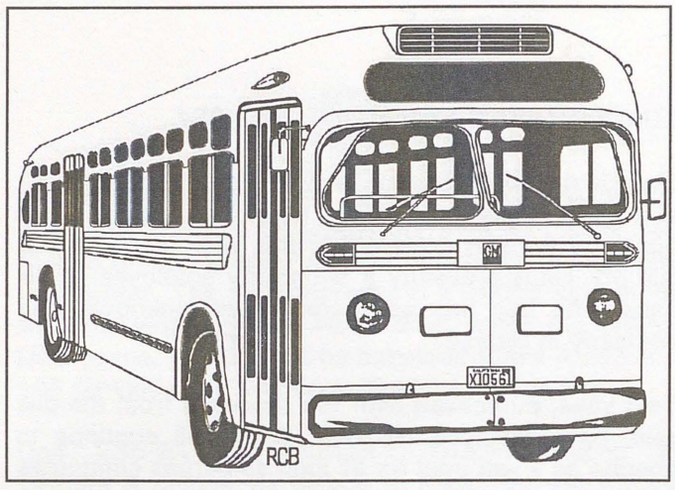


Western Transit

11112 Ivanhoe Garden Grove, CA 92640

VOL. 33, NO. 7 July 1995

AIRPORT COACH (AC)

ANAHEIM: June 15th brought expanded summer schedules on the DISNEYLAND-ORANGE COUNTY AIRPORT and DISNEYLAND-LAX routes, also the ENTERTAINMENT EXPRESS and an increase in the fleet size by eleven buses.

DISNEYLAND-ORANGE COUNTY AIRPORT is now operating on a half hour headway 500AM-500PM (5 buses), then hourly to 900PM (3 buses). LAX operates every half hour between 400AM and 500PM (8 buses), then hourly to 1000PM (4 buses). These times are the final departures from Anaheim with all trips returning from their respective airports.

The LAX route was rerouted to serve the Buena Park Hotel traveling between Disneyland and Buena Park via Katella and Beach, then on to Buena Park Holiday Inn.

The B ROUTE NORTH and B ROUTE SOUTH shuttle *(WT 12/94)* was replaced by two other shuttles plus On Call service to selected hotels further away from Disneyland during all hours of operation. The shuttles are serviced by newly acquired RTS buses which have been equipped with baggage racks opposite the rear door like rental car company buses.

The ENTERTAINMENT EXPRESS *(WT 8/94)* is now operating hourly departing Anaheim between 630AM and 930PM (3 buses) and from Universal Studios between 800AM and 1100PM.

The *AC* fleet increased by eleven including three from corporate affiliate *WESTERN STAGE LINES, INC.*, one from the former *STARLINE SIGHTSEEING TOURS, INC.*, also related, plus four RTS buses from *MONTEBELLO MUNICIPAL BUS LINES, another* from RIVERSIDE TRANSIT AGENCY, one TMC MC-8 and another MCI 96A3.

Public information materials have notations that *AC* and *AIRPORT CRUISER, INC.* have combined operations to provide improved service as "The Airport Bus". Buses 4822-4824, the Prevost H3-40s from *CRUISER,* have had their ICC/PSC legal lettering replaced with *AC's* PSC-5219 although they retained the *CRUISER* name.

Fare collection methods have changed so that ticket agents at Disneyland Hotel Terminal (DLH) now collect fares from passengers on all buses. ■

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: Line 49-RIVERSIDE-COUNTRY VILLAGE VIA MISSION BLVD., the *RTA* replacement for *INLAND EMPIRE CONNECTION* Line 496-MONTCLAIR-RIVERSIDE *(WT 6/95)* operates daily between 445AM and 845PM on weekdays and 530AM to 730PM on weekends (except Thanksgiving and Christmas Days) on an hourly headway using one bus, usually a 9301 series Flxible Metro.

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RTA

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From the downtown terminal the 49 buses travel 7th/Mission and Country Village Road to Country Village.

Downtown Routes A and B of the ORANGE BLOSSOM EXPRESS were replaced, beginning July 5, with a new DOWNTOWN ROUTE.

Service operates every 5 minutes between 1100AM and 200PM (4 trolleys) and every 10 minutes between 200PM and 400PM (2 units).

The route now begins at the *METROLINK* Station and travels via Vine, 7th, Market, 10th, looping via Orange, 12th and Main to 10th.

The change is designed to entice more passengers to the OBE as well as reduce costs. Current average daily ridership is about 180.

The UCR ROUTE, which has not changed, averages 130 on weekdays and well above 200 on weekends. ■

OMNITRANS

SAN BERNARDINO: OT has joined the "bicycles on buses" brigade. Initially, two position front mounted racks have been installed on two RTS buses assigned to Line 22-RIALTO LOCAL. The racks can be used only from 600AM until 700PM.

Plans are being formulated to install racks on all 123 buses by the end of the year.

Beginning July 3rd Sunday service was added on 22-RIALTO LOCAL while 61-CHAFFEY COLLEGE-ONTARIO was extended along Holt Blvd. from Ontario to Pomona ending at Holt & Indian Hill. ■

THE COMMUTERS CONNECTION-GROUND LINK
(Mac Barnes dba)

REDLANDS: The only known private, non-profit commuter bus service in the state, *TCC-GL* closed down after its final trips on June 30.

TCC-GL had operated one weekday round trip connecting Yucaipa, Redlands, San Bernardino, Ontario and Los Angeles.

Service began in 1978 with a van and grew into a small bus in 1981 and, finally in 1987, to a full size bus, 224, an MCI MC-8, formerly *LAS VEGAS-TONOPAH-RENO STAGE LINE, INC. 224.*

Mac Barnes, bank executive with First Interstate Bank and the primary bus driver, had been looking for a buyer for the bus since earlier this year when he was laid off. He is presently a temporary employee of the bank. The bus has been sold to an unknown tour company in Hawaii.

Two vans, purchased with the proceeds from the bus sale, have replaced the bus. They will continue to operate as a van pool for as long as Barnes commutes to Los Angeles. ■

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: The first phase of the San Fernando Valley Transit Restructuring Study was implemented on June 25 including changes to Lines 96, 163, 164, 169, 181, 212, 233, 236, 418, 425, 522 and 561 plus the cancellation of Lines 97, 240, 406, 407, 412 and 560 (most of these were replaced by other lines).

96-L.A.-BURBANK-SHERMAN OAKS VIA RIVERSIDE DRIVE operates from Burbank along Olive, Riverside, Cahuenga, Ventura, Tujunga, Riverside and Van Nuys to Ventura with its former segment between Valley Plaza and Riverside & Cahuenga discontinued.

The eastern segment of 163-SHERMAN WAY-HOLLYWOOD WAY-HOLLYWOOD was modified to operate along Hollywood Way thru Cahuenga Pass to Hollywood & Highland replacing the former north end of Line 212 which now runs between Hollywood and Inglewood primarily along La Brea.

164-VICTORY BLVD now jogs along Victory, Topanga Canyon, Oxnard and Owensmouth to serve Warner Center while 169-SATICOY ST dropped the loop around Burbank Airport and had its eastern terminal extended to Mt. Gleason.

Line 181-HOLLYWOOD-GLENDALE-PASADENA's east terminal was extended from Lake & California to Pasadena City College.

NEW 233-VAN NUYS BLVD LOCAL begins at Eldridge and Terra Bella (Lakeview Terrace) and travels along Van Nuys Blvd between Foothill and Ventura (selected night trips extend to/from LAX via Line 561).

The companion line on Van Nuys, 561-SAN FERNANDO-VAN NUYS BLVD LIMITED-SAN DIEGO FWY-LAX, starts at the Sylmar/San Fernando

MTA
(Continued)

METROLINK Station and runs via San Fernando Rd, Van Nuys, Ventura to Sepulveda, then via former 560 routing on San Diego Fwy and Sepulveda to LAX City Bus Center. The 561 operates in a limited stop mode along its length of Van Nuys Blvd. When the GREEN LINE opens, this line will be extended to the Aviation/I-105 GREEN LINE Station at Imperial & Aviation.

Line 236-BALBOA-RINALDI-WOODLEY begins at Ventura & Balboa via Balboa to Midwood, looping via Paso Robles, Lorillard and Balboa to Rinaldi, then Woodley, Victory and Van Nuys to Ventura. Service along Balboa operates daily while the rest of the route runs only during weekday rush hours.

Line 418-L.A.-ROSCOE BLVD-NORTHRIDGE EXPRESS was extended westward on Roscoe from Tampa to Topanga Canyon with the route on Tampa and Plummer to Shirley discontinued.

Line 425-L.A.-VENTURA BLVD LIMITED EXPRESS was changed to operate only westbound in the morning and eastbound in the afternoon (a reverse commute operation).

NEW Line 522-RESEDA BLVD-VENTURA BLVD-LACC replaced 240 along the length of Reseda and then operates along Ventura and the Hollywood Fwy (in between 424/425 buses) to Vermont and then travels north to Monroe & Vermont (Los Angeles City College). *(Ed. Note - a large number of Valley bound riders transfer to 424/425 from Lines 204/354 on Vermont and 207/357 on Western. The 522 allows a more convenient transfer at Vermont and helps reduce expenses by short turning buses).*

Lines 236, 418 and 522 operate from Division 8 (Chatsworth) while 96, 169, 181 and 233/561 are based at Division 15 (Sun Valley). Lines 163 and 164 operate out of both. Line 424/425 continues to be based at both Divisions 2 (16th/San Pedro) and 8. The revised 212 is now based only at Division 5 (54th/Arlington).

In the southern part of the county, eighteen lines were adjusted to allow them to better service the METRO GREEN LINE when it opens August 12th.

45/345-BROADWAY-MERCURY AVE. was adjusted to serve the Harbor Fwy/I-105 Station via Broadway, 117th, Figueroa, Imperial and Broadway. 53-CENTRAL AVENUE was adjusted to serve the Avalon Blvd/I-105 Station via Central, 120th, Avalon, Imperial & Central.

81-FIGUEROA STREET was shortened to operate as far south as the Harbor Fwy/I-105 Station with service on Figueroa between Imperial and Rosecrans continuing to be provided by *TORRANCE TRANSIT SYSTEM* buses.

115-MANCHESTER/FIRESTONE and 315-MANCHESTER/FIRESTONE LIMITED (now interlined) were modified in Norwalk to operate on Firestone, Studebaker, Imperial and Hoxie to/from the I-605/I-105 Station.

Line 119-108TH STREET was extended to the Long Beach Blvd/I-105 Station while 126-YUKON-MANHATTAN BEACH BLVD was rerouted to serve the Marine/Redondo Station.

125-ROSECRANS now serves the Douglas /Rosecrans Station in El Segundo and the I-605/I-105 Station in Norwalk diverting along the 605 Freeway from Rosecrans to Imperial and returning.

206-NORMANDIE AVE was rerouted from Imperial and Normandie via Imperial and Vermont to 120th serving the Vermont/I-105 Station enroute. 209-VAN NESS-ARLINGTON was rerouted to 135th & Van Ness, then via 135th, Normandie, Imperial and Vermont to 120th serving Vermont Station.

207-WESTERN and 357-WESTERN LIMITED were extended from Imperial & Western via Western, 120th (serving the Harbor/I-105 Station), Wilmington and Imperial to Imperial-Wilmington Station. This replaced 254-HAZARD-GAGE-LORENA which now operates only as far south as the Imperial-Wilmington Station.

215-INGLEWOOD AVENUE was rerouted slightly to serve the Marine/Redondo Beach Station while 232-LONG BEACH-LAX was adjusted to serve the Mariposa/Nash Station.

260-ATLANTIC BLVD was shortened to operate as far as Artesia & Atlantic, then via Artesia and Acacia to the BLUE LINE Artesia Station while 266-ROSEMEAD/LAKEWOOD BLVD serves the Lakewood/I-105 Station and was shortened to operate as far as the Lakewood Center Mall.

270-MONROVIA-EL MONTE-CERRITOS was slightly rerouted to serve the I-605/I-105 Station.

439-L.A.-LAX-REDONDO BEACH was rerouted from Sepulveda along Imperial and Aviation to the Aviation/I-105 Station, then via Aviation, Century, Airport, 96th to City Bus Center and regular route.

MTA
(Continued)

460-L.A.-NORWALK-DISNEYLAND was rerouted from Florence via Studebaker, Imperial, Hoxie, into the I-605/I-105 Station, then via Hoxie, Imperial, Pioneer and regular route.

Line 515-BLUE LINE TRANSFER and the five lines *(WT 2/94)* developed by *MTA*'s Corporate Transit Partnership and funded by ISTEA and CMAQ funds were all discontinued June 30 as their funding sources were exhausted. These include 545-HIGHWAY HUMMER, 621-MONTEREY PARK LIMO, 622-WESTCHESTER, 623-EL SEGUNDO and 624-WEST HILLS LOOP. 622 and 623 will be replaced by GREEN LINE shuttles while 621 was replaced, on July 5, by *MONTEREY PARK SPIRIT TRANSIT COMPANY.*

210-CRENSHAW BLVD and 310-CRENSHAW BL LIMITED are interlined and based at Division 18.

Several lines were transferred between divisions. 27/28/328-OLYMPIC BLVD and 83/84/85-YORK BLVD-EAGLE ROCK are now all housed at Division 3. The Division 5 portion of 40-HAWTHORNE BLVD-UNION STATION was shifted to D3. 81-FIGUEROA ST now only operates from D3.

All of line 270 was shifted to Division 9 while 434-L.A.-MALIBU-TRANCAS was divided between Divisions 6 and 10. 444-L.A.-NORTH TORRANCE-RANCHO PALOS VERDES and 445-SAN PEDRO PARK/RIDE were shifted from Division 12 to Division 18.

Division 4 (Downey) was closed and operations transferred to Division 1. Division 6 (Ocean Park) was converted to a terminal operation and is now open on weekdays only.

A new chapter in *MTA* history began July 26 as NEW Line 305-WEST HOLLYWOOD-IMPERIAL STATION LIMITED aka CITY CONNECTOR began.

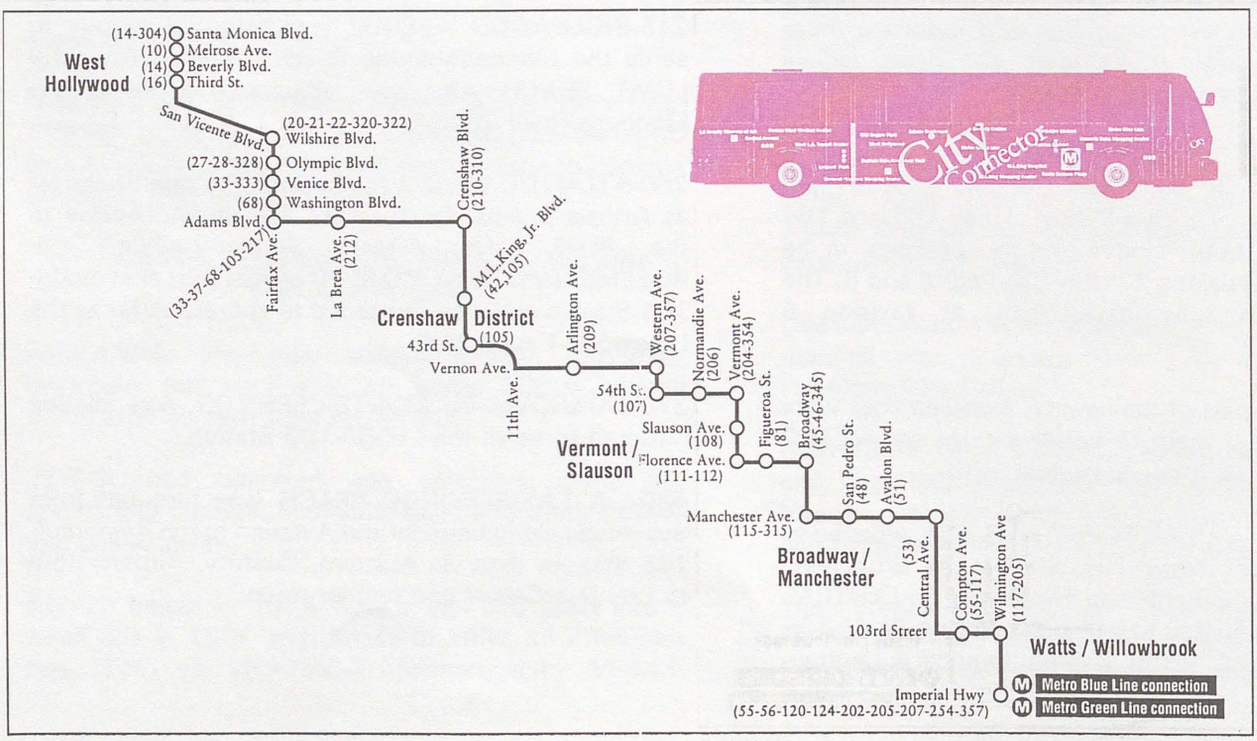
This is the first regular *MTA* fixed route line to be operated by a contractor, in this case, ATE MANAGEMENT & SERVICE COMPANY.

Line 305 operates weekday peak hours in both directions on a 30 minute headway (6 buses).

The ATE owned fleet includes eight GMC RTS 04s (0018-0025), originally *RTD/MTA* units. The buses are painted an all over purple with the name "City" in orange and "Connector" in green. The names of the areas of the city served are listed, in yellow.

The buses have the "M" logo and wording indicating they are owned by ATE. The reconditioned buses' seats were recovered with grey fabric and transom windows were installed. They have a new style Diamond farebox.

From Melrose & San Vicente the line travels via Melrose, Robertson, Santa Monica, San Vicente, Sunset, Holloway, LaCienega, San Vicente, Wilshire, Fairfax, Adams, Crenshaw, 43rd, 11th Ave, Vernon, Western, 54th, Vermont, Florence, Broadway, Manchester, Central, 103rd and Wilmington to Imperial-Wilmington BLUE LINE/GREEN LINE Station.



The bill by State Senator

TRANSIT AND LEGISLATION

SACRAMENTO: The well publicized bankruptcy of Orange County and the current horrendous fiscal condition of Los Angeles County resulted in legislation (SB75) to forcibly transfer the sales tax dedicated to transit (1/4 of 1 cent authorized by SB 325 passed circa 1970) from the county transit agencies to the respective counties.

"This is just a disaster for Orange County," said Charles Smith, *ORANGE COUNTY TRANSPORTATION AUTHORITY* Chairman and Westminster Mayor. "The worst part about this is the human impact. People who depend on buses to get back and forth to work would be hit the hardest."

"It essentially eliminates public transportation in the county," *OCTA* Chief Executive Officer Stan Oftelie said. If the diverted funds are not replaced, he warned that *OCTA* would be forced to operate a bus system about 1/5 its current size.

The tax diversion, which passed the Assembly 46-19 and the Senate 23-12, allows both Los Angeles and Orange counties to take the 1/4-cent portion of the existing sales tax which now pays for bus service. The bill transfers a flat $75 million annually for 5 years to L.A. County from its transit funds.

At risk is the *OCTA* bus system which would lose most of its funding for the next 16 years unless the money was replaced. The bill orders a flat $70 million a year in county property taxes be funneled into a special bankruptcy account through 2011. This would raise $1.1 billion to repay county debts.

The county coffers would be replenished with the 1/4 cent sales tax, but since no limit is set on the tax revenue transferred, every penny would go to the county.

The latest *OCTA* estimate of this year's sales tax is $77.7 million with the extra $7.7 million remaining in the county general fund.

OCTA and the County continue to disagree on just how much money would be received or lost and, on August 1, a letter from four of the five County Supervisors, William Steiner the holdout, urged Governor Wilson to sign the legislation.

Reached as part of a compromise $57 billion state fiscal year spending plan that passed the Senate, this measure, called the Emergency Sales Tax Realignment Act Of 1995, was vigorously opposed by *MTA* and *OCTA* as well as the California Transit Association, Teamsters Union, Transportation Communications Union and other groups.

Before Orange County can get the money, the Legislature must approve a follow up bill authorizing the appointment of a state trustee to settle the bankruptcy. The bill would not require immediate appointment of a trustee, but expresses legislative intent to have one if a court approved recovery plan is not in place by the end of this year.

The legislation is the latest attempt by Orange County Republicans, led by Assemblyman Curt Pringle of Garden Grove and State Senator John Lewis of Orange, to wrest transportation money from *OCTA* to pay the county's bills without raising taxes.

Critics of *OCTA,* including County Supervisor Marian Bergeson who as a State Senator authored the legislation creating the Authority, contend *OCTA* may now be empire building and have offered many plans for restructuring. Bergeson's proposal for changing county government includes combining transit, road, freeway and airport responsibilities into a single division replacing *OCTA.*

Pringle has authored a bill to replace the 11 member board of appointed city council members and county supervisors with 10 members elected by geographic district.

When county voters defeated a proposed sales tax increase on June 27, Pringle, Lewis and most of the county's other lawmakers renewed their campaign to use transit money.

In late July State Senators Richard Polanco and Tom Hayden and Assemblyman Richard Katz, all of whom have previously authored legislation critical of *MTA,* developed the plan to grab, for Los Angeles County, the transit sales tax money. However, they needed Republican votes to pass the measure.

Working with State Senator William Craven, R-Oceanside, Pringle insisted that any help for Los Angeles also address Orange County's needs. The new coalition of conservative Republicans and liberal Democrats overcame intense opposition from transportation interests and passed the bill.

Orange County Supervisor (and *OCTA* Vice Chairman) William Steiner said he spent a frantic Saturday July 29 lobbying Senator Craven and Governor Wilson to block the tax shift "for a decision based on deliberation and not desperation".

Chairman Smith described the deal as a "politically motivated" attempt to impose "a simple solution to a complex problem" in Orange County.

Opponents found an ally in Assembly Speaker Doris Allen (R-Cypress), the only Orange County member to oppose the bill.

The bill faced major hurdles in the Governor's office with even more intense lobbying. By demonstrating strong political and lobbying skills, Los Angeles Mayor (and *MTA* Vice Chairman) Richard Riordan was instrumental in convincing Governor Wilson who, initially, had no position on the measure, to veto the bill. Wilson has indicated he'd likely sign legislation if the share for Los Angeles was reduced to $50 million. No changes for Orange County were suggested.

In both counties the simple explanation for attempting to take the transportation money is that it is there. As well, the "quick fix" mentality which now pervades Sacramento in the wake of term limits contributed. Those who voted for the change will not be in office when the consequences of moving the pots of money around have to be faced.■

Supplement to the July 1995 issue of WESTERN TRANSIT.

Transit Around Lake Tahoe

Jim Moore and Jack Perry

TART

Tahoe Area Regional Transit (TART) serves the northern and western shores of Lake Tahoe. Included within the service area are Incline Village, Tahoe City, and Truckee (with connections to Amtrak's *California Zephyr* and Greyhound Lines.) TART is operated by the Placer County Department of Public Works, which also runs Placer County Transit on the western slope of the Sierras.

Service began on December 9, 1974, on a four month trail basis. Service was funded as a joint venture of Placer and Nevada Counties, as a service to skiers. Operations were sub-contracted to Las Vegas-Tonopah-Reno Stage Lines, which used five of its 170-series GM PD4106s on a system of nearly one dozen interlinking and overlapping routes connecting Tahoe City with Brockway (Nevada stateline) via State Highway 28, Tahoma (El Dorado county line) via State Hwy 89, and Truckee/Tahoe Donner (with service to Alpine Meadows and Squaw Valley ski resorts) via Hwy 89. The Northstar ski complex was also served by a route running from Brockway to Truckee/TahoeDonner via State Highway 267 (Brockway Summit). Low ridership and funding problems led to premature abandonment on February 10, 1975, when Nevada County withdrew its support.

On March 5, 1975, service was restarted under Placer County management on the Brockway-Tahoe City-Tahoma line, along with the winter-only Tahoe City-Alpine Meadows-Squaw Valley ski bus using four leased school buses. These were replaced in the spring by two 9-passenger Checker stretch-out station wagons. Two 16-passenger Mercedes-Benz 0309Ds were purchased (new) to operate the Ski Area Bus service when it began on December 19, 1975. A used Mercedes-Benz Minibus MB711 was acquired for the 1976-77 ski season, and later in the year, two more new 0309Ds replaced the Checkers on TART's main line service. For the 1979-80 ski season, two 1962 GM PD4106s were assigned to the Alpine Meadows and Squaw Valley runs. In August 1980, with daily ridership on the main line up to 400, two (new) 29-seat Argosy Microbus C-50s were placed into service. In winter 1981-82, Alpine Meadows elected to begin its own ski shuttle service over an expanded route system, so the TART Ski Area Bus was modified to serve only Squaw Valley. The latter ski resort followed suit beginning in 1982-83, so TART's Ski Bus was discontinued entirely.

In June 1983, summer service was extended from Tahoma south to El Dorado County, a distance of two miles to Meeks Bay Resort. Three 30-passenger BlueBird *All Americas* (#3-5) were added to the fleet, replacing the 0309Ds. In 1985, Placer County entered into a Joint Powers Agreement with the Washoe County (Nevada) Regional Transportation Commission to extend service from the stateline at Crystal Bay via Nevada Hwy 28 to Incline Village, with a figure-eight loop serving the major activity centers of that community. This extension began on May 13, and required a third bus to maintain hourly service on the line. In addition to providing operating subsidies for the Nevada portion of the route, Washoe County supplied two more 30-passenger BlueBirds (#6-7) to make TART an all *BlueBird* fleet. Subsequently, the southern terminus of the route was extended from Tahoma to Sugar Pine Point State Park year-around, with service to Meeks Bay Resort continuing in the summer; while the Incline Village loop was modified to serve Sierra Nevada College and the Country Clue Drive area.

In the winter of 1991-92, the Tahoe City-Truckee line was inaugurated under the sponsorship of Alpine Meadows, Squaw Valley, the Resort at Squaw Creek, the Town of Truckee, and Placer and Nevada Counties. Five daily round trips were offered along Highway 89, with connections available to Alpine Meadows and Squaw Valley Roads, to the ski shuttles operated by each resort. Although seasonally suspended on April 15, 1992, this service was reinstated in mid-June (four trips daily) and has continued year around ever since. In 1993, the route in Truckee was extended west of Hwy 89, along Donner Pass Road, to serve Truckee High School and the Donner Factory Outlet Center (in addition to the existing route east on Donner Pass Road and Commercial Row to downtown Truckee and the Amtrak depot.) Except in winter, when the Squaw Valley shuttle operates, TART service is provided into

that resort from Hwy 89. For winter 1994-95, daily trips were increased to seven, with a second bus added to provide hourly service in the morning and late afternoon, while midday headways remained at 120 minutes. The spring and summer schedule, effective April 1, 1995, offers five daily trips, an increase of one over the previous years. Service along the westshore-northshore main line operates daily on 60-minute headways from 6:10 am to 6:23 pm.

The TART bus fleet has been steadily upgraded, with three Gillig *Spirits* (#902, 908, and 909) added in 1990. These replaced the original three BlueBirds, which were sold to El Dorado Transit. Also purchased were four 1992 33-foot BlueBird *All Americas* (#920-923), and a single BlueBird CS-33 in 1994. These, together with 26-foot BlueBird #837, comprise the present all-lift equipped TART fleet. TART's base of operations is located at Lake Forest Road and Alpine Street, two miles north of the Tahoe City transfer point. An FTA Section 3 grant for $2.6 million is pending to purchase the present site, a former lumber yard, and build a new operations and maintenance facility.

Current fares are one dollar (adult), eighty cents (disabled/senior), while children under five years of age ride free. A day pass and multiple-trip commutation passes are also available. Operation is financed by Transportation Development Act (TDA) funds, fare box recovery, and private corporate and public agency contributions coordinated by the Truckee-North Tahoe Transportation Management Association (TMA).

ADA requirements for full accessibility are met by a subcontract (effective January 1, 1995) with the local taxicab operator, Sunshine Enterprises. Door-to-door service within three-quarters of a mile of fixed-routes is provided for two dollars (one way).

Approximately 222,000 one-way passenger-trips were made on TART in FY 1993-94. This figure translates into 14.1 passengers per service hour. Tourist ridership reaches up to 50 percent of one-way trips in summer, while accounting for only 15 to 30 percent in the winter months. Based on ridership statistics compiled by the Tahoe Regional Planning Agency (TRPA), ridership variation by route segment for the peak winter and summer months can vary appreciably.

Truckee Trolley

On December 17, 1994, the Town of Truckee began operation of the Truckee Trolley from the downtown Amtrak depot on Commercial Row, west along Donner Pass Road to Donner memorial State Park. A Boyertown motorized trolley vehicle is used.

Service was scheduled to operate on 30-minute headways, from the depot (10:05 am to 5:35 pm), on weekends through March 26, 1995. Service was also planned for the following holidays: December 21-January 1, January 16, February 13, and February 20-24. Major sponsors include the Truckee River Bank, the Crossroads, Gateway, and Westgate Shopping Centers, and various downtown merchants.

Fares are set at one dollar (adult), and two dollars for an all-day pass. Seniors (60+) and children (5-15 years) ride for fifty cents (under 5 years free). Multiple-ride tickets are also available. Free transfers are available between the Trolley and TART; and the privately operates shuttles of Northstar, Glenshire, and Tahoe Donner.

Plans are in place to operate the Trolley again during the 1995 summer season, with extensions at both ends of the line; plus a second vehicle will be placed into service.

Ormsby Association of Retarded Citizens

OARC provides transportation services to the disabled citizens living in Douglas County, the City of South Lake Tahoe and El Dorado County. The organization serves independent living clients, as well as vocational training clients. Service is provided door-to-door, with two daily round-trips to South Lake Tahoe from Carson City on weekdays.

Amtrak

The closest rail passenger service is provided at Truckee, approximately 15 miles north of the Lake Tahoe Basin. The *California Zephyr* provides one trip each day: eastbound to Chicago mid-morning, and westbound to Oakland late afternoon. (Ed Note:

Effective June 11, this service will operate Tuesday, Thursday, Saturday, Sunday only.) In addition, two Amtrak Thruway feeder bus runs are operated by All West Coachlines each way along the Interstate 80 corridor, which connect with the *Capitols* at Sacramento.

Amtrak has also recently initiated feeder bus service to South Lake Tahoe. Amtrak Thruway buses, operated by Amador Stage Lines, travel along U.S. Highway 50 from the Amtrak passenger station in Sacramento, with stops in Rancho Cordova, Cameron Park, Placerville, South Lake Tahoe, Stateline, and Carson City. Two round trips are operated each day.

Intercity Motor Coach

In addition to the airport shuttle service, scheduled intercity bus service in the Lake Tahoe Basin is provided by Greyhound. Eastbound service along U.S. Highway 50 connecting to Reno leaves four times daily. Service westbound to Sacramento and San Francisco is offered seven times daily. In addition, Amador Trailways operates three daily round trips between Sacramento and South Lake Tahoe.

From Carson City, service along U.S. Highway 395 is provided by Greyhound with a daily departure northbound to Reno, and one daily run southbound to Los Angeles. The closest intercity bus service to the North Shore is provided by both Greyhound and Trailways. The service operates along the Interstate 80 corridor, and stops in Truckee.

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

BUS SCHEDULE

TART

TAHOE AREA REGIONAL TRANSIT

RUNNING 7 DAYS A WEEK

Welcome Aboard TART

Schedules run seven days a week year-round beginning at 6:10 a.m. until 6:23 p.m. TART operates along 30 miles of Lake Tahoe shoreline and includes a shuttle between Tahoe City and Truckee via Highway 89 several times daily.

General Information

- Buses stop at TART signs only on appropriate side of road for direction of travel.
- Schedules, routes and vehicle assignments subject to change without notice.
- Buses subject to traffic and weather delays.
- No smoking or eating on buses.
- No dogs allowed except Seeing Eye Dogs.
- TART bus service is operated by the County of Placer, Department of Public Works, and funded on the Nevada side by the Regional Transportation Commission of Washoe County and funded in Truckee by the Town of Truckee.
- Ski/Bike Rack Equipped.

Regional Transportation Commission

Supplement to the July 1995 issue of *WESTERN TRANSIT.*

Tahoe Area Regional Transit

FLEET #'S	BUILDER	MODEL	SERIAL #'S	YEAR	ACQUIRED	DISPOSITION	NOTES
837	Bluebird	TC-2000	60399	1983			(1)
902	Gillig	Spirit	90127	1990	new		(2)
903	Bluebird	CityBird	61073	1983		(6)	(5)
904	Bluebird	CityBird	61302	1983		(6)	(5)
905	Bluebird	CityBird	61072	1983		(6)	(5)
906	Bluebird	All America		1985		sold	(4)
907	Bluebird	All America		1985		sold	(4)
908	Gillig	Spirit	90112	1990	new		(1)
909	Gillig	Spirit	90113	1990	new		(2)
920	Bluebird	All America	50147	1992	new		(2)
921	Bluebird	All America	50150	1992	new		(2)
922	Bluebird	All America	50148	1992	new		(2)
923	Bluebird	All America	50149	1992	new		(2)
940	Bluebird	CS-33	61388	1994	new		(3)

Notes:

(1) Owned by Washoe County.
(2) Owned by Placer County.
(3) Owned by Town of Truckee. Lettered for "Truckee Shuttle".
(4) Supplied by Washoe County.
(5) Supplied by Placer County.
(6) Sold in 1990 to El Dorado Transit.



Gillig Spirit 908 in front of TART office.

MTA
(Continued)

Polanco (D-Los Angeles) to create an elected *MTA* Board *(WT 6/95)* was recently defeated in the State Assembly following heavy lobbying from the agency and the City of Los Angeles. The bill, which passed the Senate 28-11, would have abolished the current board structure, allowed voters to choose 14 representatives from 7 districts, limited campaign contributions, prevented *MTA* employees from going to work with agency contractors for three years after they left the agency and imposed other restrictions. ■

MONTEREY PARK SPIRIT TRANSIT COMPANY (MPS)

MONTEREY PARK: With the discontinuation of the MONTEREY PARK LOCAL LIMO, *MPS* inaugurated SPIRIT ROUTE 5 and PEAK HOUR ROUTE, a reduced level of replacement service.

SPIRIT ROUTE 5 operates between the CSULA Station and Atlantic Square (Atlantic & Riggin) on weekdays between 630AM and 630PM on a half hour headway charging 50 cents.

The PEAK HOUR ROUTE is an extension of the ROUTE 5 beyond Atlantic via Riggin, Fulton, Markland and Potrero Grande to McCaslin Business Park. Three morning and afternoon trips are offered. ■

CHILDRENS COURT SHUTTLE (CCS)

LOS ANGELES: The *CCS* was changed to only one route beginning May 1st and the order of serving the destinations depends upon time of day.

Between 630AM and 930AM service operates every 7/8 minutes (2 buses) and departs CSULA Busway Station serving the Childrens Court first and Sheriff's Headquarters second.

Between 930AM and 600PM service runs every 15 minutes (1 bus) and serves the Sheriff first and the Court second.

The routing is from Busway Station via Circle Drive, Campus Road, Ramona Blvd, Ameron Way to Sheriffs HQ returning to Ramona to Centre Plaza Drive to the Childrens Court. ■

CALIFORNIA NEWS BRIEFS

Beginning last June 25, *CERRITOS ON WHEELS TRANSIT SYSTEM* introduced new Route 3-183RD STREET SHUTTLE, a loop route from the Cerritos City Hall to the Towne Center, Los Cerritos Center and back to City Hall. Service runs on weekdays every 20 minutes between 800AM and 800pm.

CENTRAL CONTRA COSTA TRANSIT AUTHORITY is seeking bids for thirty 40 foot diesel and three 40 foot LNG buses with an option for 10 more diesels.

LOS ANGELES UNIFIED SCHOOL DISTRICT has purchased 29 new CNG school buses (make unknown to *WT*) with 23 to be assigned to Sun Valley garage, near a new Southern California Gas Company CNG fueling facility, with the other 6 assigned to the Gardena garage.

TORRANCE TRANSIT SYSTEM has purchased three new Gillig Phantoms (March 1996 delivery) which will replace the last three Flyers (413, 415 and 416).

The *COUNTY DEPARTMENT OF PUBLIC WORKS* is sponsoring a new Beach Bus this year between the Antelope Valley and Santa Monica. It runs Tuesday, Thursday and Saturday between June 22 and September 2. One round trip is offered leaving George Lane Park 810AM, Rawley Duntley Park 820AM, Civic Center Park 830AM and arriving Santa Monica 1020AM. The return trip departs the beach at 300PM arriving in the Antelope Valley between 450PM and 510PM. ■

ALHAMBRA COMMUNITY TRANSIT (ACT)

ALHAMBRA: Started last October, *ACT* expanded its scope of operations July 1 by instituting two weekday midday routes to the original ALHAMBRA-CSULA METROLINK STATION route, now known as Route 1.

Routes 2-VALLEY-ALMANSOR-MAIN and 3-MAIN-ATLANTIC-HELLMAN operate between 930AM and 300PM using the buses from Route 1. They are both one way loops charging 25 cents.

From Chapel & Main 2 runs via Chapel, Woodward, Garfield, Main, Palm, Commonwealth, Date, Mission Rd, Marengo, Valley, Vega, Shorb, Almansor & Chapel to Main. It operates every 10 minutes using 3 buses.

Route 3 starts at Atlantic & Main via Atlantic, Hellman, Fremont, Mission, Date, Commonwealth, Palm and Main to Atlantic. It runs half hourly using one bus.

ACT
(Continued)

The *ACT* fleet now includes a group of lift equipped, CNG powered National RE-29s painted white and two shades of blue with the *ACT* name in green and the slogan "Get into the ACT" in red and orange.■

METROPOLITAN TRANSIT DEVELOPMENT BOARD (MTDB)

SAN DIEGO: MTDB held hearings in June to consider increasing passenger fares which could be implemented in September or October.

Proposed changes include increasing most bus fares by 25 cents (senior/disabled 10 cents), increasing some *SAN DIEGO TROLLEY* fares 25 cents, increasing monthly pass rates, eliminating Trolley upgrade fares and increasing *DART* fares.

Exceptions include - 904-CORONADO SHUTTLE will be increased from 50 cents to 75 cents (Village) and $1.75 (Cays or Loews) and 936 (current *SDTC* 36) reduced from $1.50 to $1.25.■

TRANSIT SALES INTERNATIONAL (TSI)

RIVERSIDE: TSI and related firm COMPLETE COACH WORKS have premiered their 30 foot cutdown version of a standard RTS II (there are at least two, one painted in *MTA* colors and the other in white with blue and gold trim and lettered for TSI.

Ten feet of the previous bus was removed from the center of the bus just ahead of the rear door and then extensive remanufacturing work was completed. The work includes installation of a Lift U Steplift, Detroit Diesel Series 50 DDEC III engine, new Excel windows and a Luminator Mini- Mega MAX electronic destination sign. A cosmetic rework inside includes 29 upholstered seats.

Buses can be completed and available in about sixty days at half the cost of a new bus.■

WHATCOM TRANSPORTATION AUTHORITY (WTA)

BELLINGHAM, WA: WTA expanded its service area in February to include Blaine (at the Canadian border), Birch Bay, Marietta, Lummi and the Lummi Indian Reservation with four bus routes.

Their fleet of new, accessible, bicycle rack equipped Orion Vs (30, 35 and 40 foot versions) was also placed into service.

The NEW lines include 14A-LUMMI-GOOSEBERRY POINT, 15A-BLAINE CITY CIRCULATOR, 15B-BLAINE-BIRCH BAY and 15X-BLAINE EXPRESS. 14A and 15X also serve downtown Bellingham.

14A begins at the Bellingham Transit Center via Grand, Magnolia, Marine Dr/Kwina Road, Haxton Way and McKenzie Dr to the Lummi Ferry Dock returning via the reverse route. Service operates every 90 minutes (1 bus) 630AM-630PM weekdays and 920AM-600PM on Saturday.

15A and 15B each operate hourly 630A-1030AM and 235PM-635PM on weekdays using the same bus (which also operates selected 15X trips).

Weekday midday Dial-A-Ride service operates between 1030AM and 230PM and patrons are asked to call and reserve their ride at least two hours in advance.

On Saturday 15A and 15B each run hourly between 800AM and 500PM using the same bus.

On weekdays 15X operates six trips from Bellingham (two via Birch Bay) and five trips from Blaine (two via Birch Bay). Four round trips are offered on Saturday.

Beginning April 1st *WTA* fares were increased. Regular fares rose from 25 to 35 cents with tokens now at 30 for $6 and monthly passes $10.

Senior/disabled fares increased from 10 to 15 cents with quarterly passes going from $6 to $8.■

AMERICAN PUBLIC TRANSIT ASSOCIATION (APTA)

WASHINGTON, D.C.: APTA recently published ridership figures for the first quarter of 1995 among *APTA* members.

Nationwide, patronage rose just over one per cent when compared to 1994.

Eight of the top 20 systems, based on per cent of increase, were in the west. They include *SKAGIT TRANSIT (WA)* 69.9%, *SANTA CLARITA TRANSIT (CA)* 31.4%, *TULARE COUNTY TRANSIT (CA)* 22.5%, *VISALIA CITY COACH (CA)* 19.3%, *OMNITRANS (CA)* 17.0%, *BEN FRANKLIN TRANSIT (WA)* 15.1%, *KITSAP TRANSIT (WA)* 14.9% and *FOOTHILL TRANSIT (CA)* 13.6%.■

VALLEY COACH

Phoenix, Arizona

FLEET #'S	BUILDER	MODEL	SERIAL #'S	DATE	NOTES
208	Ford Econoline	El Dorado Falcon	KHC17121	1989	1
211	Ford Econoline	El Dorado Falcon	KHC04806	1989	1
1905	GMC	T6H-4521A	358	9/69	2
1907	GMC	T6H-4521A	360	9/69	2
1909	GMC	T6H-4521A	346	9/69	2
2009-2011	Orion	02.501	R6005834,845,833	5/94	3
2012-2013	Orion	02.501	R60058--,832	5/94	3
2501-2502	Ford/Wayne	Econ/Midtowner	HHB36228-229	1987	4
3001-3010	Gillig	3596TB6V92T	K1082601-610	1/89	5
3508-3515	TMC	T70206	KR826097-104	3/89	3
4647	MCI	MC-9	DPO38315	1983	6
5097	GMC	TW7603	254	1978	7
ASU-3	Gillig	40102TBS50	N1084613	10/92	8

NOTES:

1. Ex RTD (Denver CO), same numbers
2. Ex Phoenix Transit System (AZ), same numbers, ATC 5845-5847
3. Owned by Phoenix Transit System, used on Mesa FLASH routes
4. ATC 2501-2502
5. Owned by Sky Harbor Airport (AZ), used on Airport Shuttles, ATC 5850-5859
6. Ex Van Com-Illinois, same number, ATC 4647
7. Ex Hammond Transit System (IN), same number, ATC 5097, still a slope back
8. Used on Arizona State University contract routes, ATC 6513

VALLEY COACH (American Transit Corporation dba) operates contract service for Phoenix' Sky Harbor Airport, the FLASH routes in downtown Mesa, a contract for Arizona State University and charter service.

VC's original contract was operating Routes 4-ALMA SCHOOL ROAD and 72-SCOTTSDALE-RURAL for the Regional Public Transportation Authority with a fleet of ten Orion 01s (2701-2710) beginning in 1987.



EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
Panhandle Trailways (TX)	42527	Eagle	AE-10/FBO31523	5/85	
AZ Dept of Corrections	220	MCI	MC-9/HPO41398	7/87	
Discovery Luxury Motor Coach Charters	3044	MCI	102C3/MPO43926	4/91	
Sun Metro (TX)	9401-9435	New Flyer	HF40G/RUO15506-540	1994	LNG
Los Angeles County MTA	4501	Neoplan	AN440A/SLO13097	4/95	A
	4504	Neoplan	AN440A/SLO13100	4/95	A
	4519	Neoplan	AN440A/SLO13115	5/95	A
Alaska Yukon Explorer	1006	Prevost	H5-60/M1001101	2/91	
-USED-					
Hunt Transportation Co	BUG 17	Crownlkarus	286/AB100019	1981	1
ATE Mgmt & Service Co	0018-0025	GMC	T8J204/mixed	1981	2
Airport Coach	726	TMC	MC-8/T10-11 1354 S2251	1978	3
	841-843	GMC	T70604/BV810594,601,595	1981	4
	844	GMC	T80204/BV810685	1981	5
	845	GMC	T70604/BV810593	1981	6
	901	MCI	MC-9/CPO37078	8/82	7
	902	TMC	MC-9/DRO03627	2/83	8
	961	MCI	96A3/FPO40009	1/85	9
	962-963	TMC	96A3/GRO05634,633	9/86	10
Modesto A's Baseball Club	91	GMC	P8M-4905A/1521	1976	11
-DISPOSITIONS-					
San Joaquin Regional TD	1730,1735,1736	GMC	T6H-4523A/427,432,1137	1973/74	B
	1746,1749,1750	GMC	T6H-4523A/1730,1733,1734	3/76	B
	1731	GMC	T6H-4523A/428	8/73	C
	1744	GMC	T6H-4523A/1728	3/76	D
	1745	GMC	T6H-4523A/1729	3/76	E
SCRTD	3134	GMC	T8H-5307A/2272	1974	F
SH Travel Lines	1888	TMC	MC-8/T89-909 S1765	7/77	G
Greyhound Lines, Inc.	8271	TMC	MC-9/T1-1 1730 S2596	6/79	G
Shangri La Express	401	MCI	102A3/GPO40700	2/86	G
	617,618,621	TMC	102C3/-,-,LRO07720	4/90	G
	920,923,924	MCI	102C3/NPO44635,638,639	6/92	G
Travel Impressions, Inc.	886,888,889	Setra	S215HDH/M1030242,244,245	1991	G

-NOTES-

1. Ex SAMTRANS 792, nicknamed "Papa Bug"
2. Ex LACMTA - 0021 was 8621, 0022 was 8441
3. Originally GLI 4724
4. Ex MMBL 9322, 9329, 9323
5. Ex Riverside Transit Agency 2315
6. Ex Santa Clarita Transit 125
7. Ex Western Stage Lines 1913
8. Ex Starline Sightseeing Tours STAR 59
9. Ex LTR 390
10. Ex WSL 1919-1920
11. Ex Los Gatos Christian Church 91

A. Part of an order of 196 CNG buses
B. To North Side Assembly Of God
C. To Holy Missionary Baptist Church
D. To be sold at auction
E. To Mike Beard
F. To private party
G. To ABC Bus Sales (Garden Grove)

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