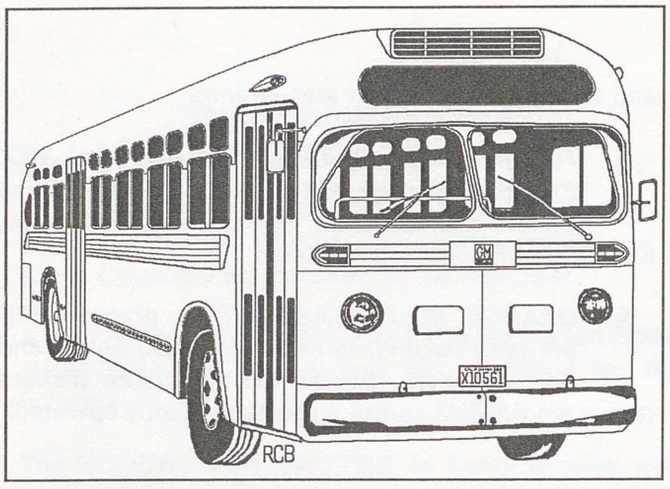


Western Transit

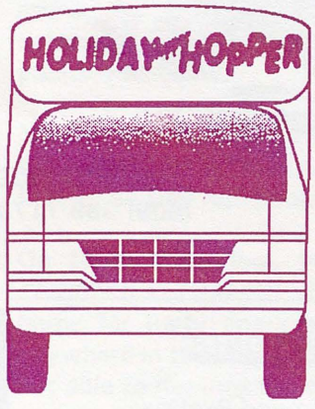
11112 Ivanhoe Garden Grove, CA 92640

VOL. 34, NO. 1 January 1996

SPECIAL HOLIDAY BUSES AND SERVICES

Several new locations offered special Christmas season services in 1995.

In San Bernardino *OMNITRANS* provided the **HOLIDAY SHOPPER HOPPER** on weekends between Thanksgiving and Christmas operating every 15 minutes between 900AM and 700PM (two buses) charging 25 cents.



MAYFLOWER CONTRACT SERVICES ran the service using 946 and 953, Econoline/Escort 158s painted white with the words "HOLIDAY SHOPPER HOPPER" in red. The windows and sides of the vehicles were decorated with holiday designs and radio station KFRG's frog logo.

The Inland Empire's country music radio station, KFRG (pronounced K-FROG) sponsored HSH and advertised it as part of their holiday messages.

Pasadena's *AREA RAPID TRANSIT SYSTEM* operated its **FREE HOLIDAY SHUTTLE** for the second year *(WT 1/95)* and offered extended hours on the SOUTH LAKE-OLD PASADENA route between November 24 and January 2.

FHS ran on an expanded two way loop route on a 30 minute headway (4 buses) 1100AM-700PM Monday-Thursday, 1100AM-1000PM Friday, 1200PM-800PM Saturday-Sunday with a fleet of all white with "FREE HOLIDAY SHUTTLE" in dark green one door Wheeled Coach vehicles. *MAYFLOWER* operated FHS.

In Glendale, the *GLENDALE BEELINE* offered extended holiday hours on the three regular routes as well as a NEW line, the **HOLIDAY EXPRESS,** which operated weekdays between 1100 AM and 200PM on a route along Brand Blvd between Glenoaks and Harvard looping to serve the Glendale Galleria.

GB is also operated by *MAYFLOWER* and their National RE-29s (B13-B22) had Christmas wreaths.

In Placerville *EL DORADO COUNTY TRANSIT AUTHORITY* ran its **HOLLY JOLLY TROLLEY** for the second year. HJT operated between November 2 and December 24 along Main Street between Placerville Drive and West Main using a replica trolley leased from the TRANSPORTATION MANAGEMENT AGENCY in Lake Tahoe. *EDCTA* is seeking funds to buy a propane fueled trolley for an all year service.

In Santa Ana the Main Place Mall offered the **MAIN PLACE OFF SITE PARKING SHUTTLE** on Saturday and Sunday from 800AM to 800PM between Thanksgiving and Christmas to provide customer and employee parking at the Union Bank Square (where *OCTA's* offices are). The route traveled via Bedford, La Veta, Main, Main Place roadways and Bedford. *LAIDLAW TRANSIT SERVICES* ran the service using two school bus Chevy Van 30/Collins Civitrans cutaways.

(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

☑ Commission Order Instituting Investigation and Order To Show Cause into whether PSC 6856 of *Uri Darvish dba 2 A QUICK TRIP SHUTTLE* should not be revoked

☑ *Screamline Investments, Inc. dba TOUR COACH TRANSPORTATION* for PSC between LAX and Pasadena, Buena Park, Fullerton, Anaheim, Orange, Newport Beach and Orange County Airport and the same cities

☑ Investigation on the Commission's own motion into the operations and practices of *Fansar Enterprises, Inc. dba MERRITT TRANSPORTER*, a charter party carrier and Morteza Abdollah, President, as to whether it operated during a period when operating authority had been suspended at the request of the CHP

☑ *Robert John Hilton dba DESERT VALLEY SHUTTLE* to extend PSC within and between points in the Coachella Valley and Ontario, Orange County, Long Beach, LAX Airports and hotels in the LAX area (Zip Code 90045)

DECISIONS

BLUE & GOLD FLEET authorized to provide service between Jack London Square (Oakland) and Alameda Gateway Area, Alameda and Angel Island State Park

Amisi Kugonza dba TAKE ME HOME EXPRESS granted PSC between points in Alameda, Contra Costa, San Francisco Counties and Oakland Airport

All party settlement approved and *GREYHOUND LINES, INC.* authorized to abandon Route 2.13 between Oroville, Quincy, Portola and Reno

J. Francisco Hernandez dba AMERICA'S SHUTTLE granted authority to extend On Call door to door service within and between the cities of Alameda, Contra Costa and San Francisco Counties and Oakland Airport

Hossein Ahmedi dba 1 M LUCKY SHUTTLE to extend service between points in Los Angeles and Orange Counties and area airports

Feliciano Moncada-Castaneda dba CAL-MEX EXPRESS granted PSC 9693 to provide On Call service between San Ysidro and Los Angeles, Bakersfield, Fresno and Merced

ORANGE BELT STAGES, INC. granted PSC between Bakersfield and Indio, Paso Robles and Santa Barbara, Bakersfield and Santa Barbara (these are *AMBUS* contract routes presently operated)

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SPECIAL HOLIDAY BUSES

(Continued from Page 1)

LONG BEACH TRANSIT 4402, a GMC RTS 04, was decorated for the season including installation of a Santa Claus and his reindeer on the bus' roof.

A *SANTA MONICA MUNICIPAL BUS LINES* 5101-5180 class GMD T8H-5307A was also outfitted for the holidays.

The **HOLIDAY TIDE SHUTTLE** in Santa Monica was extended to operate through January 1st. The MAIN STREET route ran daily 1200PM-1000PM.

HUNT TRANSPORTATION 73 (Flxible New Look) and 530 (TMC MC-8) were decorated with Christmas wreaths for use on the DISNEYLAND AREA HOTEL/MOTEL SHUTTLE service.

METROLINK operated special weekend trains on Saturday December 9 and 16 on the SANTA CLARITA, VENTURA COUNTY and RIVERSIDE lines. Special $5 round trip tickets were available in advance while tickets, at regular prices, could be purchased at the station machines.

MTA offered a special 25 cent fare on buses and trains between 900PM on Christmas Eve and 500AM on Christmas Day repeating on New Years Eve and Day.

On New Years Eve, vans of the *PALOS VERDES PENINSULA TRANSIT AUTHORITY* offered free rides home for party goers between 900PM and 200AM anywhere in their service area although the buses were not able to get into the gated city of Rolling Hills.

In Long Beach, to celebrate New Years Eve On Pine Square, *LBT* offered round trip shuttle buses between Belmont Shore and Pine Avenue downtown while *MTA* ran special trains until 130AM between Del Amo Station and downtown.■

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: Contract fixed route service returned to *MTA* January 7th as the first of seven lines to be operated by *ATE MANAGEMENT & SERVICE COMPANY (WT 4/95)* began operations.

Line 130-ARTESIA BOULEVARD was transitioned to *ATE* and, through the end of March 1996, one line will be shifted about every two weeks. 125-ROSECRANS AVE was shifted February 4.

The management firm is operating the lines from a garage in Compton near Central and Rosecrans using a fleet of *MTA* 3300 series Neoplan AN440As and 8200 series GMC RTS 04s which are painted white with one red belt rail stripe and the "M" logo with a black, rather than orange, background. Except for Diamond or Keene fareboxes and a different two way radio system, the buses are the same.

205-WILLOWBROOK-HARBOR CITY-SAN PEDRO, 225/226-AVIATION BLVD-PALOS VERDES PENINSULA, 232-LONG BEACH-LAX VIA PCH, 266-LAKEWOOD/ ROSEMEAD BLVDS and 270-MONROVIA-EL MONTE-CERRITOS make up the lines to be transferred to *ATE.*

A public hearing was held December 2nd to receive testimony on plans developed for bus lines coincident with the extension of the METRO RED LINE westward from Mac Arthur Park Station to the Wilshire/Western Station beginning next July.

Three NEW lines are planned (58-ALAMEDA CONNECTOR, 310A-CRENSHAW BLVD LIMITED and 316-3RD STREET LIMITED), several would be rerouted to the closest rail station and all Wilshire buses, except 20-WILSHIRE LOCAL, would be shortened to operate only as far east as Western. 497-MONTCLAIR-POMONA-LA PARK/RIDE would also be shortened to run only as far west as 7th and Figueroa.

MTA recently sold 2315, a 1989 TMC RTS 06, to the Detroit Diesel Corporation for its book value of $128,675. In 1992 this bus was chosen to be converted from diesel to liquified natural gas in a project sponsored by TMC and DDC. The fuel system conversion was completed at TMC and the bus was shipped to DDC for installation of an engine modified to operate on natural gas. Two different engines were installed, first, a DDC 6V92 Direct Injection Natural Gas which was replaced by a Series 50 natural gas engine. During this time *MTA* decided to buy CNG buses and not pursue LNG. In order to continue testing the natural gas engine and fuel system technologies, DDC offered to buy the bus and will continue its research.

8447, a GMC RTS 04, has replaced 144, a GMC TDH-5303 (originally 5090) as the Instruction Department's mobile classroom vehicle including taking the two RV air conditioning units which have been placed over two of the three roof vents.

The Board has authorized staff to conduct a Call For Projects for Mobility Allowance proposals with a plan to award contracts in the spring and start operations in July.

MTA
(Continued)

The Call seeks fixed price proposals to operate innovative service demonstrations in up to six specified areas, in other suitable areas or to implement *MTA* Restructuring Study plans consistent with the MA concept. Cost savings would be reprogrammed into additional transit service in accordance with the Bus System Improvement Plan, the short term implementation plan of the *MTA* Long Range Plan Bus Element.

The MA concept is to maximize use of funds for transit while improving service to the customer, especially in lower productivity areas and time periods. The MA calls to implement alternative transit in outlying suburban areas with lower demand where *MTA* fixed route buses are least effective. It also calls for considering similar alternatives in inner city areas during low demand periods, such as nights and weekends.

Alternative services could include community circulators, flexible destination, subscription, shared ride taxi and demand response. MA presumes smaller vehicles operated by low cost operators will improve utilization of *MTA's* transit funds. Another assumption is that these will be an improvement over traditional fixed route service.

The six candidate areas include late night (1200AM-500AM) service south of Broadway & Rosecrans to San Pedro; weekend service in Marina Del Rey, Playa Del Rey and parts of Westchester; weekend service on the Palos Verdes Peninsula; evening and night (630PM-1130PM) in the West Inglewood, Westchester, Del Rey area; daily service in the beach communities of Manhattan Beach, Hermosa Beach, Redondo Beach, west Torrance and weekday service along the 101 Freeway corridor in Calabasas, Agoura Hills and Westlake Village *(Ed. Note - interestingly, 5 of the 6 areas are in the South Bay which also includes all or a portion of five of the seven lines now being operated by ATE due to the high subsidy per passenger and home to three of the county's municipal operators, GARDENA, TORRANCE and PALOS VERDES PENINSULA).*

Albert J. (A. J.) Eyraud, Jr., a veteran transportation official and former Chairman of the original *METROPOLITAN TRANSIT AUTHORITY* from 1960 to 1964 and President of the former *SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT* in 1968 passed away January 3rd of acute respiratory failure at the age of 83.

Prior to his association with *MTA,* Eyraud was President of Asbury System which included the former *ASBURY RAPID TRANSIT SYSTEM,* Asbury Transportation Company (truck line) and Asbury Contractors, Inc.■

ATE MANAGEMENT & SERVICE COMPANY (ATE)

COMPTON: ATE MANAGEMENT & SERVICE COMPANY began operating the first of seven *MTA* lines (130-ARTESIABOULEVARD) on January 7th as part of its three year, $30 million transit service contract *(WT 4/95)* with its own staff, bus operators and mechanics, but using a fleet of *MTA* buses, 3300 series Neoplans and 8200 series RTS.

Buses used on Line 130 on the first day included 3474, 3477, 3478, 3479, 3484 and 3581. There are four bus runs, but some operators pulled out a different bus.

The current fleet includes Neoplans 3472, 3474-3481, 3484 and 3581 and RTS 8303, 8309, 8315, 8317, 8321, 8327, 8340, 8350 and 8352.

The *ATE* garage on Central north of Rosecrans was formerly a truck yard and is presently housing the eight purple RTS buses used on the recently discontinued *MTA* Line 305-CITY CONNECTOR and a few *ATE* owned cutaway vehicles.

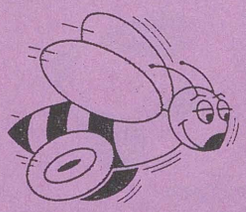
The February 4th transition of 125-ROSECRANS AVE occurred as planned. First day buses were 8309, 8315, 8317, 8321, 8327, 8340 and 8350.■

FOOTHILL TRANSIT (FT)

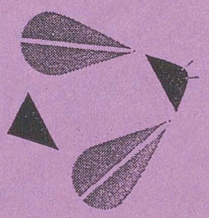
WEST COVINA: FT implemented three rail feeder lines under the name **FASTRAX** on November 6th providing peak hour service connecting the Industry *METROLINK* Station with the industrial zones and connecting El Monte *METROLINK* with Arcadia and East Pasadena.

Line 701-GALE AVENUE-PUENTE HILLS MALL and 702-RAILROAD ST-BUSINESS PKWY are interlined with buses departing the rail station as 701, changing to the 702 at Azusa and Colima and returning to the station. Four round trips are operated each peak period.

721-PECK RD/MYRTLE-HUNTINGTON DRIVE runs via Valley, Ramona, Peck/Myrtle, Huntington, looping via Michillinda and Sunset to Huntington. 3 morning and 4 afternoon trips are provided.



THE GLENDALE BEELINE



THE FIRST DECADE OF SERVICE

Since its introduction as a modest shuttle bus service in December of 1984, the Glendale Beeline is today a successful, award-winning transit system serving the City of Glendale.

Nineteen ninety-five marks the first ten years of the Glendale Beeline service. The system was founded to provide affordable and convenient transportation for Glendale residents and workers traveling in the City's Central Business District. The system originated with two routes, named the Dash and the Diamond, and five buses, two for each route and one back-up vehicle. The Beeline's original hours of operation were Monday through Friday from 9am to 6pm.

In 1987, the City of Glendale responded to requests from senior citizens to provide shuttle services to medical facilities and a major grocery store not on the original Beeline routes. The Dash Route was extended one mile north to Stocker, while the Diamond Route was extended west from Central Avenue to Pacific Avenue.

In 1990, the City of Glendale purchased the Southern Pacific Railroad depot, a historic Spanish Revival style building that was constructed in the 1920s. Operating as an Amtrak Rail Station, the City renamed the depot the Glendale Transportation Center (GTC) and added a third Beeline route, the Dot, on October 1, 1990, to connect the GTC with the Central Business District.

To facilitate the travel requirements of an increasing number of early morning commuters, the Beeline added two hours of operation to all three Beeline routes by beginning services at 7:00 a.m. The change was effective in October of 1990.

With the introduction of the Metrolink Commuter Service in Southern California in November 1992, the City of Glendale introduced the Glendale Metrolink Express Shuttle to transport Metrolink passengers from the GTC to their offices in Glendale. Two express shuttles—The San Fernando Express and the Brand Blvd. Express—serve passengers from 14 arriving trains in the morning and 14 departing trains in the afternoon. The express shuttle operates as a true express by limiting stops to only major business intersections along the routes.

In 1993, the City conducted a Short Range Transit Master Plan Study to address Glendale's current and future transit needs. Based on these studies, the existing Beeline routes were revised. On November 1, 1993, three new Beeline routes were added to the system on a trial basis. Route #3 served Glendale Adventist Medical Center. Route #4 served the Glendale Community College. Route #5 served the Montrose area. Routes #3 and #4 were canceled in June 1994 due to low ridership levels. The existing Dash, Diamond, and Dot routes were designated as numbered routes.

In 1993, Governor Pete Wilson awarded the City of Glendale the prestigious Helen Putnam Award for Excellence in the Public Works and Transportation Category for the Beeline Transit System.

As a result of the January 17, 1994, Northridge earthquake, the City of Glendale responded by providing Beeline buses for evacuations and special emergency services. The buses were used to transport earthquake victims to shelters and to Disaster Assistance Centers. Free Beeline tokens were distributed to the earthquake shelters to enable residents to travel throughout the city. Four Beeline buses were also added to the Glendale Metrolink Express Shuttle Service to accommodate the increased number of commuters using Metrolink service.

Since its inception, ridership on the Beeline has increased from 56,046 total riders in 1985 to over 1.5 million in 1995. The Beeline averaged just over 200 passengers a day in its first year; in 1995, the daily average is approximately 4,500. In ten years, nearly eight million passengers have boarded the Beeline.

Unlike traditional mass transit systems, the Glendale Beeline offers direct transportation to major destinations in the City of Glendale. From students to seniors, the Beeline eliminates the need for automobile travel and parking for shopping, dining, entertainment, medical services, school attendance, and more.

There are three main Beeline routes in operation today with approximately 4-5 buses traveling on each route. Though the system is owned by the City of Glendale, it is operated by a private contractor. A total of 23 buses are in operation, 18 of which are City-owned. The majority of the buses use clean-fueled propane. Recent surveys indicate that over 59% of Beeline riders are under the age of 45, and 23% over 60 years of age.

The Beeline is commemorating its first decade of service in the City of Glendale by introducing a token program and monthly passes for students, seniors, and the disabled. The Beeline continues to be a major factor in the reduction of traffic congestion and the improvement of air quality in Glendale.

THE GLENDALE BEELINE

FACT SHEET

DESCRIPTION	A clean-fueled shuttle bus service serving the City of Glendale.
START OF SERVICE	December 1984
FUNDING	Prop A (1/2 cent sales tax) and Prop C
FARE	12/84 - 11/88 25¢ 11/88 - 9/93 Free 9/93 - Present 25¢ *(15¢ for seniors)*
TOTAL VEHICLES	1985 5 *(4 in operation; 1 in reserve)* 1991 12 1995 23 *(18 of which are City-owned)*
VEHICLE FUEL	Clean-burning propane
DRIVERS	Professional drivers employed by Beeline contractor
ROUTE #1	Starts at the GLENDALE TRANSPORTATION CENTER (GTC), travels north on Central Ave. to Mountain St., then south on Brand Blvd. back to the GTC.
ROUTE #2	Starts at the GLENDALE TRANSPORTATION CENTER (GTC), travels north on Brand Blvd. to Mountain St., then south on Central Ave. back to the GTC.
ROUTE #4	Starts at Palmer Park and travels north on Chevy Chase , west on Broadway, south to Harvard, west to GLENDALE GALLERIA, north on Central, east on Broadway to the CIVIC CENTER, north on Glendale Avenue to GLENDALE COMMUNITY COLLEGE, and proceeds south on same course.
SERVICE MILES	In-service mileage per route: Route #1 7 miles Route # 2 7 miles Route #4 11 miles S.F. Road Express 2.0 miles Brand Blvd. Express 2.0 miles
RIDERSHIP TOTALS	1985 56,046 1986 60,506 1987 85,580 1988 138,294 1989 394,917 1990 577,124 1991 1,075,288 1992 1,280,463 1993 1,247,000 1994 1,400,085 1995 1,563,034 *(est.)*
RIDERSHIP STATISTICS	*(percentage of total Beeline riders)* 93% use the Beeline at least once a week 55% use the Beeline a minimum four days a week 87% live in Glendale 33% use the Beeline as transportation to work 62% use the Beeline for personal business trips 64% use the Beeline for grocery shopping 68% use the Beeline for non-grocery shopping
RIDER DEMOGRAPHICS	*(statistics from 1993 Beeline survey)* 58% under 45 years of age 23% over 60 years of age 31% male

FOOTHILL TRANSIT
(Continued)

Four of the F100-F106 Gillig Spirits, including F102 and F104, have been decorated with a Shrink Wrap design depicting a *METROLINK* train.

The fare is free with a *METROLINK* ticket or 85 cents without.

FT has been awarded federal funds to purchase its first garage facility at 200 East End in Pomona (very close to the former *MTA* Division 16 and to *MAYFLOWER's* Pomona small bus garage) and is competing for a second grant to purchase land for a second garage, likely in El Monte. The agency would have its maintenance and operations contractors use these facilities.

Presently, contractors *MAYFLOWER* and *LAIDLAW* operate from garages they either own or lease. ■

ANAHEIM TRANSPORTATION NETWORK (ATN)

ANAHEIM: On December 2nd *ATN* assumed operation of the former *OCTA* rail feeder Line 452, now known as COMMUTER ROUTE, which operates during weekday peak hours connecting Anaheim's *METROLINK/AMTRAK* Station with the Disneyland area and downtown Anaheim.

Operated by *WESTERN TRANSIT SYSTEMS, INC.,* related to Yellow Cab of Northern Orange County, the peak hour service continues and a weekday only midday shuttle connecting the Disneyland hotel/motel area with the recently opened Anaheim Plaza shopping center was added.

ANAHEIM TRANSPORTATION NETWORK
A Transportation Management Association

This service runs as the **CLEAN FUEL SHUTTLE** using *YCNOC* 206, a propane powered Econoline Escort II, painted white with green lettering.

The MIDDAY ROUTE begins at the Anaheim Sheraton and travels via Ball Road, West, Convention Way, Harbor Blvd, Lincoln, Wilshire, Loara, Crescent and Plaza roadways. Service runs hourly 1030AM-230PM. The fare is 25 cents.

MONTEREY-SALINAS TRANSIT (MST)

MONTEREY: This past September *MST* started the CSUMB CAMPUS SHUTTLE, a two route, free fare campus circulator *(Ed. Note - CSUMB is the California State University Monterey Bay located on land which was formerly the United States Army's Fort Ord Military Reservation).*

Using some of *MST's* Gillig Spirits, the bus operates half hourly between 700AM and 1000PM on weekdays (CAMPUS SHUTTLE A) remaining on campus. On weekends the MARINA SHUTTLE B is extended off campus to the City of Marina and operates hourly between 930AM and 230PM.

The buses are equipped with front mounted bicycle racks but, on this line, bikes are also allowed inside the bus if space is available in the wheelchair securement area. ■

MONTEREY-SALINAS AIRBUS (MSA)

SALINAS: A new schedule took effect October 1st including six round trips on the MONTEREY-SALINAS-SAN JOSE AIRPORT-SAN FRANCISCO AIRPORT route and a reduction in both one way and round trip fares.

Northbound trips leave Monterey at 330AM, 530AM, 730AM, 930AM, 200PM and 530PM with three hours travel time to SFO.

Southbound buses depart SFO at 630AM, 1100AM, 200PM, 430PM, 700PM and 930PM.

One way fares from Monterey and Salinas to both are now $30 non-prepaid and $25 prepaid with discounts for round trips and reductions for groups traveling together. ■

CENTRAL COAST AREA TRANSIT (CCAT)

SAN LUIS OBISPO: On September 18th Line 14-SANTA MARIA was combined with 10-SAN LUIS OBISPO-ARROYO GRANDE-NIPOMO.

Weekday service now includes three round trips between Santa Maria and San Luis Obispo plus a peak hour trip (north in the morning, south at night) between Arroyo Grande and SLO. Line 10 operates three full length round trips on Saturday. ■

BAY AREA RAPID TRANSIT (BART)

OAKLAND: BART's North Concord/Martinez Station opened on December 15th with train service starting the next day with an extension of the CONCORD-DALY CITY line to the station, the first new facility in nearly twenty years.

Construction continues on the extension in the median of California Highway 4 toward Pittsburg. The Pittsburg/Bay Point Station at the Bailey Road interchange is scheduled to open in October.

Service on NORTH CONCORD-DALY CITY runs every 15 minutes 400AM-700PM and every 20 minutes 700PM-Midnight on weekdays, every 20 minutes 600AM-Midnight on Saturday and every 20 minutes 800AM-Midnight on Sunday.

With the opening of the new station several bus lines were rerouted from BART/Concord to North Concord. These include *BART EXPRESS* M-MARTINEZ and PE, PE1 and P2X to and from Pittsburg, Antioch and Brentwood. PE operates during weekday commute hours, PE1 during midday and evenings and P2X on weekends. *CENTRAL CONTRA COSTA TRANSIT AUTHORITY* Lines 108-MARTINEZ and 117-CONCORD-CONCORD BART also serve the new station.

The Colma Station is scheduled to open on February 24th while the Castro Valley and Pleasanton stations (on the under construction LIVERMORE line) are set to open this summer.■

CENTRAL CONTRA COSTA TRANSIT AUTHORITY (CCCTA)

CONCORD: Funded by the City of Walnut Creek and operated by *CCCTA,* Line 103-THE FREE RIDE DOWNTOWN SHUTTLE, recently began. Operating Monday thru Saturday between 900AM and 400PM, the line operates in the shape of a figure 8 serving downtown Walnut Creek and passing three parking garages (two hours Free Parking with merchant validation).

From Broadway Plaza the line runs on Plaza, Main, Civic, Locust, Mt. Diablo and Plaza.■

TRANSPORTATION AND LEGISLATION

Assemblyman Bernie Richter (R-Chico), along with Assembly Member Margett and State Senator Leonard, have introduced AB 2084 which, if passed and signed by Governor Wilson, would allow a County Board of Supervisors, beginning July 1, 1997, on a local option basis, to divert sales tax money now deposited in the county's Local Transportation Fund into the county's General Fund *(WT 9/95).*

Agencies throughout California have started taking action. The *METROPOLITAN TRANSIT DEVELOPMENT BOARD* in San Diego has adopted a resolution in opposition to the bill and has urged the cities in and County of San Diego to also oppose this legislation.

The League of California Cities has adopted an official policy of opposition and is asking all cities to oppose the bill.

The Butte County Board of Supervisors (Richter's home area) voted 4-1 not to support the measure and indicated that TDA funds are absolutely essential for transit to continue in the county.■

CITIZENS AREA TRANSIT (CAT)

LAS VEGAS, NV.: CAT instituted a number of changes on October 15th including weekday half hour headways on 103-DECATUR, 201-TROPICANA and 204-SAHARA. The long Henderson route was divided into 212-SUNSET-BOULDER HWY and 216-HENDERSON LOCAL.

More frequent headways and additional service areas are planned for later this month.■

WASHINGTON STATE TRANSIT NEWS

COMMUNITY TRANSIT (Snohomish County PTBA) has ordered 15 El Dorado/National Escort FEs (originally known as Squires) and 8 El Dorado National Aero-XT medium duty vans for use on some of the system's community routes.

PIERCE TRANSIT of Tacoma has adopted a 1996 budget of $45 million which reflects cost cutting measures to offset continuing cuts in federal funds. *PT* has increased fares, restructured fixed route service, limited paratransit to comply with the ADA Act and limited hiring. On the plus side, the vanpool program will expand with purchase of 20 new vans. Agency revenues are expected to increase 2.5 per cent, primarily because of increases in sales tax and Motor Vehicle Excise Tax revenues, *PT's* major revenue sources.

WASHINGTON STATE NEWS
(Continued)

The *KING COUNTY TRANSPORTATION DEPARTMENT* officially began operating January 1st. *KCTD* is the result of two reorganizations of county government *(WT 6/94)*, prompted by the consolidation of two governments providing regional services - King County and the former MUNICIPALITY OF METROPOLITAN SEATTLE *(METRO)*. The department is responsible for all types of transportation including buses, vanpools, carpools, pedestrians, automobiles and bicycles.■

INTERSTATE COMMERCE COMMISSION (ICC)

WASHINGTON, D.C.: The federal government's oldest regulatory agency, the ICC, ceased to exist as of January 1st as its remaining powers were transferred to the Justice Department and the Department of Transportation. Justice will be responsible for trucking company mergers while DOT will handle licensing and railroad mergers.

The ICC was created in 1887 to lessen consumer complaints, primarily about the pricing policies of the railroads. Beginning in 1905 President Theodore Roosevelt supported a series of bills to strengthen the agency and, in 1935, President Franklin Roosevelt placed trucks and buses under the agency.

The deregulation era of the 1980s began to strip the ICC of most of its authority and the current view that less government is better government hastened the demise of this body.■

Intercity Transit

Olympia, WA

FLEET #'S	BUILDER	MODEL	SERIAL #'S	DATE
101	Dodge	Wide One	-	1988
102-110	Ford/National	Econ 350/Escort 138	-	1989
111	Dodge	Wide One	-	1990
120-123	Ford	Collins Diplomat	-	1990
124-130	Ford	Collins Diplomat	-	1991
135	Dodge	Care Conc	-	1992
140-141	Ford	Collins Diplomat	-	1992
150-166	Ford/El Dorado	Econ 350/Aerotech	-	1993
170	Ford/El Dorado	Econ 350/Aerotech	-	1993
175	Ford	Elf	-	1993
180-182	Ford/El Dorado	Econ 350/Aerotech	-	1993
190-191	Ford/El Dorado	Econ 350/Aerotech	-	1993
301	TMC	T-30	T6-717/BRO00717	12/81
302-308	TMC	T-30	T6-755 - T6-761/BRO00755-761	12/81
401-415	Gillig	4096T6V92	C1080181-195	01/82
501	Orion	01.507	1269	02/86
502-504	Orion	01.507	1307-1309	03/86
505-507	Orion	01.507	1311-1313	03/86
508-510	Orion	01.507	1316-1318	03/86
601-608	Gillig	Spirit 28	L2090059-066	1990
701-704	Gillig	3096TB6V92T	N1084734-737	1993
705-706	Gillig	S50T3096	N1084738-739	1993
707-710	Gillig	3596TB6V92T	N1084740-743	1993

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
Scenic Hyway Tours	21143, 1360	Dina	Viaggio 1000/SS000897-898	1995	
Monterey-Salinas Transit	801-808	Flxible	35102-4D/SD106158-165	11/95	Addtl info
Sunflower Chtrs dba San Francisco Bay Tours	4901	MCI	102C3/NP044546	4/92	
Southern Coach Lines	141	MCI	102DL3/SP046990	1995	
California Charters	8003	Prevost	LeMirage XL/R1001968	1994	
Preferred Charters	9422	Prevost	H3-40/R1001019	1994	
	9510	Prevost	H3-41/S1001213	1995	
San Joaquin Regional TD	1867-1878	TMC	T8O206/SR830521-532	5/95	
	1879	TMC	T8O206/SR830520	5/95	
	2019-2024	TMC	T8O206/SR830533-538	5-6/95	
NCTD/Coaster	2201-2208	UTDC	Coaster Bi Level 93-85/2031-2038	8-9/94	Coaches
	2301-2308	UTDC	Coaster Bi Level 93-85/2023-2030	5-6/94	Cab cars
-USED-					
SFO Airporter, Inc	702	GMC	T8O604/BV812286	1981	1
Eastshore Lines, Inc.	454	GMC	T7H203/A041	1980	2
	348	MCI	102C3/JPO42059	5/88	3
Antelope Valley Bus, Inc	883-884	MCI	MC-9/BPO36472-473	11/81	4
Transportes Intercalifornias	45-46	TMC	MC-8/T57-548/S1287, T57-549/S1288	1976	5
Hunt Transportation	BUG 19	MAN	SG310-18-2/0076	1982	6
Ruiz Tours	407	Prevost	Le Mirage/B1001050	1981	7
Charter Bus Lines of Oregon	274	Prevost	Le Mirage/LM103-2685-79	7/79	8
	276	Prevost	Le Mirage/LM103-2713-80	10/79	9
-DISPOSITIONS-					
Phoenix Transit System (AZ)	4740	Flxible	53096-8-1/57932	1973	A
Hunt Transportation	BUG 4	Flxible	111-DD-D06-1/57185	1973	B
County Transit	1134	GMC	T7H203/A035	1980	C
Long Beach Transit	4719	GMC	T8H201/408	1979	D
Santa Monica MBL	2504	National	RE-29/M2900954	12/93	E
Riverside Transit Agency	8602	Neoplan	AN340A/GL013151	10/85	F
Jefferson Transit Auth (WA)	---	Orion	02.501/H6005115-116	1987	G
Travel Impression, Inc.	880,891	Setra	S215HDH/L1030160, M1030247	10/89,1991	H
Greyhound Lines, Inc.	6482	TMC	MC-9/T2/2-1925/S2797	11/79	H
	8117	TMC	MC-9/T1/1-1540/S2442	1/79	H
	8219	TMC	MC-9/T1/1-1642/S2544	5/79	H
	8506	TMC	MC-9/BR002510	1/81	H
-DEMONSTRATORS-					
Yuba-Sutter Transit	2828	Bluebird	Q-Bus/TF067366	8/95	
Prevost	---	Prevost	H3-41/T1011306	8/95	
Van Hool	---	Van Hool	T800/35/18557	3/95	
Van Hool	---	Van Hool	T800/40/26833	2/95	

-NOTES-

1. Ex Long Beach Transit 4407.
2. Ex County Transit 1140.
3. Ex California Parlor Car Tours 63.
4. Ex California Charters 4517-4518.
5. Ex Embree Buses 608-609.
6. Ex Seattle Metro (WA) 2078.
7. Ex Sierra Nevada Stage Lines (NV) 910.
8. Ex Scenic Hyway Tours 7428.
9. Ex Americoach 76.

A. To Hunt Transportation for parts.
B. Being used for parts.
C. To Pacific Clinic in Pasadena.
D. To private party in Cypress.
E. Destroyed in fire.
F. To private party in Garden Grove.
G. For sale.
H. To ABC Bus Sales (Garden Grove).