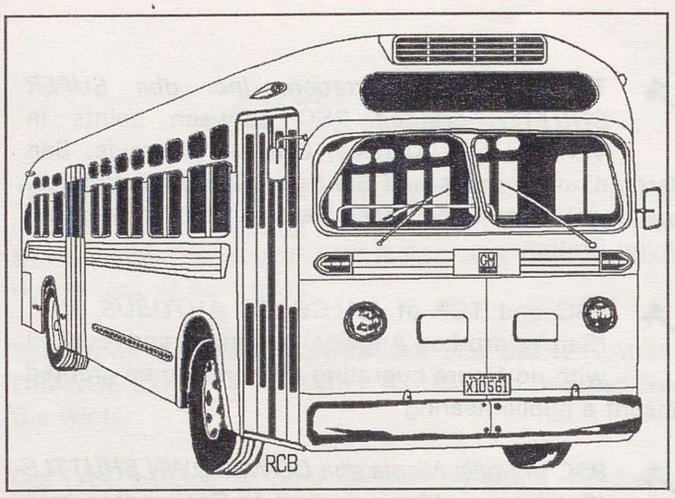


Western Transit

11112 Ivanhoe Garden Grove, CA 92640

VOL. 33, NO. 12 December 1995

AIRPORT COACH
(Ground Systems, Inc. dba)
(AC)

ANAHEIM: AC made several changes on November 1st including the re-establishment of bus service between Los Angeles International Airport and downtown Los Angeles (at the Omni Hotel, formerly the Hilton, at 7th and Figueroa).

Buses on the LAX-PASADENA route have been rerouted from the Pasadena/Harbor Freeway in downtown to serve the Omni.

Daily hourly service departs LAX between 615AM and 1115PM and Pasadena between 500AM and 1000PM serving Los Angeles enroute (4 buses). On weekdays between 645AM and 245PM, a half hourly headway is maintained between LAX and downtown (2 buses).

Fares between LAX and Los Angeles are $10 one way/$18 round trip (adults) and $5/$9 (children). New one way fares between Los Angeles and Pasadena are $6 ($3 children). All fares are collected by the bus operator at the Omni Hotel.

(Ed. Note - in the pre 1988 days of AIRPORT SERVICE, INC. a direct route was operated during the day between LAX and downtown, but evening Pasadena buses also served downtown stops).

In addition to serving downtown Los Angeles, PASADENA-LAX buses now serve the Doubletree and Holiday Inn in addition to the Pasadena Hilton replacing the van shuttle.

The route travels from Los Robles & Walnut (Doubletree) via Los Robles, Cordova (Holiday Inn), Euclid, Cordova, Los Robles (Hilton), El Dorado, Oakland, Cordova, Arroyo Parkway/Pasadena Fwy, 6th, Flower, 7th (Omni), Bixel, Harbor Fwy including the HOV lane and the Century Fwy HOV lane, Sepulveda and LAX roadways.

The northbound route is similar except in downtown via Harbor Fwy, 9th, Figueroa, 7th, Francisco, Wilshire, Figueroa, 5th, Harbor Fwy.

The ENTERTAINMENT EXPRESS route between Anaheim/Disneyland and Universal Studios was enlarged to add the Buena Park Holiday Inn and the Omni Hotel downtown as pick up points. In the Disneyland area, Universal Studios buses again make the sweep of area hotels. A two hour headway is offered departing Anaheim at 645AM and every two hours through 645PM. Buses leave Universal 915AM and every two hours until the last bus at 915PM (2 buses). Fares to Universal from all pick up points are $10/$18 (adults) and $5/$9 (children). As well, new fares between Anaheim or Buena Park and Los Angeles are offered at the same prices.☞

(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

☑ *Usama Al Bostani dba AIRPORT EXPRESS SHUTTLE* for PSC between various points in Los Angeles and Orange Counties and Long Beach, Los Angeles, Burbank, Ontario, Orange County Airports, Los Angeles and Long Beach Harbors *(Mr Bostani was formerly dba AIRTRANS EXPRESS)*

☑ Commission Order Instituting Investigation into operations and practices of *DIRECT SHUTTLE, INC* and Robert Sabella for alleged violations of several Public Utilities Code sections

☑ COII for notice of revocation of both PSC and TCP of *Angelo Abed dba USA AIRPORTER* including continued operations during suspension

☑ COII and Order To Show Cause why *PRIME TIME SHUTTLE, INC.'s* PSC should not be revoked

DECISIONS

🔨 The operating authority (PSC-7255) of *Stephan and Antonet Stephanoff dba DESERT CITIES SHUTTLE* has been suspended until further order of the Commission

🔨 *Salah Salem dba A-1 SHUTTLE SERVICE* granted PSC between points in San Francisco, San Mateo, Santa Clara, Alameda, Contra Costa Counties and Bay Area airports

🔨 *LOS BANOS COMMUTER CONNECTION* granted passenger stage authority between points in Merced County and points in Santa Clara County

🔨 *David A Baker dba SIERRA TRANSPORTATION* granted PSC to operate within the town of Oakhurst and surrounding communities

🔨 *Inder Mohan Singh of San Jose dba BUDDY SHUTTLE AIRPORT SERVICE* granted PSC between Bay Area cities and San Francisco, San Jose and Oakland Airports

🔨 *Sharam Adhami dba ALL CITY SHUTTLE* authorized to transfer its On Call airport shuttle PSC to *EXECUTIVE RIDE, INC.*

🔨 *Tamarack Transportation, Inc. dba SUPER SHUTTLE* granted PSC between points in Ventura, Los Angeles, Orange, Riverside, San Bernardino Counties and Southern California airports, Los Angeles and Long Beach Harbors and Los Angeles' Union Station

🔨 PSC and TCP of *HALCONES AUTOBUS, INC.* (San Ysidro-Los Angeles) rescinded and revoked with no future operating authority to be granted absent a public hearing

🔨 PSC of *Philip Nicola dba DOWNTOWN SHUTTLE* (Sacramento Metro Airport to Sacramento area points) was revoked following investigation into operations of company

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AIRPORT COACH

(Continued from Page 1)

The GLAD 30-NORWALK-DISNEYLAND route, instituted last August connecting the GREEN LINE's Norwalk Station with Disneyland *(WT 8/95),* was discontinued due to lack of patronage.

Service on the DISNEYLAND-LAX and DISNEYLAND-ORANGE COUNTY AIRPORT routes was reduced for the winter.

On LAX service is now hourly departing Anaheim between 400AM and 700AM, then half hourly thru 500PM and hourly until the last trip at 900PM.

On OCA service is hourly between 500AM and 800AM, then half hourly thru 500PM, then hourly until the last bus at 900PM.

Usual bus assignments now include 700 series MC-8s and 4800 series Prevosts on LAX, 900 series MC-9s and 960 series 96A3s on OCA, 700 series MC-8s on PASADENA and UNIVERSAL STUDIOS and 800 series RTS on DISNEYLAND SHUTTLES.

Refunds on *AC* tickets are no longer offered. The fare value of any unused portion of tickets can be used for future travel.■

AMTRAK CALIFORNIA

SACRAMENTO: The SAN DIEGAN route was rescheduled on October 29th including extension of two more trains from Los Angeles to Santa Barbara with one of these further extended to San Luis Obispo (CENTRAL COAST SAN DIEGAN).

One Santa Barbara train is the EXPRESS SAN DIEGAN which operates weekdays only departing San Diego at 633AM and Santa Barbara at 230PM serving Solana Beach, Oceanside, Santa Ana, Fullerton, Los Angeles, Glendale, Burbank Airport, Chatsworth, Simi Valley and Oxnard. New *AMTRAK* intercity style California Cars and locomotives are assigned. An all stop train is offered on weekends.

AMBUS Route 4-SOUTH COAST SUPPLEMENTAL was reduced to two daily round trips between Santa Barbara and Los Angeles.

Pasadena-Los Angeles bus trips on the 1C-VALLEY/FOOTHILL route were discontinued because of low ridership while on Route 17-SANTA BARBARA-SAN LUIS OBISPO-PASO ROBLES the Buellton stop was discontinued in favor of a new stop at Solvang, the popular Scandinavian theme village.

Originally scheduled for December 3rd, but delayed until mid January is the discontinuation of 1D-BAKERSFIELD-TORRANCE-LONG BEACH with no more service to Westwood, Santa Monica and Westchester. Torrance and Long Beach would still be served by an extension of 1A/1B buses from Long Beach *(Ed. Note - returning to a previous service pattern).*

Beginning October 27th all San Jose Hub Thruway bus service began to be operated by *SFO AIRPORTER, INC.* which firm was already operating Route 99-TRANS BAY, having taken over from *EASTSHORE LINES, INC. (WT 6/95).* This includes Routes 6-STOCKTON-SAN JOSE, 21-SAN JOSE-MONTEREY and 22-SAN JOSE-SANTA CRUZ, which had previously been provided by *PENINSULA CHARTER LINES, INC.*

AMTRAK had expressed a desire to have one company operate all train connection buses in the Bay Area, San Jose, Monterey and Santa Cruz. *ROYAL COACH TOURS* of San Jose continues to operate Route 7-MARTINEZ-EUREKA-ARCATA while *ALL WEST COACHLINES* of Sacramento provides Route 25-ROSEVILLE-MARTINEZ.

The California Transportation Commission backed off from its threat to withhold state funding from, and effectively kill, the CAPITOLS and authorized $4.6 million to keep them for another year.

The trains currently generate 38.8 per cent from fares and last September the CTC voted 4-3 not to waive state law which required the trains to achieve a 55 per cent recovery after three years.■

ALLEN TRANSPORTATION COMPANY (ATC)

SACRAMENTO: ATC, who also does business as *AMADOR STAGE LINES* and *SIERRA TRAILWAYS,* was the successful bidder for six school routes put out to the private sector by the SACRAMENTO CITY UNIFIED SCHOOL DISTRICT. The contract was scheduled to begin in October and *ATC* purchased eight used Wayne Lifestar school buses and one used Crown coach and hired and trained several drivers.

Prior to the contract start up, SCUSD withdrew the agreement and instead awarded it to *RYDER STUDENT TRANSPORTATION* of West Sacramento, who previously held the contract.

ATC has filed a lawsuit while the eight Waynes have been returned.■

CALIFORNIA STATE NEWS BRIEFS

FRESNO CHARTER SERVICE is now operating between Fresno, Clovis and the Table Mountain Casino using two recently acquired New Look Flxibles *(WT 11/95).*

MONTEREY-SALINAS TRANSIT is now soliciting proposals to refurbish between 15 and 21 1981 style Flxible Advance Design buses.

Santa Monica's *THE TIDE SHUTTLE* has been extended to continue operating thru January 1st.

An RFP has been issued for operation of the *MERCED AREA REGIONAL TRANSIT SYSTEM (*service between various areas in Merced County and the county seat in Merced).

GOLDEN GATE TRANSIT is presently modifying the seats in its 41 Flxible Metros to allow the same hip-to-knee room as on all the other buses in the fleet. The modification was made without sacrificing seats by placing the first row of seats on tracks so they can be moved back against the second row when a wheelchair user boards. This results in a 45 seat bus with more leg room, 43 seats with 1 chair and 41 seats with 2 chairs.

The City of Agoura Hills is working with Westlake Village, Thousand Oaks and Oak Park officials to develop a cost sharing for operation of the summer only BEACH BUS between these communities and Malibu and Trancas. In the past, the service has been contracted to *DURHAM TRANSPORTATION.*■

PALOS VERDES PENINSULA TRANSIT AUTHORITY (PVPTA)

PALOS VERDES: PVPTA began with a new five route, fixed route system in September replacing the former demand response only *PALOS VERDES TRANSIT.*

The new routes cover areas in all of the Peninsula except Rolling Hills. *PVPTA* previously operated a fixed route shuttle in Palos Verdes Estates which became one of the five lines.

PVPTA faced a severe budget problem as it was denied county transit funding from the *METROPOLITAN TRANSPORTATION AUTHORITY* as the system was only demand response with no connections with other area transit systems.

County Supervisor Deane Dana agreed to provide the $375,000 needed from his district's share of transit funding for one year after which the revised *PVPTA* system should qualify for *MTA* money.

The new system designates its lines by colors. The SILVER "A" line is the previous shuttle running thru residential areas east of Palos Verdes Drive West. The SILVER "B" runs along Paseo Del Mar, PV Drive West through Malaga Cove, PV Drive North, Silver Spur Road to Peninsula Center. The BLUE LINE runs from the southern end of Palos Verdes Estates along Hawthorne Blvd to Peninsula Center. From the northeastern portion of the Hill, the GREEN LINE travels Hawthorne, PV Drive North, PV Drive East, Miraleste Plaza to Western, PV Drive North to Peninsula Center. The GOLD LINE runs from Golden Cove Plaza along PV Drive South to Miraleste Plaza via PV Drive East.

The fare is $2 in either cash or tokens with semester and monthly passes also available.

PVPTA operations are now based at the PALOS VERDES UNIFIED SCHOOL DISTRICT's maintenance yard in Rolling Hills having been transferred from contract operator *ATE MANAGEMENT & SERVICE COMPANY's* Wilmington yard.■

TRANSPORTATION AND LEGISLATION

The United States Congress has a number of bills before both houses which would affect both public and private transportation providers.

Among them are the Interstate Commerce Commission Termination Act of 1995 which, if passed, would eliminate the ICC. The Senate Commerce Committee approved S 1396 November 9 while the full House passed HR 2539 on November 14. One provision would exempt certain transit operators from federally imposed insurance requirements if they cross state lines. Another would clarify coverage for commuter rail operators from regulations of the ICC and its successor.

The 1995 AMTRAK Reauthorization Bill would extend and finance AMTRAK programs through 1999. Current plans call for gradual reduction of subsidy funds until total phase out in 2002.

The California Supreme Court, in a 5-2 vote, has upheld a 1986 ballot measure requiring voter approval of general and special taxes.

The court ruled that taxes levied for general purposes must be approved by a majority of voters and taxes for special purposes by a 2/3 majority.☞

Will Laguna Beach bus stop?

TRANSPORTATION:
The city has fought to keep its little blue vans as they have been for years, but now it may be ready to change.

By **ANDREW HORAN**
The Orange County Register

LAGUNA BEACH — Orange County's only city bus system is in trouble. Again.

The proof is in a dry statistical audit released this week. Those numbers come alive almost every day on the comfortably padded — and too often empty — blue vinyl seats of Laguna Beach Municipal Transit buses.

And for the first time in nearly a decade city officials acknowledge they must make the bus system more efficient.

Thursday morning, Loyola Lucero's 9 a.m. North Laguna route earned $1 in fares from three riders who took the looping, 3-mile ride.

It was just the kind of pleasant trek that Laguna Beach residents and officials point to with local pride. For a half-hour, Lucero exchanged family gossip, wisdom about the misty weather and complaints about aging as she whisked her riders up hills and along the coast before depositing them to work and shop in the village center.

It was also just the kind of ride that illustrates why county transportation planners say Laguna must relinquish or remodel its bus system.

A third consecutive audit for the Orange County Transportation Authority reveals that Laguna Beach's fleet of van-sized buses continues to cost more to run yet carries fewer passengers every year. The trend dates to as far back as 1988.

At least since then, county transit planners have eyed the Laguna Beach system — and a $300,000 state subsidy they must pass to city buses — with the idea of taking over the routes or at least making them more efficient.

The May 1995 audit also says that city officials ignored a 1992 report, which identified the same trends and included three recommendations to make the buses

Please see **BUSES Page 6**



CHARLAINE BROWN/The Orange County Regist

WAITING FOR A RIDE: Eric Walters, 18, sits at a stop near Cleo Street and South Coast Highway on Thursday. He says he likes to ride Laguna Beach Transit with his brother, Adam, 17, who uses a wheelchair



BUSES: Laguna Beach line may have to economize to stay running on its own

FROM 1

earn a better return:

▶ Improve marketing and routes to increase passenger revenues.

▶ Improve reporting and analysis of performance data.

▶ Ensure that the city doesn't undercut private companies when it charters buses.

"Nothing has really been done to address those trends," said Monty Ward, OCTA's manager of special projects.

"There's a pattern of continued degradation of key performance indicators and no effort to solve them," he said.

In past years, city leaders fought county transit planners and said they would keep their quaint bus system at all costs. In 1989, they doubled fares — to 50 cents — and began charging senior citizens 25 cents. But those measures were short of what county transit planners expected.

Unlike in past years, Laguna Beach officials now acknowledge that the fate of the little blue buses is up for grabs.

The city in March formed an 11-member task force to investigate fares, look into privatization and study costs — all with the idea of retooling the bus system but keeping it under local control.

"It's plainly clear that we need to do something to respond to the needs of the system and the community," Mayor Kathleen Blackburn said. "The changes we've made in the past haven't effectively minimized the losses.

"The reality is that the city itself is subsidizing the transit system and it's escalating every year."

Subsidies from all levels of government keep the fleet afloat. This year, Laguna Beach will shift $150,000 from its parking fund and use $314,000 from the state and $250,000 from the federal government. Fares will contribute only $30,000; riders on summer arts-festival trams will add $95,000.

No one is suggesting the buses should earn a profit; the standard for efficiently operated transit systems is that they earn 20 percent of their costs from fares. Laguna Beach hasn't earned 10 percent since 1988, unless the summer trams are included, and then it acheived 20 percent only in 1990, the most recent audit shows.

OCTA officials believe that a state law requiring them to pass state subsidies directly to Laguna Beach expires in June 1996 — city officials dispute it — and they intend to propose a county-run alternative to Laguna Beach's system in the next few months.

> **"There's a pattern of continued degradation of key performance indicators."**
>
> **MONTY WARD, OCTA special projects manager**

"I don't think there's any question we could provide the same or better level of service as Laguna Beach, more efficiently," Ward said.

That sounds like a bad idea to Margo Smith, 78. She hopped on Lucero's North Laguna bus Thursday morning rather than walk 15 blocks to her downtown job. And every night, she eschews an OCTA bus that passes her house for a ride home on the local line.

"I don't like the big buses," she said. "They're dirty, smelly. They never clean them.

"They shouldn't have anything to do with Laguna's buses. I think they put their fingers in the pie too much. Laguna Beach is doing just fine."

BLUE BUS BLUES

The Laguna Beach Municipal Transit System has been losing riders while costs soar.

Year	1988-89	'90-91	'93-94
Riders*	271,431	246,102	182,212
Employees	15	15	14.8
Operating cost	$585,552	$704,434	$840,427
Farebox recovery*	17.9%	20.2%	16.4%
Subsidy/rider	$1.77	$ 2.28	$ 3.86

* Figures include riders on Laguna Beach's three year-round Mainline routes as well as summer arts-festival trams.

Source: Triennial Performance Audit of the Laguna Beach Municipal Transit Lines by Ernst & Young

CHARLAINE BROWN
The Register

BIG VS. LITTLE: A Laguna Beach bus waits for riders as an Orange County Transit Authority bus picks up passengers on Broadway in Laguna Beach.

TRANSPORTATION AND LEGISLATION
(Continued)

Until now, many judges and lawyers believed cities and counties could raise taxes for general purposes without voter approval because lower court rulings implied that Proposition 62 was unconstitutional. That measure was intended to close loopholes in Proposition 13, the 1978 ballot measure which slashed property taxes and the ability of government to raise taxes.

Chief Justice Malcolm Lucas, in a dissent, predicted the decision will have devastating consequences for local governments. "The inevitable effect of the operation of Proposition 62 will be to severely impair the functioning of local government," wrote Lucas, who dissented in separate opinions with Justice Kathryn Werdegar.

Previously declining to review rulings, the state's high court decided to resolve the measure in a case from Santa Clara County where in 1992 voters approved 54-46% a measure authorizing a sales tax to pay for transportation improvements. The county's auditor-controller feared the tax was illegal and refused to sign off on $275 million in bonds which would be repaid by revenues from the tax. An appeals court held the tax invalid under Proposition 13. The county appealed and the California Supreme Court used the case to resolve questions about Proposition 62, declaring the tax illegal under that later proposition. Santa Clara County argued the proposition required a 2/3 vote only for levies by districts authorized to charge property taxes, but the court held the measure applied to all districts.

(Ed. Note - several California counties have had measures to fund transit and road projects which were passed by less than a 2/3 majority. It is too early to know if any of these will be challenged or what the outcomes could be).

The South Coast Air Quality Management District recently voted to end a mandatory rideshare program in Southern California and replace it with a flexible strategy businesses can use to reduce emissions for less cost.

The decision ended an eight year old program to break the drive-alone habits of commuters and all but invites 3400 employers to stop offering their employees incentives to share rides to work.

Under the new regulations they can scrap older cars, buy clean equipment, use sensors to detect and repair high polluting vehicles or contribute to a clean air fund at the rate of $60 per employee. They may, however, continue to sponsor ride share programs.

The program was credited with eliminating about 240,000 rush hour trips daily and nearly 50 million tons of pollutants from the air.

Elimination of the mandatory rideshare requirement was prompted by state law. This year the Legislature approved bills by State Senator John Lewis (R-Orange) and State Senator Rob Hurtt (R-Garden Grove) which would have abolished the programs by this January. Changes in federal legislation is also anticipated.■

SAN BERNARDINO COUNTY NEWS

OMNITRANS is accepting proposals for purchase of up to five 22' and up to five 30' electric buses. *OT* recently received the first of 48 CNG paratransit vehicles including 36 ten passenger Econoline/Supreme vans and twelve 17 passenger Econoline/Supreme cutaways. All the units hold two wheelchairs and will be used for DIAL-A-RIDE, DIAL-A-LIFT and planned community shuttles.

OT 19-GRAND TERRACE SHUTTLE, a community circulator begun last year *(WT 11/94),* was discontinued October 9th due to low ridership.

SANBAG and the *VICTOR VALLEY TRANSIT AUTHORITY* are working on plans for a commuter bus service between the high desert, downtown San Bernardino and San Bernardino *METROLINK* station starting next fall. The plan would use five 35 seat CNG fueled buses *(WT 12/94).*

Ontario officials are envisioning a state-of-the-art rail system which would shuttle passengers between Ontario Airport, nearby hotels, the under construction Ontario Convention Center and the Ontario Mills mall. Massachusetts headquartered Raytheon Company is proposing to build its futuristic "people mover" in Ontario by 2005.

A rubber tired shuttle system is envisioned by next summer in this same area while plans are developed and funding sources negotiated for the personal rapid transit rail system.■

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA)

LOS ANGELES: METROLINK offered special Holiday Trains again this year. They operated on the SANTA CLARITA and VENTURA COUNTY lines on December 9 and on RIVERSIDE VIA ONTARIO line December 16. SAN BERNARDINO line trains were holiday trains all☞

SCRRA
(Continued)

month long. All of these trains required advance ticket purchase to qualify for the special $5 fares.

DIVERSIFIED PARATRANSIT of Pomona has begun TAXI LINK, a shared ride taxi service between points in a four mile radius of the Claremont and Pomona *METROLINK* Stations. Rides need to be scheduled at least 24 hours in advance and the fare is $1. The program is one element of the AB 2766 air quality 1995/96 program *(WT 12/94).*

FOOTHILL TRANSIT recently started three new weekday peak hour only rail feeder lines under the name FAS TRAX. Lines 701 and 702 connect the Industry *METROLINK* Station with nearby industrial areas while Line 721 connects El Monte *METROLINK,* Arcadia and East Pasadena.■

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: The Winter Shake Up occurred December 10 and with changes to ten lines including two NEW ones and one discontinuation.

Additional CNG powered Neoplans are being placed into service including the first at Division 8 on Lines 152-FALLBROOK-ROSCOE-VINELAND, 166-LANKERSHIM-NORDHOFF, 420-LA-VAN NUYS-PANORAMA CITY and 424-LA-VENTURA BLVD EXPRESS.

The December changes included interlining 104-EAST WASHINGTON with 128-ALONDRA BLVD (line 124-EL SEGUNDO BLVD, the former interline partner of the 128 will now operate on its own) and rerouting 117-CENTURY BLVD away from Hollydale and directly along Imperial to Rancho Los Amigos. 252-SOTO STREET-HUNTINGTON DR was extended from Century and Long Beach Blvds to the GREEN LINE Long Beach Blvd Station while 265-PARAMOUNT BLVD-WHITTIER was rerouted to the Lakewood Station.

In the San Fernando Valley lines 166, 167 and 228 were restructured linking Nordhoff Street with Lankershim (Line 166) and Plummer Street with Coldwater Canyon (Line 167). Both lines operate daily with hourly headways although 167 has additional peak hour trips. They operate from Divisions 8 and 15. 169-SATICOY STREET was slightly adjusted to travel along Van Nuys, Chase and Woodman replacing the 167.

Limited stop service in the form of 302-SUNSET BLVD LIMITED was begun providing morning westbound and afternoon eastbound trips the length of Sunset between downtown and Pacific Palisades.

Scheduled to begin, but canceled two days before inauguration following a protest from the *LOS ANGELES DEPARTMENT OF TRANSPORTATION,* was Line 58-GATEWAY PLAZA-ALAMEDA ST-WASHINGTON STATION.

Line 58 was designed to serve the Alameda corridor (it was to be nicknamed "The Alameda Roadrunner") and provide an additional link between the METRO BLUE LINE and Union Station. The line was to operate daily between 630AM and 630PM on a 12 minute weekday headway (4 buses) and 24 minute headway on weekends (2 buses) and be based at Division 1 using 1200 series TMC RTS. The route was along Vignes, Cesar Chavez, Alameda, looping via 15th, Long Beach Ave, Washington and Alameda returning to Gateway.

LADOT believed this service should be included in the transit study of the downtown area now underway prior to implementation and also questioned the issue of who the service provider should be.

Operation of Line 305-CITY CONNECTOR, inaugurated last July as a two year demonstration project *(WT 7/95)* will be discontinued beginning January 1.

At the time of the last labor contract negotiations between *MTA* and the United Transportation Union a provision was included which permitted the use of contractors for the operation of selected new services.

Line 305 was the first such service and ATE MANAGEMENT & SERVICE COMPANY is the provider.

Recently UTU won an arbitration concerning the right to sub contract (*Ed. Note - WT is not familiar with the particulars of the decision). MTA* then made a decision to discontinue the line.

On December 20 the Board of Directors, by a 9-4 vote, relieved *MTA's* first Chief Executive Officer, Franklin White of his position charging a lack of leadership and appointed Deputy Chief Executive Officer Joseph Drew as acting CEO as a nationwide search was started for a replacement.

White told the Board that he felt he was being forced out because he said no to politicians and the construction community and that he did what he thought was correct including recommending against projects some Board members might favor.

ELY BUS SYSTEM (EBS)

ELY, NV: Local city bus service was inaugurated in Ely on September 18th in the form of one loop route running on weekdays only between 700AM-830AM and 330PM-530PM.

Initially, no fares were charged although a 50 cent fare is to be charged.

Dial-A-Ride service, at a $1 fare with 24 hour advance reservations necessary, was also established. Accommodations are made on a space available basis.

Ely is the fourth city in Nevada to have local transit, the others are Las Vegas, Reno and Wendover *(Ed. Note - Laughlin used to have city service until 1994).*

TRANS NEVADA STAGES is the contract operator while PARA TRANSIT COMPANY, INC. is the administrator of the program for the Section 18 rural transportation elements.

Since inauguration, ridership has continued to increase and local merchants have begun sponsoring an extension of service between 700PM and 100AM.■

WASHINGTON STATE NEWS

COMMUNITY TRANSIT (Snohomish County) has started construction on a six bay transit center at the Edmonds Community College. Several routes will use the center and capacity issues at the nearby Lynnwood Transit Center will be reduced.

WHATCOM TRANSPORTATION AUTHORITY of Bellingham is seeking proposals to purchase twelve 26 foot accessible paratransit vehicles.

WTA started a NEW route in September, 17-WESTERN WASHINGTON UNIVERSITY (aka Viking 1), designed to serve the Alabama neighborhood, Lakeway Street, Civic Field and York neighborhood connecting these areas to the campus on weekdays between 730AM and 530PM.

The *CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY* may offer a revised proposal for area voters by September 1996. Last March, the *RTA's* $6.7 billion rail and bus system plan for Snohomish, King and Pierce Counties was defeated by voters.

The *RTA* survived a move by Seattle area legislators in the Washington General Assembly to eliminate their state funding. They did receive $2.5 million ($9 million was requested) to continue for one more year.

SAN JUAN TRANSIT, INC. of Friday Harbor is an operator of transit on the San Juan Islands (San Juan County) providing three routes.

On San Juan Island there are two routes - FRIDAY HARBOR-ROCHE HARBOR and FRIDAY HARBOR-CAPE SAN JUAN. On Orcas Island is one line - WSF FERRY LANDING-OBSTRUCTION PASS.

Headways vary, but service runs seven-days-per-week and hours are roughly 800AM-600PM.

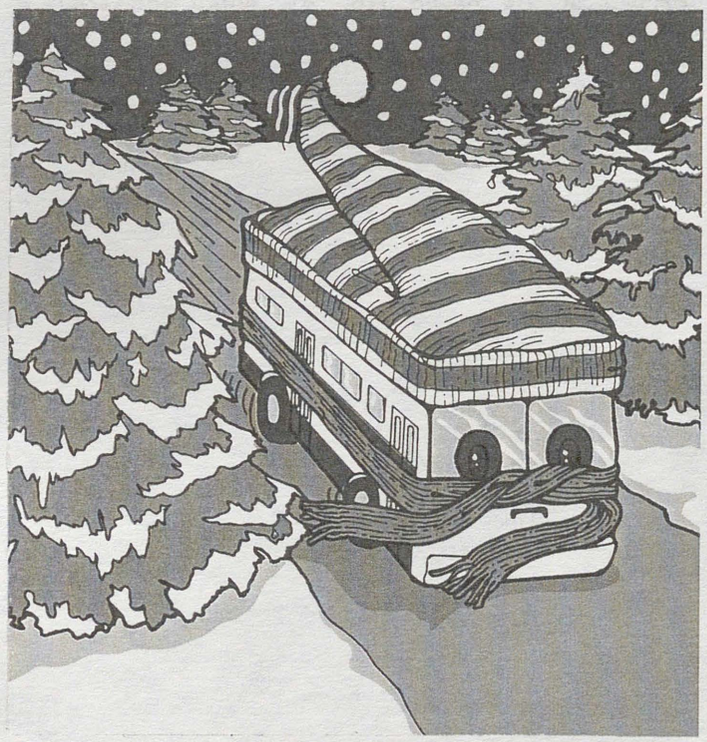
One way fares range between $3 and $7 (round trips $5-$11) with $15 Day Passes and $30 Commuter Passes available.■

VEHICLE PROCUREMENT NEWS

The *REGIONAL TRANSPORTATION DISTRICT* of Denver is seeking proposals to purchase 26 shuttle vehicles for operation on the 16th Street Mall.

TRI COUNTY METROPOLITAN TRANSPORTATION DISTRICT (TRI MET) in Portland is seeking bids for 22 full size low floor buses.

The Grand Canyon National Park (Arizona) has ordered two Model 5131 electric buses from Specialty Vehicle Manufacturing of Downey with delivery next spring. The buses will operate on the Village Loop and other park bus routes.■



EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
Regal Carriages	R503	Dina	Viaggio 1000/SS000900	4/95	
Int'l Stage Lines (BC)	959	MCI	102C3/KP042741	5/89	
Ken Air Tours (BC)	9003	MCI	102C3/LP043307	3/90	
California Charters	3003	MCI	102C3/NP044532	4/92	
	3013	MCI	102C3/PP045388	5/93	
	3114	MCI	102D3/SP047130	1/95	
SFO Airporter	365	MCI	102D3/RP046233	3/94	
K-T Services, Inc (NV)	253	MCI	102D3/RP046730	1994	
	290	MCI	102D3/SP047078	1994	
	299	MCI	102D3/SP047127	1/95	
Edenfield Stages (PA)	none	MCI	102D3/SP047092	1/95	
Transp Charter Services	9011	MCI	102D3/SP047711	7/95	
Roesch Lines, Inc	601-602	MCI	102DL3/SP046961,963	11/94	
Herrera Coaches (NM)	123	Prevost	2P9L/K1001749	1989	
All Aboard America (AZ)	399	Prevost	H3-40/R1001072	1994	
	405	Prevost	H3-41/T1001303	1995	
Shangri-La Express	501	Van Hool	T-800/40/S2027526	1995	
	502	Van Hool	T-800/40/S2027521	1995	
	506	Van Hool	T-800/40/S2027528	1995	
	509	Van Hool	T-800/40/S2026823	1995	
-USED-					
Allen Transportation	1-2	Wayne	Lifestar/HK000293,199	5/87	1
	3-4	Wayne	Lifestar/HK000223,287	5,10/87	2
	5	Wayne	Lifestar/JK000376	4/90	3
	6	Wayne	Lifestar/HK000252	9/87	4
	7	Wayne	Lifestar/HK000192	8/87	5
	8	Wayne	Lifestar/HK000219	5/87	6
	9	Crown	A-426-11/37144	5/73	7
Amador Stage Lines	1061	Prevost	H5-60/K1001021	1989	8
ABC Holiday	2828	TMC	102C3/LR007518	1/90	9
-DISPOSITIONS-					
Santa Clara County TA	1106	GMC	T7H-203/A007	11/79	A
	1626,1629	Grumman	53102-8-1/AD092928,931	2/81	A
	1728,1766	Grumman	53102-8-1/AD093030,068	3/81	A
Roberts Hawaii	187	MCI	MC-7/U10343/S7769	11/69	B

-NOTES-

1. Ex Laidlaw 14154A, 14318A.
2. Ex Laidlaw 12956A, 12943A.
3. Ex Laidlaw 808559A.
4. Ex Laidlaw 12966A.
5. Ex Laidlaw 12940A.
6. Ex Laidlaw 12952A.
7. Ex Laidlaw -.
8. Ex Gray Line of Tampa (FL) 4002.
9. Ex Palac Charters 2828.

A. To Buy A Bus in Sacramento.

B. To Gagne Coach Maintenance (NV).

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