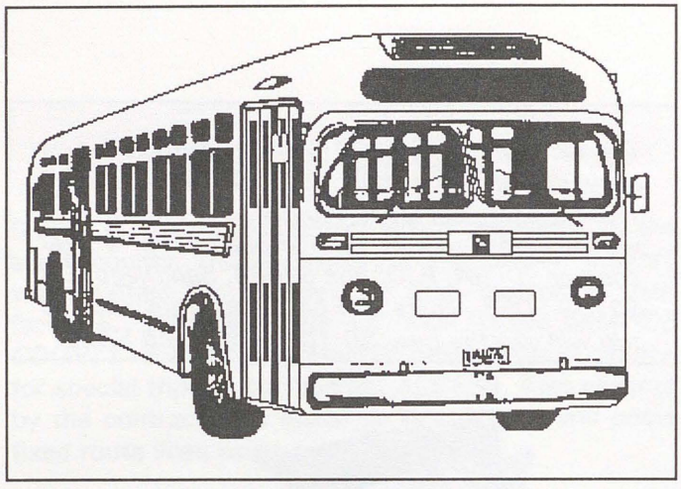


Western Transit

11112 Ivanhoe Garden Grove, CA 92640

VOL. 33, NO. 6 June 1995

BUENA PARK MALL SHOPPERS SHUTTLE (BPMSS)

BUENA PARK: HUNT TRANSPORTATION is now operating the *BPMSS* using *HTI* 76, a Flxible New Look (former *RTD* 7335/*UCLA* 4376), still painted white and blue with BPM decals and signage added on all sides.

Service continues to operate daily between the hotels and motels in the Disneyland area ($2 fare) and the shopping center coinciding with the mall's hours. A new stop was added at the Stardust Inn. ◆

INLAND EMPIRE CONNECTION (IEC)

RIVERSIDE: Change will be the order of the day July 1st for *IEC* with new routings, new schedules and a new contract operator.

Line 149-RIVERSIDE-DISNEYLAND's alternate route on Green River Drive in Corona was discontinued and service reduced to five weekday round trips as co-sponsor *ORANGE COUNTY TRANSPORTATION AUTHORITY* reduced its share of the line's funding *(WT 5/95).* Weekend service still includes four round trips.

Line 496-RIVERSIDE-MONTCLAIR was revised to become more of an express with NEW *RIVERSIDE TRANSIT AGENCY* Line 49-RIVERSIDE-COUNTRY VILLAGE VIA MISSION BLVD operating through Mira Loma, Glen Avon and Rubidoux.

IEC 496 operates between Montclair and Riverside during morning and evening peak hours including use of the Pomona Freeway between Country Village and Riverside. During the midday, buses run as far east as Country Village requiring a transfer to/from 49. Hourly headways are offered during peak hours (2 buses) with a rough 90 minute midday headway (1 bus).

On weekdays and Saturday Line 100-RIVERSIDE-SAN BERNARDINO now operates on a 75 minute headway (1 bus) and NEW Sunday service was added, between 800AM and 700PM, also every 75 minutes.

San Bernardino based *ROESCH LINES, INC.* has been awarded the new contract *(WT 5/95)* to operate *IEC* replacing former contractor *LAIDLAW TRANSIT SERVICES, INC.* ◆

ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

ORANGE: OCTA recently awarded new four year contracts for operation of the ACCESS door to door paratransit service *(WT 10/94).*

COAST YELLOW CAB COOPERATIVE will manage and provide operating personnel for service in the northern part of the county while *DAVE TRANSPORTATION*

(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

☑ *Warren John Manning dba CLASSIC VAN SERVICES* for Class A Charter Party Certificate - TCP 9226-A

☑ *Kellie May Jokela dba KABS FOR KIDS* for PSC between points in several cities within Shasta County

☑ *Thomas and Mary Griffith dba LOS BANOS COMMUTER CONNECTION* for PSC between points in Merced County and points in Santa Clara County

☑ *William J Singer dba BILL'S BUS* between points in Isla Vista and Santa Barbara, on one hand, and Pacific Beach and San Diego, on the other

☑ *Usama Al Bostani dba AIRPORT EXPRESS SHUTTLE* for PSC between points in Orange and Los Angeles Counties and area airports and harbors (Ed. Note - Mr. Bostani previously operated an airport shuttle under the name of AIRTRANS EXPRESS)

☑ *TRANS AMERICAN INTERMODAL, INC.* to transfer and *Diana Tam & Sylvia Bustam dba A-1 ONTARIO EXPRESS* to acquire existing PSC

DECISIONS

The PSC and TCP of *George Fahmi dba HIDEY TRANSPORTATION* were revoked

Duration of effectiveness of PSC issued to *BLACK BALL VEHICLE FERRY SYSTEMS* is extended by five years from June 23, 1995

Richard Pohl dba QUAKE CITY SHUTTLE authorized to transfer PSC and assets to *QUAKE CITY SHUTTLE, INC.*

RESOLUTIONS

Resolution adopted granting voluntary suspension of PSC of *Kenneth Carpenter dba HOME TO MARKET SHUTTLE BUS SERVICE* (Hemet area)

Resolution adopted granting voluntary suspension of PSC of *AMERICAN AIRPORTER SHUTTLE*

The San Diego Electric Railway Association is planning an excursion on the SAN DIEGO TROLLEY on Saturday August 12, 1995, two weeks before regular service begins. For a flyer contact SDERA, P. O. Box 89068, San Diego, CA 92138-9068. There will be a yard tour and the trip will use the new SD 100 cars. Send SASE.

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OCTA

(Continued from Page 1)

SERVICE, INC. will perform similar functions in the south county. *OCTA* mechanics and service workers will maintain the vehicles for both regions at their facilities. *YELLOW CAB OF NORTHERN ORANGE COUNTY* received a contract to provide sedan service for special trips to supplement ACCESS. Also covered by the contracts are social service agency and some fixed route lines using small buses.

A number of buses have recently been repainted including a blue stripe (replacing the teal) as part of the orange over magenta over blue three color belt rail stripe. These include 4113, 4120, 4124, 4127, 4147-4151, 4201-4204, 4207-4210, 5002, 5021, 5032-5035 and 5101-5103. Econoline/Goshen 8750-8795 and Super Buses 7101-7110/7601-7610 came in the new colors. ◆

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: The summer only DASH/VENICE was reactivated May 27th and will run thru Labor Day weekend. Buses run every 10 minutes between 1100AM and 700PM on Saturday, Sunday and holidays.

From the Marina Freeway Parking Lot on Glencoe near Alla, buses travel via Glencoe, Mindanao Way, Admiralty Way, Ocean Ave and Venice Way to Pacific. Other stops are the County of Los Angeles Parking Lot on Admiralty and the City of Los Angeles Lot at Venice Blvd and Venice Way.

The regular fare is 25 cents although, at the Marina Lot only, everyone in the vehicle rides free with a $2.50 parking receipt.

Beginning June 25 Line 409-SYLMAR-SUNLAND-LOS ANGELES was realigned to serve portions of Sunland and Tujunga to replace former *LACMTA* Lines 406 and 407-LOS ANGELES-SUNLAND EXPRESS which were discontinued.

Buses travel from Roxford and Foothill via Foothill, 210 Freeway, Sunland Blvd, Lowell, 210 Fwy, Ocean View, Montrose, Florecito, Honolulu, Verdugo, Glendale Fwy and regular route to downtown, then via 7th and Main (northbound) or Spring (southbound) from/to 2nd Street.

Also on June 25, former *LACMTA* 208-BEACHWOOD SHUTTLE, operated under contract to the city since last October *(WT 11/94)*, was discontinued and then picked up by *LADOT.* The line is operated by *ATE MANAGEMENT & SERVICE COMPANY* from their Lincoln Heights garage using 80, a new (to *LADOT)* one door, lift equipped National Transmark T-26.

Starting July 1 the SAN PEDRO TROLLEY is to be rerouted to include only the World Cruise Center, downtown core and Ports O'Call. The 25 cent fare and 1000AM-600PM service hours remain. ◆

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: Line 803-CENTURY FREEWAY RAIL LINE aka METRO GREEN LINE is now scheduled to open August 12 with a weekend of ceremonies and free rides. Until the end of the month the fare will be 25 cents, then the regular $1.35 fare will apply.

A Norwalk (Imperial & I-605) to Redondo Beach (Marine & Aviation) trip will take 35 minutes with peak hour trains on 7 minute headways and off peak trains every 12 minutes.

Numerous bus lines will be rerouted and at least seven NEW shuttle lines will begin.

June 25 was the date of the Summer Shake Up and it brought many changes including the first phases of the METRO GREEN LINE Bus/Rail Interface Plan and the San Fernando Valley Transit Restructuring Study *(Ed. Note - details will appear in July WT).*

On June 11 selected trips on 94-LA-SAN FERNANDO-SYLMAR were rerouted to provide service to the Sylmar Juvenile Hall. On weekdays three northbound and two southbound trips are offered while on Sunday two round trips are provided. Buses operate over the regular route to Glenoaks and Roxford, then via Foothill and Filbert to Juvenile Hall.

The lawsuit over the February 1, 1995 fare increase *(WT 8/94, 10/94, 1/95)* has been continued until August 14.

Politics is a continuing player in *MTA* daily activities. Senate Bill 1152 (Polanco, D-Los Angeles), which would require *MTA* Directors to be directly elected, has been approved by the California State Senate and next moves to the Assembly Transportation Committee. The bill would create seven districts within the county and

LOS ANGELES COUNTY MTA
(Continued)

two board members would be elected from each with the first elections occurring in 1998. Among others, the City of Los Angeles is opposed to the bill as the city presently holds 4 of the 15 seats and their influence would be greatly diminished.

A limited time program has been developed to promote bus riding on Sunday and holidays. The *MTA* Funday Discount Bus Coupon allows one person to ride for the regular fare and bring a companion for 50 cents. The fare is not valid on rail lines nor are transfers or other discount offers available when using the coupons.

The first several of the 196 new Neoplan AN440 buses, to be numbered 4500-4695, have arrived and are being placed into service. Bus 4505 was observed on Line 23-SEPULVEDA BOULEVARD on July 3.

The CNG powered, front door lift equipped, 43 passenger buses have gray interiors, Otaco brand seats, Cummins 260 horsepower engines with Allison World automatic six speed transmissions. ◆

STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

LOS ANGELES: On weekdays between 600AM and 600PM *CALTRANS* operates a state employees shuttle service connecting four locations in downtown Los Angeles.

Service generally operates every 20 minutes (1 bus) linking the 3rd & Wall parking lot, Main Street Building (CALTRANS), State Building at 1st & Broadway and the Ronald Reagan Office Building at 3rd & Spring.

At least three different buses have been observed - TT-2, a Carpenter CBW-300 (former *AIRPORT COACH* TT-2, *SCRTD* 4147), 404, a Flxible 870 (former *PENINSULA CHARTER LINES* 404, *HOUSTON* 909) and an unnumbered one door Bluebird Citybird (origin as yet unknown). ◆

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA)

LOS ANGELES: Beginning April 25, trains on the VENTURA COUNTY line began stopping at the new Burbank *AMTRAK* Station on Empire at the south end of the Burbank Airport on a six month trial basis *(Ed. Note -BGP TRANSPORTER offers connecting buses between the airport and rail station).*

The Ventura County Transportation Commission has approved funding for an additional year which will continue trains for Oxnard and Camarillo in spite of low patronage (65-80 a day Oxnard, 70-80 a day at Camarillo when compared to 220-275 at Moorpark and 320-350 for Simi Valley). This extension was launched following the Northridge earthquake *(WT 2/94)* as a temporary measure. The county plans to seek a transportation tax during next year's elections.

On May 26 *SCRRA* dedicated eight new aerodynamic, bullet nosed, low polluting locomotives, 874-881, General Motors F59PHI models. They have new electronically fuel injected engines tuned for low emissions. The engine fleet now totals 31.

Plans continue for Saturday service (4 round trips) on the SAN BERNARDINO line and opening the SAN BERNARDINO-RIVERSIDE-IRVINE line in October (two weekday round trips) serving Riverside, La Sierra, Corona, Orange, Santa Ana and Irvine. ◆

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: Effective May 19, two Friday evening only round trips were added to the *COASTER* rail schedule followed, on June 5, by two midday round trips.

The Friday trips leave Oceanside at 630PM and 940PM and San Diego at 750PM and 1055PM. The midday trips leave Oceanside 1100AM and 300PM and depart San Diego at 950AM and 150PM. ◆

SAN DIEGO TRANSIT CORPORATION (SDTC)

SAN DIEGO: Several routes were adjusted beginning June 18th. On 5-UNIVERSITY CITY-MARKET STREET trips to University Towne Centre were renumbered 5, all trips to Palov and Kantor were renumbered 5A and the number 105 was discontinued. On 20-SAN DIEGO-RANCHO BERNARDO trips to/from Kearny Mesa are now 20A, trips to/from Mira Mesa are 20B while trips to/from Rancho Bernardo remain 20.

In the north area changes were implemented on 27-PACIFIC BEACH-TIERRASANTA, 34-LA JOLLA, 41-GENESEE AVENUE and 50/150-CLAIREMONT-NORTH UNIVERSITY CITY.

Transit Around Lake Tahoe

Jim Moore and Jack Perry

The Lake Tahoe Basin, primarily mountainous and rural, is located in the central Sierra Nevada mountain range, with portions within California and Nevada. The boundary encompasses the watershed of Lake Tahoe, including the Truckee River corridor south of Alpine Meadows.

The climate is typical of the Sierra: warm, dry summers, and cold, wet winters with a mild spring and fall. Temperatures frequently fall below freezing in the winter; snowfall at Donner and Echo Summits may be extremely heavy. These conditions combine to create often hazardous roadway conditions that hamper travel.

The pristine mountain setting and recreational environment have produced a tourism-based economy. There are two strong seasonal peaks in visitation. The area's economy is dependent on the resort industry and on second home owners. Skiing in winter, water sports and other outdoor recreation in the summer, and gaming year-round attract visitors to the area each year. Ancillary businesses such as lodging, restaurants and retail contribute significantly to the economy.

Using the 1990 U.S. Census information, Tahoe Regional Planning Agency (TRPA) estimates for the Basin, and the North and South Shore Visitor's Bureaus visitor statistics, it is estimated that Basin-wide there are approximately 52,200 residents and up to 200,000 visitors (peak-season day). Visitors to the region dramatically increase the overall number of persons in the area on a seasonal basis.

There are a myriad of public and private transportation services throughout the Lake Tahoe Basin. However, the services are largely disjointed and uncoordinated, and operated on limited schedules. Available services are described below.

STAGE

City of South Lake Tahoe bus service began on April 4, 1974. Since its inception, the system's buses have operated from the City's Corporation Yard, which is located a short distance west of the south shore wye. (See *WT*, November 1975). Initially, a fleet of six 16-passenger Mercedes Benz 0309Ds was operated over a four route network. This operation superseded a system organized by a private operator associated with Northgate Transit, which had begun service five years earlier. During the initial phase, a wide variety of equipment was utilized, including ex AC Transit TDH4507s, ex SamTrans Fleetwoods, and newly purchased RTS's. Sometime in the early 1980s, the operating title South Lake Tahoe Area Ground Express (STAGE) was adopted.

In October 1985, the City of South Lake Tahoe discontinued STAGE service due to increasing insurance costs (See *WT*, April 1986). On October 23, a group of transit employees formed a new operating entity, Area Transit Management (ATM),and assumed operation of the service. STAGE is funded completely by fare box recovery (51%) and Transportation Development Act (TDA) funds (49%).

STAGE currently operates seven days a week, 24-hours a day. A basic service is operated along US Highway 50 (Lake Tahoe Blvd.), between the south wye area (junction of US 50 and State Highway 89) and the Nevada stateline at Harvey's Casino. Buses operate over a network of four Monday-Saturday routes (A,B,D, and H), two daily night runs (E1 and E2), which also provide the daytime service on Sundays and holidays; and a daily all-night run (G). Each line is served by one bus operating hourly, with schedules staggered such that the headway from each terminus is 15-minutes (daytime, Monday-Saturday), 30-minutes (evenings, Sundays and holidays), and 60-minutes (overnight). (Ed Note: Routes E1, E2, and G will deviate from their regular routes after 6:00 pm at customer request and for an additional one dollar charge.)

At present, all of the STAGE routes could be considered to be "lollypop" in shape. Each of these routes consists of a "stick" segment along U.S. Highway 50, coupled with a loop into one of the residential areas (e.g., Bijou/Al Tahoe, Glenwood, Sierra Tract), depending upon the route. This route structure does a very good job of collecting employees near their homes in residential areas, and delivering

them to work sites along U.S. 50 and in the Stateline (NV) area. It also is very efficient in serving trips between motels along U.S. 50.

In 1986, STAGE began a daily (summer months only) Highway 89 Beach & Recreation Special. While the exact route has varied over the years, in 1994, this service operated from Stateline, to the south wye intersection, then along Highway 89, terminating at Camp Richardson. The Special operated on a 30-minute headway using two 27-passenger trolley-type vehicles. One, a 1982 Transportation Specialties-GMC chassis, is owned by ATM. The other was leased. (Ed Note: In 1993, this service provided a short-lived connection with TART.) Plans for the 1995 summer season call for an expanded level of service (four trolleys).

Much route tinkering has taken place. A Highway 50 Express service was tried briefly on at least two occasions, but died for lack of ridership. Likewise, so did route extensions into the Tahoe Keys and Tahoe Island communities and the So. Lake Tahoe Airport.

With a total fleet of seven BlueBirds, STAGE operates five buses per day on their normal routes. Fares are currently $1.25 per one way trip, children 8 and under ride free, and an additional charge of one dollar is added to the regular fare for route deviation service. A special 25-cent pass for eligible low-income seniors is available through El Dorado County. Other discount programs include a ten-ride pass for ten dollars and an unlimited monthly ride pass for forty dollars. A mid-day bus pass, offering unlimited rides Tuesday-Wednesday-Thursday (9:00 am to 3:00 pm), is available for two dollars.

In FY92/93, operating performance indicators equaled 26.4 passenger trips per service hour and 1.7 passengers per mile. Tourist ridership accounts for only 15 percent of passenger trips in summer, while dropping to very low levels during the winter months. Approximately 526,000 one-way passenger trips were made on STAGE in fiscal year 1993-94. This figure represents a slight decline from the year previous.

Bus Plus

Bus Plus is a demand-response "collector" service (7:00 am to 7:00 pm) for the outlying areas of El Dorado County within the Basin, which began service in July, 1991. (Ed Note: Bus Plus is the second attempt at providing dial-a-ride service in the South Tahoe area. Lake Tahoe Transportation System, a private sector operator, began service in early 1980. See *WT*, April 1981 for further details.) Operated by Area Transit Management (ATM), this dial-a-ride service uses three vans, one of which is four-wheel-drive and wheelchair accessible, to bring elderly and handicapped persons to the wye area of South Lake Tahoe, where they can transfer to the STAGE buses. The general fare is $2.00 per one-way trip; a free transfer allows boarding on the STAGE buses. Through a special program with El Dorado County, eligible low-income persons pay only $1.00 along with a special voucher ticket. The service area extends as far south on State Route 89 as Christmas Valley and as far north as Fallen Leaf Lake Road. Bus Plus delivered 34,457 one-way passenger trips during the fiscal operating year of 1992/93.

El Dorado County Department of Community Services

The El Dorado County Department of Community Services, operating the Senior Dial-a-Ride service, provides service to clients over 60 years of age, the handicapped and low-income residents. The service is demand-responsive, and operated by volunteers. The service is not limited as to purpose; however, most trips are for medical reasons. Service is provided to residents of El Dorado County, as well as to residents of the Stateline area of Douglas County in Nevada.

Casino Shuttle Services

All of the major casinos operate shuttle services between Lake Tahoe Airport and their properties. Three casinos --Harvey's, Caesar's, and Harrah's-- have also joined in an effort to provide service from area hotels and motels along the U.S. Highway 50 corridor to any of the three casinos. Eighteen of these lodging facilities are equipped with a convenient push-button system for service requests. This service, called "Park-and-Roll," is a free, demand-response shuttle service. During the 18-month period between September, 1991 and February, 1993 ridership on Park-and-Roll totaled 723,187 passengers. Shuttle ridership trends closely parallel area lodging occupancy rates.

South Lake Tahoe Area Ground Express

FLEET #'S	BUILDER	MODEL	SERIAL #'S	YEAR	EX IDENTITY	DISPOSITION
3012	Mercedes Benz	0309D	O21235	1974		sold 1983
3013	Mercedes Benz	O309D		1974		sold 1989
3014	Mercedes Benz	0309D		1974		surplus 1980, sold
3015	Mercedes Benz	0309D		1974		surplus 1978, scrapped
3016	Mercedes Benz	0309D	O21526	1974		sold 1983
3017	Mercedes Benz	0309D	O21540	1974		sold 1983
3018	GMC	TDH4507	1512	1947	ACT 1776	surplus 1977, sold 1979
3019	GMC	TDH4507	1575	1947	ACT 1853	sold 1979
3020	GMC	TDH4507	1555	1947	ACT 1855	sold 1979
3021	GMC	TDH4507	2738	1947	ACT 1865	sold 1979
3022	GMC	TDH4507	2744	1947	ACT 1871	sold 1979
3023	GMC	TDH4507	1485	1947	ACT 1751	sold 1979
3024	GMC	TDH4507	1504	1947	ACT 1772	never used, sold 1979
3025	GMC	TDH4507	1487	1947	ACT 1756	sold 1979
3026	GMC	TDH4507	1540	1947	ACT 1829	sold 1979
3027	GMC	TDH3501	835	1967	Samtrans 242	surplus 1980
3028	Fleetwood	FL-TB-1	1011	1975	Samtrans 269	sold early 80/LTTS
3029	Fleetwood	FL-TB-1	1012	1975	Samtrans 270	sold late 80/LTTS
3030	Fleetwood	FL-TB-3	1059	1975	Samtrans 271	sold late 1979
3031	Fleetwood	FL-TB-3	1061	1975	Samtrans 273	sold late 1979
3032	Fleetwood	FL-TB-3	1086	1975	Samtrans 276	sold late 1979
3033	GMC	TDH4517	502	1961	ex OKC 4506	surplus 1981
3034	GMC	TDH4517	503	1961	ex OKC 4507	surplus 1981
3035	GMC	T7H603	A194	1979		sold 88 as Citifare 133
3036	GMC	T7H603	A195	1979		sold early 88 to Citifare
3037	GMC	T7H603	A196	1979		sold early 88 to Citifare
3039	Ford/Superior	B7000	J70WL10846	1972	ex 205	sold 1985
3040	Ford/Superior	B7000	J70WN32811	1972	ex 206	sold 1985
3041	Ford/Superior	B7000	J70WP56500	1972	ex 207	sold 1985
3042	Ford/Superior	B7000	J70VVP56501	1972	ex 208	sold 1985
3043	GMC	T70604	BV810590	1980		sold early 1988
3044	GMC	T70604	BV810591	1980		sold 88 as Citifare 134
3045	Ford/Superior	B7000	J70QVAJ8466	1978		sold 1985
3046	Gillig	3096T6V9	C1080054	1981		sold 1994
3047	Gillig	3096T6V9	C1080055	1981		sold 1994
3048	Gillig	3096T6V9	C1080056	1981		sold 1994
3051	Mercedez Benz	0309D	224883	1975		
3052	Mercedez Benz	0309D	224929	1975		
3053	Ford/Wayne	B7000	J70BVY48027	1977		sold 1985
3054	Ford/Wayne	B7000	J70BVY48091	1977		sold 1985
3055	Ford/Wayne	B7000	J70BVY48040	1977		sold as 115
3056	Ford/Wayne	B7000	J70BVY48068	1977		sold as 116
3060	Ford/Champion		11285	1987		destroyed May 1994
3061	Ford/Champion		14087	1987		sold 1994
3063	Bluebird	CityBird	32442	1989		
3064	Bluebird	CityBird	32443	1989		
3065	Bluebird	CityBird	32444	1989		surplus April 1995
3072	Ford E350	Econoline	39142	1991		
3074	Ford E350	Econoline	10777	1992		
3075	Ford E350	Econoline	52776	1990		
3076	Bluebird	CityBird	48974	1992		
3077	Ford		9302	1993		

FLEET #'S	BUILDER	MODEL	SERIAL #'S	YEAR	EX IDENTITY	DISPOSITION
3078	Bluebird	Q-37	58771	1994		
3079	Bluebird	Q-37	58772	1994		
3080	Bluebird	Q-37	58770	1994		
3081	Bluebird	Q-37	58773	1994		
3201	Ford/Superior	B7000	J70WL10846	1972	ex 3039	sold 1985
3202	Ford/Wayne	B7000	92492	1972	ex 3053	
3203	Ford/Wayne	B7000	95135	1972	ex 3054	
3204	Ford/Wayne	B7000	J70BVY48027	1977		
3205	Ford/Superior		95136	1972		
3206	Ford/Wayne		48091	1977		
3207	Ford/Wayne		S3509	1978		
3208	Ford/Wayne		48025	1977		
3209	Ford/Wayne		48011	1977		
3210	Bluebird	CS-37	58557	1993		
3211	Bluebird	CS-37	58558	1993		
3212	Bluebird	CS-37	63220	1995		
3213	Bluebird	CS-37	63221	1995		
115	Ford/Wayne	B7000	J70BVY48040	1977	ex 3055	
117	Ford/Wayne	B7000		1977		
118	Ford/Wayne	B7000		1977		
119	Bluebird	CityBird	34075	1989		
120	Bluebird	CityBird	34076	1989		
121	Bluebird	CityBird	34077	1989		
122	Bluebird	CityBird	34078	1989		

NOTES:

(1) Used for Heavenly Valley contract service.
(2) Used for Heavenly Valley-Nevada contract service.
(3) Used for Sierra Ski Ranch contract service.
(4) Econoline E350/TTA (28').
(5) Used for Bus Plus service.
(6) Used for Sierra-at-Tahoe contract service.

Compiled by Jack Perry, Edmund Buckley, and Jim Moore. April 1995.



STAGE 3079, a BlueBird Q Bus, on Highway 50 near California Highway 89.



Heavenly 3210, a BlueBird CS, complete with ski racks in use, at California Base Lodge.

Ski Shuttle Services

Almost all ski areas in and around the Lake Tahoe Basin provide ski shuttles. The service is provided by public and private providers on a contract basis, or with vehicles purchased by the ski areas. This service is provided at no charge, and has proven to be very beneficial in achieving environmental goals while providing a needed service. Ski shuttle service is operated between the ski areas and the hotel/motel areas. Ski operators are generally using school bus-type equipment, vans and older over-the-road coaches to provide service on an hourly or half-hour schedule near the beginning and end of the ski day. Transfer opportunities are afforded between ski buses and transit buses in the STAGE and TART service areas by use of common bus stops. Prior to the winter season of 1992-93, ski area transportation between the north and south shores was provided by the *Tahoe Queen* ferry boat connecting with buses at the Tahoe City Boatworks, and by north shore ski operators. A limited ferry service was provided over the most recent ski season between the south shore and Meeks Bay.

Heavenly, Sierra at Tahoe, Alpine Meadows, Squaw Valley, Northstar, and Ski Incline are among the ski areas offering shuttle service. (Ed Note: Area Transit Management currently operates the Heavenly and Sierra at Tahoe ski bus services using a combination of Ford school bus-types and Bluebird transits. When ATM initially assumed operation of STAGE, the Heavenly service was turned over to the resort to operate. During the 1990-91 season, ATM resumed operation of this service using nine Ford school bus-types. This operation was enhanced by the addition of newly purchased BlueBird CS-37 transit buses. Two in 1993, and two more in 1995.)

Ski Homewood's patronage is largely accommodated by the TART route, although the resort does provide a limited shuttle route in the immediate Tahoma/Homewood area. During the 1992-93 ski season, Heavenly's shuttle service carried 263,000 passengers and 30,050 passengers took advantage of Sierra Ski Ranch's (now called Sierra at Tahoe) service. These figures equate to 31.5 passengers per hour on Heavenly's service, and 8.9 passengers per hour on Sierra Ski Ranch's shuttle.

Tahoe Casino Express

Tahoe Casino Express (TCE) is a luxury shuttle service operated by Frontier Tours in conjunction with Caesar's, Harvey's, Harrah's, Horizon, and the Embassy Suites. TCE began operating in July, 1991. TCE makes 14 daily runs nonstop between the Reno Airport and South Lake Tahoe hotels. The service operates year-round, seven days per week. During the 18-month period between September, 1991 and February, 1993, the service carried 98,636 passengers, representing consistent growth from its inception. Fares are $15.00 one way. The service targets resort visitors, emphasizing "worry free" transportation, and a comfortable welcome center and lounge. TCE stops at four major casinos and the Embassy Suites Hotel, but service is also available to non-casino guests.

South Lake Tahoe Airport

South Lake Tahoe Airport is home to the only scheduled air service within the Basin area. Early commercial service was provided by now defunct Air California and Pacific Southwest Airlines (PSA). Both carriers operated Lockheed *Electras*, which were well suited to the region's high elevation and environmental sensitivity. Since that time, several carriers have come and gone. During the 1992 calendar year, in which two carriers operated, boardings totaled 21,000. Today, Reno Air and Trans World Express (Alpha Air dba) link Lake Tahoe with Los Angeles, Mammoth Lakes, Palm Springs, and San Francisco. Several commercial charter programs are also in place.

Information contained within this profile was provided by the Tahoe Regional Planning Agency, individual operators, *WT* staff reports, and public agency documentation.

SAN DIEGO TRANSIT
(Continued)

On weekdays, 27 now operates in a one way loop in Kearny Mesa in a counter clockwise loop before noon and clockwise after noon. The route is via Clairemont Mesa Blvd, La Cuerta, Tierrasanta, Santo Rd, Aero Dr and Murphy Canyon to Clairemont Mesa. 34 is routed to the V. A. Hospital, then Villa La Jolla Dr, Nobel Dr, Lebon, Palmia, Arriba, Regents Rd, Nobel, Genesee and Campus Point Dr to UCSD Medical Center.

41 is routed to UCSD as before, then via Gilman Drive to Via Alicante with service along North Torrey Pines Road still provided by *NCTD* 301. On weekdays 50 begins/ends at University Towne Centre while 150 has new peak period service in both directions between North University City and San Diego along Gilman Drive and Interstate 5. ◆

AMTRAK

LOS ANGELES: The new Oakland station, located at Alice St and Embarcadero, opened May 22. The building is designed as a modern interpretation of the grand train stations of the Victorian era with glass panes and lace-like steel trusswork.

June 3rd brought changes to the SAN DIEGAN route. One additional weekend round trip was added between San Diego, Los Angeles and Santa Barbara. Three additional bus round trips between Santa Barbara and Los Angeles were added to *AMBUS* Route 4-SOUTH COAST. The added buses mean bus connections are now available for all but the first trains in the morning in each direction.

A new train, the Mount Baker International, restored passenger service between Seattle and Vancouver, B. C., starting May 26th. The train leaves Seattle at 715AM arriving Vancouver 1150AM. The return trip departs Vancouver at 600PM arriving Seattle at 1035PM. Stops enroute include Everett, Mount Vernon/Burlington and Bellingham.

At present the Mt. Baker is using the TALGO train set from Spain with the State of Washington funding the service and track improvements. ◆

AMTRAK CALIFORNIA

SACRAMENTO: The new California Cars (Morrison Knudsen bi level passenger cars) are now in service on the CAPITOL route. 3 to 4 intercity cars are being delivered each month with all expected by April 1996. The State of California has declared Morrison Knudsen in default on its $215 million contract to build 66 intercity and 47 commuter passenger cars for the state. CALTRANS officials said they took the action to protect taxpayers in case the company files for bankruptcy as rumored, but they are continuing to work with the Idaho based firm to complete delivery. Work on the project has been stalled by the firm's financial troubles and problems with its car shell manufacturer in Brazil.

GREEN BELT STAGES, partial successor to *AMTRAVEL INTERNATIONAL* and *AMBUS* contractor since 1993 *(WT 5/94, 8/94, 12/94, 4/95)* closed its doors on May 10th citing financial difficulties.

Long time Bay Area charter operator *EASTSHORE LINES, INC.* operated *AMBUS* routes 7-MARTINEZ-EUREKA-BROOKINGS, ORE and 99-TRANS BAY between mid May and mid June while *AMTRAK* sought a replacement carrier.

AMBUS route (24-TUOLUMNE COUNTY) and the Martinez-Calistoga leg of 7 (three daily round trips) were discontinued beginning June 11th. ◆

MONTEREY-SALINAS TRANSIT (MST)

MONTEREY: MST has been conducting a series of public meetings explaining a series of changes proposed to take effect in the event of the loss of federal funds during the next fiscal year.

On the service side three lines are proposed for discontinuation - 2-PACIFIC GROVE, 31-NATIVIDAD and 36-WEST MARKET. 22-BIG SUR would run only during July and August and holiday service would be reduced.

Earlier this year administrative expenses were reduced and a contract to place advertising on *MST* buses was approved. ◆

EL DORADO TRANSIT (EDT)

PLACERVILLE: EDT instituted a number of changes April 10. In Placerville the PASS ROUTE began serving the Cold Springs Mobile Manor on call in and request basis while a new shuttle was started between Prospector Plaza and Consumnes River College and the Office of Education.

EL DORADO TRANSIT
(Continued)

The SACRAMENTO MIDDAY ROUTE was expanded to operate Monday thru Friday.

The six new Bluebird CS buses (9502-9507) have now arrived and been placed into service on the weekday only Sacramento commuter routes. ◆

WASHINGTON STATE NEWS BRIEFS

Camano Island voters approved, by a 72%-28% vote, annexation to the Island County PTBA assuring continuation of *ISLAND TRANSIT's* Dial-A-Ride system on Camano *(WT 9/94).*

GREYHOUND LINES OF CANADA has relinquished their VANCOUVER, BC-SEATTLE-SEA-TAC AIRPORT route. *QUICK COACH LINES* and *CANTRAIL COACH LINES* continue to operate between Vancouver area points, Seattle and Sea-Tac while *GREYHOUND LINES, INC.* is now operating a SEATTLE-VANCOUVER route, extended north from Bellingham again.

Chelan-Douglas PTBA dba LINK of Wenatchee is seeking bids for eight new 20 foot accessible paratransit vehicles.

SPOKANE TRANSIT AUTHORITY has added three Boyertown streetcar replica vehicles to their fleet and operate them between Spokane's Coliseum Park and Ride and downtown Spokane. The 25 cent trolleys run on weekdays between 630AM and 730PM and on Saturday during peak hours. ◆

K-T CONTRACT SERVICES, INC.
(KT)

LAS VEGAS, NV: KTS has filed an application with the Nevada Public Service Commission to discontinue all regular route service between Reno and the Nevada-Arizona state line on the RENO-LAS VEGAS-PHOENIX route. The Nevada Test Site service and charter operations would not change.

KTS took over the route when the former *LAS VEGAS-TONOPAH-RENO STAGE LINE, INC.* went out of business in April 1990 *(WT 5/90)*. The firm claims a net loss of 20 cents per mile on the route ($200 a day, $6000 a month). Observers note that in northern Nevada there is no telephone number available for the firm and several communities are not aware they have intercity bus service available.

TRANS NEVADA STAGES will be applying for a certificate to serve the Reno-Las Vegas segment.

FLAGSTAFF TROLLEY
(FT)

FLAGSTAFF, AZ: FT, a one way loop thru the city operated by *NAVA-HOPI TOURS, INC.* using 113, a Boyertown Trolley, is operating between May 13 and October 29.

Running every 90 minutes between 845AM and 515PM and charging $4 for an all day pass, the trolley serves the hotel areas, Northern Arizona University, downtown Flagstaff, Lowell Observatory and the several museums in town. ◆

SUN METRO

EL PASO, TX: SUN METRO recently purchased 35 new 40 foot New Flyer LNG powered buses, 18 as replacements and the others as fleet additions.

The buses have Detroit Diesel 50G engines and Allison D400 World transmissions. This is the first LNG application for the Detroit Diesel engine. The lift equipped buses also feature the talking bus digital enunciation system.

Also purchased were 22 new 25 foot StarTrans Supreme cutaways for paratransit service. ◆

RIVERSIDE TRANSIT AGENCY
(RTA)

RIVERSIDE: The UCR ROUTE of the ORANGE BLOSSOM EXPRESS *(WT 12/94)* began April 3rd.

Service operates on 30 minute headways on weekdays (600PM-1130PM) and on weekends (1145AM-1115PM) using two trolleys. ◆

OMNITRANS
(OT)

SAN BERNARDINO: April 3rd brought 15 minute headways on weekdays (was 30) and 30 minute on Saturday (was 60) between Fontana and Redlands on 14-FONTANA-YUCAIPA plus a branch via Mentone.

The Mentone branch operates over the regular route as far east as Redlands, then via Redlands Blvd, Wabash, Lugonia/Mentone, Crafton, 5th, Sand Canyon, Crafton Hills College roadways and Yucaipa Blvd to 4th. ◆

KITSAP TRANSIT

Bremerton, Washington

FLEET #'S	BUILDER	MODEL	SERIAL #'S	DATE	NOTES
250-280	Ford	Club Wagon	mixed	1991	
285-324	Ford	Econoline 350	PHB92998-3037	1993	
350-372	Ford	Econoline 350	SHB00428-0450 mixed	1995	
421-423	Chance	RT-50	81-70119,118,117	1981	1
430	Orion	02.501	G6005068	1986	
505-507	TransiCorp	--	F3341794,6440,6421	1985	
510	TransiCorp	--	G3311929	1984	
520-554	Ford	Falcon	mixed	1991	
560-562	Ford	Econoline/ELF	RNA08834,835,838	1994	
602-603	GMC	T8H-5305A	151-152	1972	2
605-608	GMC	T8H-5305A	153-154,161,165	1972	2
610	GMC	T8H-5305A	159	1972	2
618-619	GMC	T8H-5305A	162-163	1972	2
621,623	GMC	T8H-5305A	155,160	1972	2
625-628	GMC	T8H-5305A	158,156,166,176	1972	2
632,634-639	GMC	T8H-5305A	168-174	1972	2
644-647	GMC	T8H-5305A	175,145,148-149	1972	2
670-674	GMC	T8H-5307A	2226-2230	1974	2
675-677	GMC	T8H-5307A	2232,2523,2530	1974	2
679-683	GMC	T8H-5307A	2540-2542,2545,2547	1974	2
685-687	GMC	T8H-5307A	2224,2231,2237	1974	2
688-692	GMC	T8H-5307A	2525-2528,2531	1974	2
695-698	GMC	T8H-5307A	2539,2544,2546,2548	1974	2
732-735	Flxible	45096-8	57686-57689	1973	3
738-739	Flxible	35096-6-0	62341,62337	1977	4
800-803	Gillig	3596TA6V92	D1080447-449,451	1983	
804-806	Gillig	3596TA6V92	D1080450,452-453	1983	
810-817	Orion	01.502	H6001613,632-638	1987	
820-823	GMC	T8J204	BV811374,1236,0774,0818	1981	5
824-829	GMC	T7H603	151,150,167,165,163,161	1979	6
904	GMC	T8H-5307A	2549	1974	7
906	GMC	T8H-5305A	994	1972	7
907-911	GMC	T8H-5307A	2207,2214,2221,2223,2225	1974	7
914-918	GMC	T8H-5307A	2236,2524,2533,2535,2543	1974	7

NOTES:

1. Ex RIDEO 4004,4003,4002.
2. Ex Golden Gate Transit 751-754,761,765,759,762,763,755,760,758,756,766,776,768-775,745,748-749,881-885,887,893,900,910-912,915,917,879-880,893,895-898,901,909,914,916,918.
3. Ex Bremerton Municipal Transit, same numbers.
4. Ex CUBS (Longview, WA) 4205,4201.
5. Ex SCRTD 8879, 8741, 8279,8323.
6. Ex Long Beach Transit 3508,3507,3524,3522,3520,3518.
7. Ex GGT 919,859,862,869,876,878,880,891,894,903,905,913.

Generally, the 200 and 300s are used on Van Pools, 400 and 500s on Paratransit, 600 and 900s on Worker/Driver routes and 700 and 800s on Fixed Routes.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
All Aboard America (AZ)	370	Eagle	AE-15/KBO70262	12/88	
Nava-Hopi Tours, Inc.	112	ElDo Natl	RE-32/SCO84062	1995	
(AZ)	110	MCI	102D3/SPO47398	1995	
Orange Belt Stages	220	MCI	102C3/JPO42361	11/88	
Mercury Tours	730	MCI	102C3/KPO42905	06/89	
Signatours (AZ)	606	MCI	102C3/NPO44661	06/92	
Best Tours	416	MCI	102C3/LPO43470	05/90	
Mogollon Tours, Inc (AZ)	515	MCI	102DL3/RPO46288	1994	
MTC, Inc (Luxury Liner)(AZ)	1224	MCI	102DL3/SPO47161	1995	
City of Carson CA	460	Prevost	2P9L/F1001954	1985	
Transamerica Chtr & Tours	T804	Prevost	2P9L/K1001712	1989	Le Mirage
All Aboard America (AZ)	340	Prevost	2P9L/M1001786	01/91	Le Mirage
	401	Prevost	2P9H/P1001020	01/94	H3-45
Preferred Charters	9421	Prevost	2P9H/R1001018	1994	H3-40
	8802	TMC	102A3/JROO6459	04/88	
Bravo Express Bus Co.	9338	Van Hool	T800-40/P2024587	1993	
CALTRANS (AMTRAK CA)	2001-2009	GMD	F59PHI/926339-1 to -5	8-11/94	Addtl info
SCRRA	874-881	GMD	F59PHI/936430-1 to -8	4-5/95	
-USED-					
Nava-Hopi Tours, Inc.	113	Boyertown	Trolley/JV100170	1988	1
Pierce Transit (WA)	***	Grumman	40102-6T/***	1981	2
Antelope Valley Bus, Inc.	885	MCI	MC-9/BPO36474	1981	3
Lucky Tours	124-125	MCI	102C3/JPO42100,42098	05/88	4
Tour Coach	105	MCI	102C3/NPO44302	1992	5
Sampaguita Corp (J&L Tours)	902	MCI	102D3/RPO45970	1994	6
Canyon State Charters (AZ)	501	TMC	MC-8/T9/10-1097 U1987	11/77	7
	502	MCI	MC-8/U32404 S12919	09/77	8
	900	TMC	MC-9/T4/4-2126 U2976	03/80	9
Mogollon Tours, Inc. (AZ)	509	MCI	MC-8/U32644 S13160	02/78	10
	510	TMC	MC-9/CROO3291	07/82	11
	511	TMC	MC-9/CROO3390	09/82	12
-DISPOSITIONS-					
Peninsula Charter Lines	404	Grumman	53102-8-1/90596	07/79	A
Budget Rent-A-Car (LAX)	22	National	RE-26/L19010589	10/90	B
Yakima Transit (WA)	---	SVMC	3000/MC143462-465	1991	C
-DEMONSTRATORS-					
MCI	---	MCI	102DL3/SPO46864	1995	
	---	MCI	102D3/SPO47068	1995	
	---	MCI	102D3/SPO47084	1995	
Transit Sales International	---	GMC	T8J204/BV811121	1981	D

-NOTES-

***-Fleet Nos. 1613,1614,1626,1629,1636,1641,1650,1661,1667,1685,1718,1721,1722,1727,1731,1766,1778 are serials ADO92915,92916,92928,92931,92938,92943,92952,92963,92969,92987,93020,93023,93024,93029,93033,93068,93080

1. Ex unknown.
2. Ex Santa Clara County Transit, same numbers.
3. Ex California Charter Buses 4519.
4. Ex Starline Tours 78, 76.
5. Ex Horizon Coach Lines (BC) 102.
6. Ex Chameleon Express 902.
7. Ex Greyhound Lines, Inc. 7828.
8. Ex Guiton Charter Buses 7701.
9. Ex Pelican Coach Lines 837.
10. Ex Willetts Travel (MD) 64.
11. Ex Greyhound Lines, Inc. 8767.
12. Ex Greyhound Lines, Inc. 8853.

A. To Buy-A-Bus (Sacramento).
B. To Sunset Bus & Commercial.
C. For sale.
D. Ex LACMTA 8626, cut down to 30 foot.