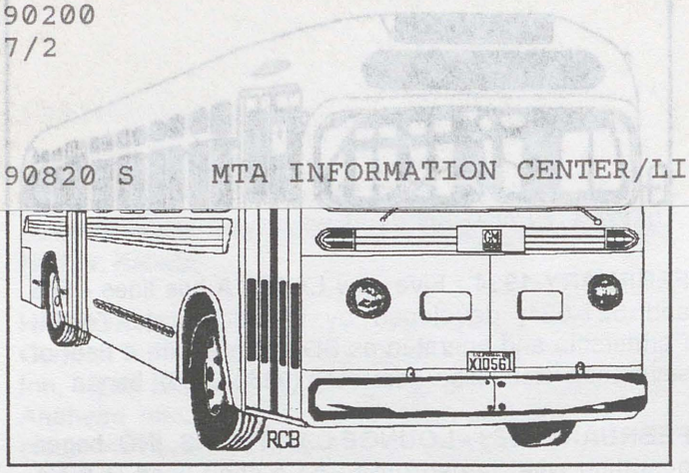
Western Transit
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Western Transit

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VOL. 37, NO. 2 **February 1999**

AIRPORT BUS
(Ground Systems, Inc. dba)

ANAHEIM: In addition to its several AIRPORT services, ENTERTAINMENT EXPRESS and DISNEYLAND-NEWPORT BEACH routes, **AB** provides four shuttles connecting with the major routes, three in the Anaheim area and one downtown.

DOWNTOWN LA SHUTTLE is designed and scheduled to connect with the PASADENA-LOS ANGELES-LAX route in both directions at The Omni Hotel (former Hilton) at 7th & Figueroa. It also serves as a feeder to the ENTERTAINMENT EXPRESS and is usually assigned a 700 series MC-8.

AirportBus

Buses depart The Omni at 520AM and hourly until the last trip at 520PM serving the Mayfair, Bonaventure, Marriott, Intercontinental, Biltmore, Checkers, Hyatt Regency, Convention Center, Holiday and Figueroa.

From 7th & Francisco, buses travel Francisco, Wilshire, Valencia, 7th, Figueroa, Frontage Road, 1st, Olive, 5th, Grand, Wilshire, Hope, Pico, Figueroa and 7th.

ANAHEIM-BUENA PARK SHUTTLE acts as a tourist shuttle between the Disneyland and Buena Park areas and also serves as an airport shuttle between the Buena Park hotels and LAX, connecting with LAX buses at the Buena Park Hotel, and Orange County Airport, connecting with OCA buses at the Disneyland Hotel.

The line operates hourly 900AM-1000PM using two 840 series GMC RTS.

From Stovall's Pavilions (on Katella at Walnut), the bus serves all the major **AB** hotels via Katella, Harbor, Manchester, Clementine, Freedman, Harbor (thru Disney Esplanade shuttle stop), Harbor, Katella, West, Cerritos to Disneyland Hotel, West, Katella, Beach, Crescent to Buena Park Hotel for ticketing (of Shuttle passengers from Anaheim getting off and LAX to BP passengers from LAX getting on). Then via Crescent, Beach, Orangethorpe, Beach, Crescent (serving Embassy Suites, Medieval Times, Wild Bill's, Holiday Inn, Hanford, Fairfield, Ramada, Marriotts, Knotts Berry Farm). Upon return to Buena Park Hotel, buses drop the LAX and Universal Studios passengers, pick up Anaheim bound riders and proceed to Anaheim. Buses travel via Beach, Ball and West to Disneyland Hotel (to drop OCA bound passengers) and on to Disneyland Esplanade for Disneyland passengers, then to Stovall's to begin the Anaheim area hotels sweep to drop Anaheim hotel passengers and pick for Buena Park.

There are three other Disneyland area shuttles, serving the smaller or more distant hotels - HARBOR-NORTH, HARBOR-SOUTH and R. NORTH and SOUTH operate half hourly connecting with Airport and Universal Studios buses at the Disneyland Hotel.

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PUBLIC UTILITIES COMMISSION (PUC)

SAN FRANCISCO: Below are applications to and decisions of the California Public Utilities Commission:

APPLICATIONS

Airporter, Inc. dba SANTA ROSA AIRPORTER vs. *Sonoma County Airport Express dba AIRPORT EXPRESS* for violating PSC by serving a point in Santa Rosa without authority

Sonoma County Airport Express dba AIRPORT EXPRESS to amend PSC to obtain citywide authority for City of Santa Rosa

Airporter, Inc. dba SANTA ROSA AIRPORTER to amend its PSC-9023 to remove the "reservation only restrictions" and serve points in Novato, Marinwood, Terra Linda, San Rafael, Corte Madera and Mill Valley, but with current "Half Mile proximity restriction". (PUC has denied appeal of *MARIN AIRPORTER* and affirmed the categorization of the proceeding as "ratesetting")

Frederick Brown and Dale Theriot dba BT TRANSPORTATION of Carlsbad for TCP-10012-B charter party authority

DECISIONS

Operating authority (TCP-9811) of *Joe Burnley, Sr* revoked for continued violations of regulations

Application of *GROUND SYSTEMS, INC dba AIRPORT BUS* for rehearing of Decision granting SuperShuttle International authority to acquire *PREFERRED TRANSPORTATION, INC* and *TAMARACK TRANSPORTATION, INC (WT 1/99)* denied

WESTERN TRANSIT'S WEB PAGE

www.geocities.com/MotorCity/Flats/1185/WesternTransit

Be sure and check out our web page. On it we list the past issues and the current issue. Also is a list of all the Rosters of the Month that we have published. There are also links to other sites as well as the bus manufacturers.

Back issues and subscription information is also available on our web page, as well as WT's history.

By adding your name to the mailing list on our home page, you will be automatically notified when the issues are printed and mailed.

Our email address is: westerntransit@gtemail.net

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"PAGES FROM THE PAST"

(Headline stories or other news items from past issues of WESTERN TRANSIT as we relive transit history)

FEBRUARY 1994 - Five new **LACMTA** bus lines - 545 and 621-624, developed by the Corporate Transit Partnership and operated as BDOF lines with a fleet of seventeen Econoline/Aerotechs (9850-9866), began

FEBRUARY 1989 - LOUNGE CAR TOURS, INC. began operating what turned out to be a short-lived BUENA PARK-ANAHEIM-ORANGE COUNTY AIRPORT route after lawsuits were filed by **GROUND SYSTEMS, INC.** challenging **LCT's** operating authority

FEBRUARY 1984 - After losing suburban area service contracts to the new **CCCTA** and to DAVE operating **TRI DELTA TRANSIT** and expecting to lose the **BART** Express Bus contract, **AC TRANSIT** was determining how best to organize and utilize resources to operate economically in outlying communities

FEBRUARY 1979 - SAN FRANCISCO MUNICIPAL RAILWAY implemented its new "No Pay-No Move" policy to capture about $1 million in lost annual revenue as about five per cent of **MUNI** patrons simply refused to pay their fares

FEBRUARY 1974 - SANTA CRUZ METROPOLITAN TRANSIT DISTRICT completed one year of adding new night service, improving headways and new buses (three GMC T6H-4523Ns)

WT STAFF FOR THIS MONTH

EDITOR:	Edmund Buckley
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(Continued from page 1)

Beginning at the Conestoga, HARBOR-NORTH serves the Sheraton; Super 8, Ramada Limited and Days Inn on call; Holiday Inn At The Park and Candy Cane (via Ball, Harbor, Katella).

HARBOR-SOUTH starts at the Carriage Inn, then Comfort Inn, Coachmen Inn, Days Inn, Cavalier, Angel Inn, Hyatt Regency Alicante, Comfort Inn, Hacienda, Anaheim International Inn, Raffles and Parkside Inn (south via Harbor to Chapman and return).

NORTH and SOUTH, each assigned an RTS, are designed primarily to pick up passengers headed for airports or entertainment venues and transport them to the Disneyland Hotel for transfer. If there are no passengers on board at the last pick up point, the buses turn back to the first stop for the next trip.

Buses inbound from both airports will drop passengers at the stop of their choice. To assist, ticketing is handled at Orange County Airport for travelers in both directions on DISNEYLAND-OCA buses and at the Buena Park Hotel for travelers in both directions on LAX buses.

R (for RAMADA) is an On Call route using a van, usually Club Wagon 923. It starts at the Crystal Inn also serving the Residence Inn, Peacock, Comfort Inn, Ramada-Katella and the Doubletree and Hilton Suites in Orange.

AB now has a rainbow colored fleet, having shifted from the former blue and white to a variety of colors (*WT 1/99)*. The RTS are each one solid color, some with yellow lettering and others with white. The vans are mostly still blue and white. The MCI/TMC buses are white with a primary color and with the trim and airplane silhouette in a different color, sometimes another shade of the primary color, other times a totally different color.

For example, MC-8 722 is white and light green with dark green trim and plane while MC-9 911 is white and purple with green trim and plane.

SANTA YNEZ VALLEY TRANSIT (SYVT)

SOLVANG: **SYVT** recently modified its one fixed route between Buellton, Solvang, Santa Ynez and Los Olivos in Santa Barbara County, primarily along Highways 246 and 154, to run hourly 700AM-600PM on weekdays (1 bus) and half hourly on Saturday (2 buses).

Regular riders pay $1.25, seniors and disabled $1.00. 24 hour advance reservation Dial-A-Ride service ($2.25 and $1.50) is also available throughout the service area.

SMOOTH

SANTA MARIA: Beginning last December 1st **SMOOTH** started a new SANTA MARIA-BUELLTON-LOMPOC line with two round trips each weekday.

The trips, which operate in a loop along Highways 101, 246 and 1, begin at Santa Maria's Town Center Mall also serving Los Alamos (Senior Center), Buellton (Albertson's Center), three stops in Lompoc, Vanderberg Air Force Base and the Betteravia Government Center in Santa Maria.

GOLDEN EMPIRE TRANSIT (GET)

BAKERSFIELD: **GET** recently started two NEW services, the CROSSTOWN EXPRESS and the ROSE-DALE CONNECTOR.

The EXPRESS operates on weekdays every 30 minutes between the Southwest Transit Center and Bakersfield College stopping only at the Downtown Transit Center (the system's major hub at 22nd and Eye Streets) and operates along the Highway 99 Freeway.

The CONNECTOR is a fixed point deviation service, connecting with Route 14-ROSEDALE, and operating in the area of Rosedale bounded by Palm, Olive, Fruitvale and Allen. Passengers may call in and request that the CONNECTOR pick up at a location closer to their home.

GET recently took delivery of nineteen new 35 foot, CNG powered Orion V buses expected to be numbered 9701-9719 in line with current agency practice.

THE LOOP TOUR (Thomas Herget dba) (TLT)

SAN DIEGO: **TLT,** which entered the San Diego tour business in the summer of 1997 with five tours, is now operating the LA JOLLA SHUTTLE connecting five downtown locations, Old Town Transit Center and La Jolla, including a narrated tour of the coastal community.

Service operates daily 944AM-451PM with extended summer hours to 621PM on a ninety minute headway (1 bus) stopping at Hyatt Regency, San Diego Marriott Marina, Horton Plaza, Radisson Hotel Harbor View, Old Town and La Jolla.

Fares are $6 each way, payable on the bus and **TLT** customers receive a "Passport To Discounts" coupon for discounts at selected shops.

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HORTON PLAZA SHOPPING SHUTTLE (HPSS)

SAN DIEGO: Downtown San Diego's multi-level shopping mall and several hotels recently inaugurated a complimentary shuttle connecting several hotels with the center.

HPSS runs every two hours between 930AM and 930PM daily except Easter, Thanksgiving and Christmas. Stops include Sheraton San Diego Hotel & Marina (both East and West Towers), Travelodge Harbor Island, San Diego Convention Center, Lowes Coronado Bay Resort and Coronado Shores Condominiums.

SAN DIEGO LIMO BUSES operates the Shuttle using one of its El Dorado/National RE-26 buses.

SAN DIEGO TRANSIT CORPORATION METROPOLITAN TRANSIT SYSTEM (SDTC/MTS)

SAN DIEGO: Sunday and holiday service was added on 1-EL CAJON BLVD. LOCAL on January 31st, the first time in many years the route has operated. Half hourly headways are offered between 600AM and 700PM.

As a result, 15-CITY OF EL CAJON and 115-FLETCHER HILLS-EL CAJON now only operate as Route 1 on weekend evenings after about 730PM. Previously, all Sunday and all weekend evening trips ran as Route 1 along 4th/5th Avenues, rather than on the 163 Freeway between downtown and Hillcrest.

Four additional midday 932A round trips (Border to Bayfront/E Street Station short turns) were added on 932-SAN DIEGO-SAN YSIDRO and night service to/from downtown was extended until 1100PM.

In the Kearny Mesa area, 990-CARMEL MOUNTAIN RANCH-HILLCREST was rerouted off the 163 Freeway and onto Kearny Mesa Road between Clairemont Mesa Blvd and Balboa Avenue.

MTDB will be holding a public hearing on February 25th for **SDTC** and **MTS** to receive testimony on plans to add more frequent weekend service (every 15 minutes between 1000AM and 530PM) on 9-OLD TOWN-SEA WORLD-MISSION BEACH during the summer between the Old Town Transit Center and Sea World.

A NEW Line 905-OTAY MESA INDUSTRIAL PARK (4 weekday morning and afternoon round trips) is proposed between Iris Avenue Trolley Station and Otay Mesa.

Midday service on 990-CARMEL MOUNTAIN RANCH-HILLCREST (four round trips between about 1000AM and 200PM) is proposed for discontinuation.

For paratransit services, including MTS ACCESS, CTS Wheels, La Mesa Dial A Ride, Spring Valley Dial A Ride, El Cajon Dial A Ride and SAN DIEGO TRANSIT DART, it is proposed to discontinue the current free ride, return transfer policy if the ride can be completed within two hours. This policy has caused numerous operational difficulties and significant revenue losses.

HUNTINGTON PARK EXPRESS (HPE)

HUNTINGTON PARK: Last November 8th the **H. P. EXPRESS** (a two-direction fixed route connecting the residential areas with the Pacific Blvd. shopping area) started operating on weekends only every half hour between 1000AM and 600PM charging 25 cents a ride.

The Southeast Community Development Corporation is the project sponsor and PARKING COMPANY OF AMERICA using a fleet of all white Econoline/Aerotechs, is the operator. *(Ed. Note - this is the same fleet which provides the TRAIN-N-WHEELS Metrolink connectors at Commerce and Union Station (WT 6/97).*

LEGISLATION AND TRANSPORTATION

The California State Legislature is back in session and a number of bills affecting transit have been proposed. Many have yet to be assigned to Committee.

AB 44 (McClintock, R-Northridge) would mandate the re-designation of existing HOV lanes as mixed flow lanes.

SB 14 (Rainey) requires CALTRANS complete a study setting forth criteria to determine "effectiveness" of HOV lanes. Mandates against designation or construction of new HOV lanes until the study is completed.

SB 63 (Solis, D-El Monte) would reduce from 3 to 2 the number of persons in a vehicle eligible to travel on the San Bernardino Freeway Busway *(Ed. Note - As the busway was designed for buses first and other vehicles second, RTD and CALTRANS signed an MOU to require a 3 person limit. The success of express buses could be compromised if 2 persons could also use the Busway).*

SB 17 (Figueroa) reinstates an income tax credit to employers for subsidizing employee transit passes.

SB 215 (Dunn, D-Garden Grove) provides that single county transit districts retain their property tax the same as multi county districts.

(Continued on page 5)

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AB 74 (Strom-Martin, D-Santa Rosa) would make the North Coast Railroad Authority eligible for inclusion in State Transportation Improvement Program (STIP) and the Public Transportation Account funding.

AB 168 (Ackerman, R-Fullerton) would permit **OCTA** to exchange funds with CALTRANS to spend on transit operations.

The intent of SB 215 is to discontinue the current practice of an annual redirection of 40 percent of single county transit districts' property tax revenues to make up for a shortfall in County Educational Revenue Augmentation Funds, a practice started in 1992/93 as part of an eleventh hour compromise to construct a Fiscal Year budget. There are four such districts in the state - **ORANGE COUNTY, MARIN COUNTY, SAN JOAQUIN** and **SANTA BARBARA METROPOLITAN.**

AB 74 would allow the NCRA, a passenger and freight rail development and operating authority in the counties of Humboldt, Mendocino, Sonoma and Trinity and the sponsor of this bill, to compete for both regional and interregional funding from the STIP. It would also be eligible for CALTRANS recommended bus and passenger rail funding from the annual state budget.

The Simpson Timber Company is pushing this bill to make its timber shipping from Humboldt County to a transfer point in Sonoma County more competitive with Oregon producers. NCRA tracks, damaged by El Nino storms last year, are in need of repair.

This seemingly narrow bill could set precedent. While most freight railroads are privately owned, the bill makes planning a freight rail system eligible for PTA funds and rail freight improvement projects eligible for interregional STIP funds. The Alameda Corridor Transportation Authority is currently developing a $2 billion depressed rail link, primarily along Alameda Street, between the Ports of Los Angeles and Long Beach and the rail yards in downtown Los Angeles.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: February 1st brought increases in Transbay fares. Cash fares on most lines are now $2.50 ($1.25 for seniors, disabled and youth). Long distance lines L-A, RCV and S-B are priced at $2.75 ($1.35). Transbay monthly passes, also valid on local lines, for the $2.50 ride are now $80 and $90 for the $2.75 ride.

Transbay pricing was last changed in 1994.

WEST CONTRA COSTA TRANSIT AUTHORITY (WEST CAT)

PINOLE: February 16th brought changes to the **WEST CAT** Express system and two NEW local lines - 15-HERCULES-WILLOW AVE-VIEWPOINT to replace portions of J and 19-HILLTOP MALL-HERCULES.

The new J-HERCULES-PINOLE-BART/DEL NORTE now operates only as far north as Hercules Transit Center and includes the San Pablo Avenue corridor portion of the now discontinued Q-PINOLE-HILLTOP MALL-BART/DEL NORTE. The line now uses the I-80 HOV Lane between Del Norte Station and Richmond Parkway and runs every 30 minutes midday and 15 minutely during weekday peak hours.

JX-HERCULES TRANSIT CENTER-BART/DEL NORTE now runs directly along the I-80 Freeway between Hercules and Del Norte no longer serving the Northshore Business Park, now served by a rerouted Line 11.

Line 19 operates from Hilltop Mall through Pinole Vista Center, Pinole Valley Road (Northern Portion) and Old Town to Hercules. It runs every 30 minutes 9AM-4PM and hourly 4PM-7PM. On Saturdays it runs every 40 minutes between 9AM and 7PM.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY (WHEELS)

LIVERMORE: Recently **WHEELS** inaugurated a peak hour commute line - 70-WALNUT CREEK EXPRESS - which offers two morning and two afternoon round trips on weekdays, beginning in Pleasanton at Willow & Owens, then via I-680 serving BART/Walnut Creek, Mitchell Drive Park & Ride, BART/Pleasant Hill, BART/Walnut Creek, BART/Dublin, Stonehill & Las Positas and Willow & Owens.

On February 8th Lines 1-FOOTHILL ROAD-BART and 14-VETS HOSPITAL-LIVERMORE were discontinued due to low ridership while 12-LAS POSITAS-VALLEY HOSPITAL was extended, on weekends, west from Livermore to the BART/Dublin/Pleasanton Station.

DUMBARTON EXPRESS (DE)

SAN MATEO: **DE** effected a partial fare increase on February 1st increasing the Local fare to $1.25 (was $1) and the DB Monthly Pass to $70 (was $65). The $2 Transbay fare remained the same while the Transbay upgrade was reduced to 75 cents.

(Continued on page 6)

(Continued from page 5)

ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

ORANGE: The Winter Shake Up took place on February 14th and brought a number of internal changes.

Operations were shifted between the three operating divisions largely to increase the number of fixed route buses at Division 7 (Irvine) and make room at Division 6 (Anaheim) for the first ten New Flyer D-60 articulated buses which are due to be received at the end of April.

A portion of 53-MALL OF ORANGE-BALBOA was shifted from D6 to D7 while all of 56-GARDEN GROVE and 71-TUSTIN AVE-ORANGE COUNTY AIRPORT was moved from D6 to D4. 54-CHAPMAN was divided between D4 and D7 with the D7 buses using the new Highway 241 Toll Road on pull in and pull out trips as they have been equipped with "Fast Trak" Transponders.

Parts of 57-NEWPORT CENTER-SANTA ANA, 74-UCI-CULVER-TALBERT and 75-SANTA ANA-LAGUNA HILLS were shifted from D4 to D7. The D4 portion of 95-PACIFIC COAST HWY joined the D7 part there.

The **OCTA** Board has approved major changes to the manner in which its paratransit program is to be offered.

In compliance with the Americans With Disabilities Act, **OCTA** offers complementary paratransit service through the ADA ACCESS program. As well, discretionary non-ADA group trip service is provided to a number of senior citizen and special needs groups attending nutrition programs, adult daycare, rehabilitation programs and sheltered workshops. These are not required under ADA.

Presently, DAVE TRANSPORTATION SERVICES and COAST YELLOW CAB COOPERATIVE operate both of these services under contract with their own employees dispatching and driving, while **OCTA** provides vehicle maintenance, the vehicles and garage facilities.

Presently the subscription based non-ADA service consumes most of **OCTA's** paratransit resources. Scheduling protocols give priority to subscription trips which, in effect shortchanges the available ADA trips.

Non-ADA trips provided to human service agencies tend to be from many origins to one destination on a regular schedule. ADA trips are generally from many origins to many destinations and are demand responsive.

The staff recommendation has been to separate these programs to help assure compliance with mandatory ADA service requirements. It would also allow use of different and more suitable vehicles, operating policies and service models for very different customer markets. Separation is the first step in redefining **OCTA's** role in providing non-ADA service. A new model has been tried, on a pilot basis, whereby the cities of Brea, Huntington Beach, La Palma and San Clemente have run senior transportation services with Authority funding. A cap has been placed on **OCTA's** financial participation at the existing level.

The plan for rebidding the service contracts this year is to combine the non-ADA operations and small bus fixed route services into one contract and offer the ADA ACCESS services in a second contract. The intent is to award these agreements to different contractors who will be permitted (spelled "encouraged") to submit full-service bids. These would include reservation taking, trip scheduling, training, vehicle storage and maintenance.

There are good arguments for either **OCTA** or contractor provided maintenance. Current plans call for all existing space to be used to support planned expansion of fixed route service. While **OCTA** would prefer contractors to provide their own site, the demand for and cost of commercial space in Orange County and the usual "not-in-my-back-yard" response from neighbors to a bus garage in their area suggests it is likely that, at least in the first years, the contractor operated buses will remain serviced by **OCTA** maintenance personnel.

The **OCTA** Board also directed staff to evaluate the costs of providing all of the paratransit services in-house and present these to the Board prior to bids for contracted service being reviewed.

Current contracts are to be extended to October 1999 and new Request For Proposals will be issued soon.

CALIFORNIA NEWS BRIEFS

OMNITRANS recently opened its $14 million, two story maintenance facility at its San Bernardino headquarters. The building is can service 20 buses simultaneously and a CNG fueling station has been installed which caused some 700-723 series Orion Vs to be transferred from Montclair Division.

HORNBLOWER MARINE SERVICES will soon replace BLUE & GOLD FLEET as operators of the **OAKLAND-ALAMEDA FERRY** replacing BLUE AND GOLD FLEET. HMS will use the ferry Encinal as its principal boat and will acquire two other vessels as backups.

SANTA CLARITA TRANSIT recently placed into service six new MCI 102D3s, similar to four other units purchased earlier last year, and six former **GOLDEN GATE TRANSIT** RTS 04s to replace 1991 Gillig Spirits.

(Continued on page 7)

(Continued from page 6)

RELIABLE STAGE LINES
Modesto, California

FLEET NOS	BUILDER	MODEL	SERIAL NOS	YEAR	NOTES
810	MCI	MC-8	U30016 S9719	08/73	Western Stage Lines 1905
811	MCI	MC-9	BP036515	11/81	American Tours Intl 8103
812	MCI	MC-9	BP035746	02/81	M K & O Lines 810
814	Prevost	H3-40	M1001132	1991	Preferred Charters 9206
815	Prevost	H3-40	M1001174	11/91	Preferred Charters 9214
816	Prevost	H3-40	L1001029	1992	Intercar Cote-Nord (PQ) 564
817	TMC	MC-9	CR003325	08/82	Greyhound Lines West 8801

Fleet number 813 has not been used by this Modesto based charter operator

LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY
(MTA)

LOS ANGELES: The MTA Board recently adopted a plan to provide better administration of the Contracted Bus Services Program, to implement studies to find the optimum service and equipment for contracted services and to review opportunities for regional coordination.

Contracted Services management now reports directly to the Executive Officer, Operations and includes dedicated staff from the Quality Assurance Department, increased field supervision, addition of increased training and technical assistance in maintenance and addition of support staff to handle day-to-day service reliability and quality monitoring. Amended contracts now include both liquidated damages and incentives.

The most pressing concern for the CHARTERWAYS TMI and ATE operations has been the ability to operate and maintain the older equipment assigned to the contracts, a majority of the buses are 1981 GMC RTS 04s. A plan has been developed for ATE (one will be for CTMI during contract negotiations this spring) to transfer newer model diesel buses. Neither contractor could handle CNG - they do not have high speed/high volume fueling capacity and the capital costs for facilities upgrades would make their rates non competitive.

Presently the ATE fleet is receiving 38 Flxible Metros, a mix of 25, 26 and 2700s, and 25 GMC RTS 06s, 2300s which are painted in both the new gold and the two stripe design. *(Ed. Note - the days of the single red stripe are likely numbered).*

Future solicitations could require contractors to supply their own equipment. This approach was used on the current contract with TRANSPORTATION CONCEPTS, INC. for Lines 218, 603 and 605 and their fleet of 21 Econoline /Aerotechs.

However, cutaways and vans are more readily available than standard 40 foot buses *(Ed. Note - usual delivery schedules for new buses today can range between 18 and 24 months following award to the manufacturer).*

With regard to regional connectivity, cost efficiency and local responsiveness, **MTA** staff is now studying whether smaller vehicles could be substituted on any contract line along with a study of other services, including interested municipal operators, in other areas. Line 177 is being studied due to interest from both **GLENDALE BEELINE** and **FOOTHILL TRANSIT** to each operate segments of it. Line 225/226 has an uneven passenger distribution throughout the day. While school trips need large buses, ridership during other time periods requires only small vehicles. **PALOS VERDES TRANSIT** has expressed interest in operating this line.

Recommendations from this review on how best to provide these services under contract (both which lines to operate and who should provide the buses) would be included in Requests For Proposals planned for release in June 1999 for award in the fall. Labor issues raised by the recommendations would also be addressed.

The revised ATE and CTMI contracts are expected to end this December.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
Pat Holiday Tours	168	Dina	Viaggio 1000/VS001520	1997	
LADOT	92098	ElDo/National	RE-29/NC084012	02/92	
	96001-96003	ElDo/National	RE-32/—	1996	
	98031-98033	ElDo/National	RE-32/—	1998	
	98034-98036	ElDo/National	MST/XCA85053,055,054	1998	
	98037-98052	Ford/Startrans	Econ350/Startrans/—	1998	
	99006-99010	ElDo/National	EZRider/XC084035-039	11-12/98	
-USED-					
LADOT	83002-83003	Gillig	3596TA6V92T/D1080532,556	06/83	1
Azul Y Blanco (Tijuana)	1-67	Flxible	111-DD-D06-1/57161	1973	2
Mexico	1-169	GMC	T8H-5307A/1080	1973	3
	1-238	Gillig	3596TA6V92T/D1080547	06/83	4
	1-470	Flxible	111-DD-D06-1/57188	1973	5
	3	Flxible	53096-8-1/57921	1973	6
	23	GMC	T8H-5307A/3568	04/76	7
	126	GMC	T8H-5307A/2307	1974	8
	155	GrFlx	40102-8V-1/91778	1980	9
-DISPOSITIONS-					
Orange County TA	41 3000s	GMC	T8H203/mixed	1980	10
	8505,8517	Ford/ElDo	Econ/Aerotech/KHB65677,689	1989	10
	8771	Ford/Goshen	Econ/GCII/PHB93169	1994	10

-NOTES-

SANTA BARBARA MTD 403, a Nova Bus LFS, is VIN W3000010 rather than W3000001 *(WT 12/98)* which is the TORONTO TRANSIT COMMISSION demonstrator bus. W3000002 is BC TRANSIT 7298.

LADOT RE-32s 98031-98033 and MSTs 98034-98036 are propane powered and in the "new" colors with the blue cummerbund and new "DASH" logo. The REs are used on DASH/SHERMAN OAKS while the MSTs operate on the CITY HALL SHUTTLE.

LADOT EZ Riders 99006-99010 are assigned to ATE and the 601/DASH/PICO UNION-ECHO PARK line. EZ Riders 99011, 99018, 99020 and 99022 have also been spotted. These buses seem to be copies of the 98015-98030 group. They are also propane.

OCTA sold 41 of their 3001-3175 series GMC RTS 03 buses at auction on February 6th. In the early 1990s these buses had their lives extended at least another five years with installation of new engines, transmissions, interior upgrades and other items and do not show their age. Fourteen of the units were sold to the LACMTA (3019, 3020, 3065, 3075, 3094, 3107, 3111, 3114, 3119, 3122, 3131, 3136, 3146, 3165). The buses are presently at the Regional Rebuild Center for outfitting as MTA buses.

SAN FRANCISCO MUNICIPAL RAILWAY has received Skoda trolley coach 5401 for acceptance testing. Among "new to MUNI" features on the bus are electronic headsigns and voice annunciators. New Flyer D60 trolley coaches 9118 and 9119 have also been seen sporting Luminator electronic signs and GPS systems.

ORANGE-SEMINOLE-OSCEOLA TRANSIT AUTHORITY (FL) 329 was the Flxible Of The Month in the January 1999 issue.

NOTES

1. Ex OCTA 4504, 4528 via Laidlaw
2. Ex RTD 4305
3. Ex RTD 1013
4. Ex OCTA 4519
5. Ex RTD 4332
6. Ex Phoenix Transit System (AZ) 4729
7. Ex UTA (UT) 4830
8. Ex RTD 3169
9. Ex RTD 7721
10. Sold at auction on 2/6/99

PIERCE COUNTY PTBA dba PIERCE TRANSIT (PT)

TACOMA, WA: **PT** implemented the largest overhaul of its system February 1st with headway improvements, new weekend service and addition of 45 CNG New Flyer low floor buses replacing 27current buses.

The South Hill Mall Transit Center was opened. The center will serve as the anchor for six new lines in the fast growing eastewrn part of Pierce County.