Dorado | Hawk | PHA83998 | 1993 | |
| 8 | El Dorado | Hawk | PHA83997 | 1993 | |
| 9 | Chevrolet | Suburban | AF129886 | 1980 | |
| 10 | El Dorado | Hawk | PHA83996 | 1993 | |
| 10 | Ford | Microbus | | 1981 | Surplus |
| 11 | Ford | Microbus | | 1981 | Surplus |
| 12 | Ford | Microbus | | 1981 | Surplus |



# EL DORADO TRANSIT

| FLEET # | BUILDER | MODEL | SERIAL # | YEAR | NOTES |
|---|---|---|---|---|---|
| 801 | GMC | T8H-5305A | 201 | 1972 | Ex GGT. Short term lease |
| 875 | GMC | T8H-5307A | 2220 | 1974 | Ex GGT. Short term lease |
| 4991 | Flxible | 53102-8-1 | 60334 | 1975 | Ex RT Sacramento 4991 |
| 4992 | Flxible | 53102-8-1 | 60335 | 1975 | Ex RT Sacramento 4992 |
| 4998 | Flxible | 53102-8-1 | 60341 | 1975 | Ex RT Sacramento 4998 |
| 7040 | Ford Econoline 350/Wayne | | 04521 | 1987 | |
| 7055 | Dodge | Wide One | | 1983 | Reserve fleet |
| 7065 | Dodge | Turtle Top | 64595 | 1984 | |
| 8301 | Bluebird | CityBird | 61073 | 1983 | Ex TART 3 |
| 8302 | Bluebird | CityBird | 61302 | 1983 | Ex TART 4 |
| 8303 | Bluebird | CityBird | 61072 | 1983 | Ex TART 5 |
| 8802 | Ford Econoline 350/Wayne | | 75679 | 1988 | |
| 8901 | Ford Econoline 350/Escort III | | 92671 | 1989 | |
| 8902 | Ford Econoline 350/Escort III | | 92667 | 1989 | |
| 8903 | Ford Econoline 350/Escort III | | 09664 | 1989 | |
| 8904 | Ford Econoline 350/Escort III | | 79964 | 1989 | |
| 9001 | Ford Econoline 350/El Dorado | | 17673 | 1990 | |
| 9003 | Ford Econoline 350/El Dorado | | 67894 | 1990 | |
| 9101 | Bluebird | CityBird | 40255 | 1990 | |
| 9102 | Bluebird | CityBird | 41492 | 1990 | |
| 9201 | Ford Econoline 350/EDN | | 04858 | 1992 | |
| 9301 | Ford Econoline 350/EDN | | 50037 | 1993 | |
| 9302 | Ford Econoline 350/EDN | | 50036 | 1993 | |
| 9303 | Ford Econoline 350/EDN | | 50034 | 1993 | |
| 9304 | Ford Econoline 350/EDN | | 50035 | 1993 | |
| 9305 | Ford Econoline 350/EDN | | 83986 | 1993 | |
| 9502 | Bluebird | Q-37 | | 1995 | |
| 9503 | Bluebird | Q-37 | | 1995 | |
| 9504 | Bluebird | Q-37 | | 1995 | |
| 9505 | Bluebird | Q-37 | | 1995 | |
| 9506 | Bluebird | Q-37 | | 1995 | |
| 9507 | Bluebird | Q-37 | | 1995 | |

EDN - El Dorado National



The Sacramento commuter service is provided by Flxible *New Look* and Bluebird *CityBird* equipment.

A Sacramento medical route provides regular transportation between pickup locations in El Dorado County and destinations in Folsom and Sacramento. This service is designed to accommodate mid-day medical appointments. The service operates on the first three Wednesdays of each month and originates at Prospector Plaza in Placerville at 8:00 am. A route deviation into Folsom is made as needed. Pickup requests must be scheduled at least three days in advance and the bus will drop off passengers at appointment destinations located up to 10 minutes off Highway 50. Return pickups in Sacramento and Folsom are flexible, usually beginning after 1:00 pm and returning to Prospector Plaza by 3:00 pm.

El Dorado Transit also operates a number of special services in conjunction with the MORE program, the Senior Day Care Program, and the Apple Hill Shuttle.

The highest farebox recovery in the EDT system is collected through the MORE program. This service operates weekdays, and serves developmentally disabled clients. The program operates five buses, each color coded to be more easily distinguished by the riders.

In April 1990, El Dorado Transit entered into a contract with the Senior Day Care Program for the transportation of clients from their residences to the program site on a daily basis, weekdays only.

The Apple Hill Shuttle operates during the Apple Festival, on the first 4 weekends in October. Service is offered from 10:00 am until 5:00 pm, every 15 minutes from Schnell School Road through Apple Hill into the community of Camino. Daily passes are $1.25. A 27-passenger motorized trolley, built by Transportation Vehicles, Inc. on a GMC chassis, is annually leased from Area Transit Management (ATM) of South Lake Tahoe to provide part of the service on this route.

In December 1992, a fire of undetermined origin destroyed El Dorado Transit's maintenance facility. Five units (7020, 7035, 7075, 8801, and 8905) were destroyed. (See *WT*, February 1993)

To keep pace with a continuing growth in ridership, El Dorado Transit has six Bluebird *Q-Buses* (to be #9502-9507) on order for delivery in March. In the interim, two Golden Gate Transit GM *New Looks* are being leased. These coaches (#801 and #875), which are configured for 53 passengers, are being used in the Sacramento commuter service. The GGT's units retain their GGT livery and fleet numbers, although the GGT logo has been removed.

**Amador Rapid Transit**

Amador Rapid Transit (ART) provides public transit services in the western part of Amador County, where the majority of this primarily rural county's population is concentrated. Service centers around Jackson, the County seat and its largest community (pop 3,900). ART's fleet of 8 lift-equipped mini-buses and one Chevrolet Suburban wagon are operated from an office and outdoor storage facility on Ridge Road, just west of State Highway 49 in Sutter Hill. ART's routes radiate east from Jackson along the State Highway 88 corridor, north on Highway 49 to Sutter Creek, Amador City and Plymouth, and west along Highway 88 to Martell and Ione.

Amador County is the heart of the Sierra Foothill's Mother Lode country, and is bounded by El Dorado County on the north, Alpine County on the east, Calaveras County on the south, and San Joaquin and Sacramento counties on the west. The county contains 568 square miles and ranges in elevation from 200 feet at its western limit to 9,332 feet atop Mokelumne Peak at its eastern edge in the Sierra Mountains. The county's population, currently at 33,200, had doubled over the past 15 years.

Under a Joint Powers Agreement (JPA) between the cities of Amador City, Ione, Jackson, Plymouth, and Sutter Creek, service was started in December 1977 using two 8-passenger vans. The Amador County Transportation Commission (ACTC) is responsible for governance and operation of the system. The major source of financing is Transportation Development Act (TDA) funds with additional funding coming from farebox revenue (currently about 18%), Proposition 116, and Federal sources. Capital funds have been made available for the construction of

a new operations base in Sutter Hill, which is scheduled to be completed in 1996.

Services offered on weekdays are as follows:

Sutter Hill/Jackson-Mace Meadows via Highway 88 and Buckhorn Ridge Road offers six round trips throughout the day, departing Sutter Hill (5:55 am to 5:21 pm). Service beyond Mace Meadows to Deer Ridge, Inspiration Lodge and Barretts is also provided on request. The 7:40 am trip operates from Sutter Hill via Ridge Road instead of Highway 88, bypassing Jackson. It continues to Pine Grove, then short turns on Highway 88 at Pioneer Station. One way running time varies, due to route deviations, from 55-50 minutes eastbound and 52-95 minutes westbound.

Sutter Creek-Jackson Shuttle serves the major shopping centers, apartments, housing tracts, and other activity centers in Sutter Creek, Sutter Hill, Martell (K Mart and Wal Mart), and Jackson. This service departs Sutter Hill roughly every 75 minutes from 9:20 am to 3:45 pm for a total of six round trips.

Jackson-Plymouth operates between the named communities via Highway 49, with round trips departing Jackson (Main St.) at 6:10 am, 11:05 am, and 3:24 pm. Upon request only, service extends east of Plymouth on Fiddletown Road to Fiddletown and River Pines on the 6:10 am and 3:24 pm trips. Running time varies from 55-68 minutes northbound and 51-73 minutes southbound.

Jackson/Sutter Hill-Ione via Highway 49, Ridge Road, Highways 88 and 104 offers two round trips from Jackson (Main & California) at 11:44 am and 2:14 pm. Eastbound service, on the morning trip, is extended to Buena Vista upon request only, . Running times are 36-41 minutes westbound and 75-80 minutes eastbound.

Sutter Hill-Pine Grove-Volcano operates a morning trip at 7:05 am from Sutter Hill eastbound via Ridge Road to Volcano. The return run is made via Highway 88, Jackson, and Highway 49. An afternoon trip at 3:00 pm operates eastbound via Highway 49, Jackson, and Highway 88. The return run is made to Sutter Hill via Ridge Road. Round trip running time is 115 minutes.

Sutter Hill-Camanche/Ione provides a morning trip from Sutter Hill at 7:55 am to Ione, with a loop to Camanche Road, Buena Vista and Sutter Lane, before returning from Ione to Sutter Hill. An afternoon trip at 3:00 pm reverses the direction of the morning loop from Ione. Round trip running time is 65 minutes.

Sutter Hill-Jackson offers one round trip departing Sutter Hill at 7:12 am via Highway 49 and Jackson Gate Road. Service is to downtown Jackson and the Sutter/Amador Hospital. The trip returns via Highways 88 and 49 to Sutter Hill at 7:38 am, then immediately heads south again on Highways 49 and 88 to Amador Plaza (Martell), continuing to Argonaut Lane and Hoffman Street, and terminating in downtown Jackson at 7:51 am.

Saturday service is provided on Sutter Hill/Jackson-Mace Meadows, with three round trips departing Sutter Hill at 9:40 am, 12:49 pm, and 3:18 pm; and on the Sutter Creek-Jackson Shuttle from 9:20 am to 2:30 pm, with five round trips. Saturday service was also tried on Sutter Hill-Ione and Sutter Hill-Plymouth-Fiddletown-River Pines (one round trip each morning and afternoon), but was subsequently discontinued due to lack of ridership.

Route deviation of up to one-half mile is provided on regularly scheduled runs, upon prior arrangement. Bicycle racks are provided on most routes. In addition, door-to-door service is available for seniors attending the Jackson Area Nutrition Program, (weekdays including holidays), to and from Pioneer, Pine Grove, Jackson, and Sutter Creek.

Amador's fare structure is as follows: general fare (75 cents), seniors/60 years plus and disabled (25 cents), students/17 years and under (50 cents), children/5 years and under (free), Shuttle Service, under 4 miles (50 cents).

All ART vehicles have rear door lifts and are built on Ford Econoline 350 chassises. All surplus buses have been disposed of, except #4 which is stored out-of-service. Unit #1, a SVMC Model 5000 without lift, was the only transit-type in the fleet.

Information contained in this profile was provided by the individual operator, *WT* staff reports, and public agency documentation.

### COMMUNITY TRANSIT
### (Snohomish County PTBA dba)
### (CT)

*LYNNWOOD, WA: CT* recently introduced thirty 40 foot low floor New Flyer buses (5101-5130), model D40LF powered by Detroit Diesel Series 50 engines. The 39 passenger buses were purchased last October using local funds and each has two wheelchair stations.

The new buses bring the *CT* fleet to 122 while the ATE MANAGEMENT & SERVICE COMPANY operated *CT* fleet includes an additional 89 buses.

Later this year *CT* will receive 24 more articulated buses, 16 for commute service, 8 for local.

The February service change included adjustments to 37 routes and increased service to many employment areas.

*CT* and *EVERETT TRANSIT* have reached agreement to maintain service within the City of Everett and between downtown and the Eastmont Park & Ride on Line 420-EVERETT-SEATTLE *(WT 6/94). ET* will pay *CT* $42,000 annually for continued operations.

With the recent closure for repairs of *WASHINGTON STATE FERRIES'* Edmonds Ferry dock to all but walk on passengers, *CT* provided free shuttles for riders forced to park off site. ◆

### WASHINGTON STATE NEWS BRIEFS

*INTERCITY TRANSIT* (Olympia) is seeking bids for six standard floor height and two low floor diesel powered transit buses.

*CHELAN-DOUGLAS PTBA dba LINK* (Wenatchee) is accepting proposals for operation of their door to door demand response and point deviation fixed route services.

*SKAGIT TRANSIT,* in conjunction with the Marine Division of WSDOT, called for proposals for operation of the "1995 Ferry Shuttle and Parking Concession Contract" in the City of Anacortes using 2-3 accessible 25 seat vehicles. The pact will run between May 15 and October 1. ◆

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### KING COUNTY DEPARTMENT OF METROPOLITAN SERVICES
### (METRO)

*SEATTLE: METRO* has awarded a contract for 360 new buses, 15 35 foot and 345 40 foot equipped with Cummins M11 diesel engines, to Gillig.

A negotiated procurement process was used to select Gillig which scored the highest of the bidders. Other bidders included NovaBus, who has filed a protest as their bid price per bus was the lowest, New Flyer and Bus Industries of America.

Best and final offers were evaluated in five categories: price (35%), responsibility (20%), support and documentation (15%), vehicle characteristics (25%) and minority/women business participation (5%).

The appeal process is ongoing and the contract will not be executed until the protest is resolved. ◆

### WASHINGTON STATE FERRIES
### (WSF)

*SEATTLE:* During reconstruction of the Edmonds Ferry dock, a special passenger only EDMONDS-KINGSTON ferry was operated and a special auto and passenger SEATTLE-KINGSTON ferry route was provided. Normally the only ferry boats serving Kingston, in northern Kitsap County, run to and from Edmonds, in Snohomish County. Persons traveling to/from Seattle would need to ride *COMMUNITY TRANSIT* buses from there.

The EDMONDS-KINGSTON ferry actually ran between the Port of Edmonds Marina and the Port of Kingston Marina. Service ran on a rough 45 minute headway daily from 500AM until 900PM with a two hour headway until 100AM.

The SEATTLE-KINGSTON route operated daily on a 45 minute headway from 445AM until 800PM, then boats left Kingston at 835PM and 1105PM and Seattle at 950PM and 1230AM. ◆

### PIERCE TRANSIT
### (Pierce County PTBA dba)
### (PT)

*TACOMA: PT* assumed operation of THE SEATTLE EXPRESS service last September 12th *(WT 1/95).* They are using the 27 new CNG powered Orion V buses (801-827) recently purchased which feature reclining seats and overhead parcel racks.

### PIERCE TRANSIT
*(Continued)*

A new weekday route, 595X-GIG HARBOR-TACOMA COLLEGE-SEATTLE was started as was hourly weekday midday and Saturday service on 594X-512 PARK & RIDE-DOWNTOWN TACOMA-TACOMA DOME-SEATTLE.

595X begins at Gig Harbor Park & Ride via Hunt, Kimball, Pioneer Hwy, WA Hwy 16, Jackson, 6th Ave, Mildred, S. 19th, WA Hwy 16, Interstate 5 and regular route to Seattle. ◆

### B. C. TRANSIT
### (BCT)

*VANCOUVER, B.C.:* The commuter rail system starting this fall between Vancouver and Mission, a community 48 miles east, has been named "WEST COAST EXPRESS' following a contest.

Five peak hour trains, serving eight stations, will make the trip in about 75 minutes. Fares will be integrated with the *BCT* system, SeaBus ferries and Sky Train automated rapid transit.

The fleet will include five General Motors F59PHI diesel-electric locomotives, similar to those now being delivered in California, and 28 Bombardier bi level passenger cars, similar to the *METROLINK* and *COASTER* cars.

Commuter rail stations will be located in Mission, Port Haney, Maple Meadows, Pitt Meadows, Port Coquitlam, Coquitlam, Port Moody and Vancouver. ◆

### CITY OF PHOENIX TRANSIT SYSTEM
### (COPTS)

*PHOENIX, AZ: COPTS* is presently receiving two different Requests For Proposal.

The first is to operate the DOWNTOWN AREA SHUTTLE (DASH) with a fleet of ten small buses (ARNETT TRANSPORTATION SERVICES is current operator). The second is to run the 25 local and 19 express lines with a fleet of large buses now held by AMERICAN TRANSIT CORPORATION. ◆

### METROPOLITAN TRANSPORTATION AUTHORITY OF HARRIS COUNTY
### (METRO)

*HOUSTON, TX: METRO* recently awarded Neoplan U.S.A. Corporation a $48 million contract for 122 new 60 foot articulated buses, 72 with suburban seating and 50 designed for local service.

22 suburbans are due in 1996 with 25 more delivered in 1997 and 1998. 36 local buses are due next year with 7 more in each of the following two years.

These Neoplans will replace 50 Crown/Ikarus articulated buses, products of the Chino CA plant.

*METRO* already has 54 articulated Neoplans in its fleet. ◆

### TRANSPORTATION AND THE COURTS

The California Supreme Court has ruled the state's school districts can charge fees for school busing and can adopt their own rules for exempting low income students.

The ruling elaborated on the court's 1992 decision that busing fees, imposed by a small minority of the state's over 1000 school districts, did not violate the state constitutional guarantee of a free public education.

The United States Supreme Court recently ruled that a state may tax the full value of tickets sold for interstate transportation, as long as the trip originates within the state.

The 7-2 decision, in a case from Oklahoma, applied to tickets for interstate bus travel. The theory the court used also appears to authorize sales tax on interstate rail and air travel - to the extent permitted by federal law and regulations.

Oklahoma is the only state to subject interstate transportation to its sales tax, a step other states have not pursued, apparently because they regarded the practice as unconstitutional under a 1948 Supreme Court ruling in a New York case.

The court did not overrule the earlier decision, finding instead it did not apply due to differences in the way the two states applied taxes. ◆

# *Roster of the Month*
# *GREEN BELT STAGES*

| FLEET #'S | BUILDER | MODEL | SERIAL #'S | YEAR | NOTES |
|---|---|---|---|---|---|
| 108 | Ford | Club Wagon | FHA95644 | 1985 | |
| 109 | Dodge | Ram Van | KK407736 | 1989 | |
| 111 | Ford | Econ/Falcon | HHB30187 | 1987 | |
| 515 | Eagle | AE-10 | DBO20427 | 08/83 | 1 |
| 516 | Eagle | AE-10 | DBO20457 | 10/83 | 1 |
| 517 | Eagle | AE-10 | DBO20473 | 11/83 | 1 |
| 518 | Eagle | AE-10 | DBO20490 | 12/83 | 1 |
| 530 | Setra | S215HDH | L1030193 | 1990 | 2 |
| 531 | Setra | S215HDH | L1030194 | 1990 | 2 |
| 538 | GMC | P8M-4905A | 1651 | 03/78 | 3 |
| 539 | GMC | H8H-649 | A188 | 04/80 | 4 |
| 548 | MCI | MC-8 | U30269/S10748 | 1974 | 5 |
| 549 | MCI | MC-8 | U30515/S10590 | 08/74 | 6 |
| 572 | Neoplan | AN-340A | GLO13146 | 10/85 | 7 |
| 573 | Neoplan | AN-340A | GLO13235 | 1986 | 7 |
| 574 | Neoplan | AN-340A | GLO13147 | 10/85 | 7 |
| 575 | Neoplan | AN-340A | GLO13253 | 1986 | 7 |
| 576 | Neoplan | AN-340A | GLO13246 | 1986 | 7 |
| 577 | Neoplan | AN-340A | GLO13248 | 1986 | 7 |
| 578 | Neoplan | AN-340A | GLO13256 | 1986 | 7 |
| 589 | MCI | MC-9 | BPO36461 | 12/81 | 1 |
| 596 | Neoplan | AN116/3 | LLO13072 | 1990 | 1 |
| 597 | Neoplan | AN116/3 | MLO13057 | 1991 | 8 |
| 598 | Neoplan | AN116/3 | MLO13058 | 1991 | 8 |
| 599 | Neoplan | AN116/3 | MLO13059 | 1991 | 8 |
| 701 | Ford | Club Wagon XLT | KHB62806 | 1989 | |
| 703 | Dodge | Ram Van | FK285675 | 1985 | |
| 861 | GMC | T6H-4523N | 399 | 1973 | 9 |
| 1167 | Flyer | D10240 | 2732 | 09/82 | 9 |
| 1176 | AM General | 10240B-8 | 000417 | 04/76 | 10 |

*NOTES:*

1. Ex AMTRAVEL, same number.
2. Ex AMTRAVEL, same number, to Hausman (South Gate) 11/94.
3. Ex Raz Transportation & Tours (OR) 157.
4. Ex Raz Transportation & Tours (OR) 161.
5. Ex Sierra Pacific Tours 608.
6. Ex Sacramento Charter Buses 4714.
7. Ex National Transit Services (TX) 045, 079, 046, 070, 072, 077, 063.
8. Ex AMTRAVEL, same number, returned to Neoplan 2/95.
9. Ex AC Transit, same number.
10. Ex Seattle Metro (WA), same number.

*(Ed. Note - Last month we presented GREEN BELT STAGES as the Roster Of The Month using data gathered by several correspondents. Crossing in the mail to the WT Editorial Office was an all time GBS roster, prepared through the efforts of Alan Fong and Warren K. Miller.*

*Citing financial difficulties, GBS ceased operations about May 10th, 1995.*

*We present GREEN BELT STAGES II as the May Roster Of The Month.)*

# EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

| PROPERTY | FLEET #'S | BUILDER | MODEL/SERIAL #'S | DATE | NOTES |
|---|---|---|---|---|---|
| *-NEW-* | | | | | |
| Clallam Transit (WA) | 590-591 | Gillig | S50T3096/R1085639-640 | 12/94 | |
| Pacific Transit (WA) | - | Gillig | M11T3596/S1085786 | 03/95 | |
| Pac Coast Sightseeing | 5549 | MCI | 102DL3/PPO45226 | 03/93 | |
| Thomas Tours, Inc. | 009 | MCI | 102D3/RPO46674 | 08/94 | |
| Southwest Chtr Lns (AZ) | 146 | MCI | 102D3/SPO47631 | 03/95 | |
| Lemi Tours | 8005 | MCI | 102C3/PPO45400 | 05/93 | |
| | 8009 | Van Hool | T-800/R2024923 | 1994 | |
| Community Transit (WA) | 5101-5130 | New Flyer | D40LF/RUO15586-615 | 1995 | |
| Pierce Transit (WA) | 801-804 | Orion | 05.501/R6031981,986,991,996 | 1994 | CNG |
| | 805-808 | Orion | 05.501/R6031997,2003,2015,2018 | 1994 | CNG |
| | 809-812 | Orion | 05.501/R6032022,025,028,032 | 1994 | CNG |
| | 813-816 | Orion | 05.501/R6032035,039,042,043 | 1994 | CNG |
| | 817-820 | Orion | 05.501/R6032046,049,056,057 | 1994 | CNG |
| | 821-824 | Orion | 05.501/R6032060,064,067,071 | 1994 | CNG |
| | 825-827 | Orion | 05.501/R6032074,077,081 | 1994 | CNG |
| *-USED-* | | | | | |
| Pierce Transit (WA) | 890-895 | AM General | 10240B-8/001577,579,581-83,585 | 1978 | 1 |
| Hunt Transportation | BUG 15 | Flxible | 53096-8-1/57698 | 1973 | 2 |
| Community Transit (WA) | 443-449 | GMC | T8J204/BV811187,1011,0775,1472, 1556,1186,0715 | 1981 1981 | 3 |
| | 450-451 | GMC | TH8203/192,151 | 1978 | 4 |
| | 452 | GMC | T8J204/BV811446 | 1981 | 5 |
| | 453 | GMC | TH8203/264 | 1978 | 6 |
| | 781-786 | GMC | T8J204/BV812496,2492,2494,2486, 2484,2489 | 1981 1981 | 7 |
| | 787 | GMC | TH8203/260 | 1978 | 8 |
| Santa Clarita Transit | 8322,8696 | GMC | T8J204/BV810817,1193 | 1981 | 9 |
| Antelope Valley Bus | 882,886 | MCI | MC-9/BPO36399,36475 | 10/81 | 10 |
| Pac Coast Sightseeing | 4758-4759 | MCI | 102C3/PPO45529-530 | 08/93 | 11 |
| Scottsdale Stages (AZ) | 113 | TMC | 102C3/KROO7406 | 11/89 | 12 |
| *-DISPOSITIONS-* | | | | | |
| Seattle Metro (WA) | 1117 | AM General | 10240B-8/000358 | 03/76 | A |
| | 1138,1162-1163 | AM General | 10240B-8/000379,403-404 | 04/76 | A |
| | 1181,1187,1190 | AM General | 10240B-8/000422,428,431 | 04/76 | A |
| | 1224,1231 | AM General | 10240B-8/000465,472 | 04/76 | A |
| Community Transit (WA) | 204,211 | Flyer | D9635/1445,1452 | 1979 | B |
| SAMTRANS | 302,334 | Flyer | D10235C/1669,1701 | 2/80,6/80 | A |
| Peninsula Charter Lines | 321 | GMC | PD-4107/858 | 04/67 | A |
| | 323 | GMC | PD-4107/223 | 04/66 | A |
| AC Transit | 790 | GMC | TDH-4519/839 | 1965 | A |
| Port Auth Transit (PA) | 1401,1413 | GMC | T7H203/A070,A079 | 1980 | C |
| | 1425,1446 | GMC | T7H203/A091,A112 | 1980 | C |
| | 2864,2866 | GMC | T8H203/A1189,A1191 | 1980 | C |

*NOTES:*

1. Ex Seattle Metro (WA) 1341, 1343, 1345-1347, 1349.
2. Ex Phoenix Transit System 4707.
3. Ex LACMTA 8692,8516, 8280,8977,9061,8691,8220.
4. Ex SCAT (TX) 60, 69.
5. Ex LACMTA 8951.
6. Ex SEMTA (MI) 1869L.
7. Ex Miami Valley RTA 373, 369, 371, 363, 361, 376.
8. Ex SEMTA (MI) 1865L via CT (WA) 454.
9. Ex LACMTA 8322, 8698 on short term lease.
10. Ex California Charter Buses 4516, 4520.
11. Ex Pacific Coach Service 6-7.
12. Ex Starline Sightseeing Tours 95.

A. To Buy-A-Bus (Sacramento).
B. Leased to LINK (Wenatchee, WA).
C. To A-Z Bus Sales (Colton).