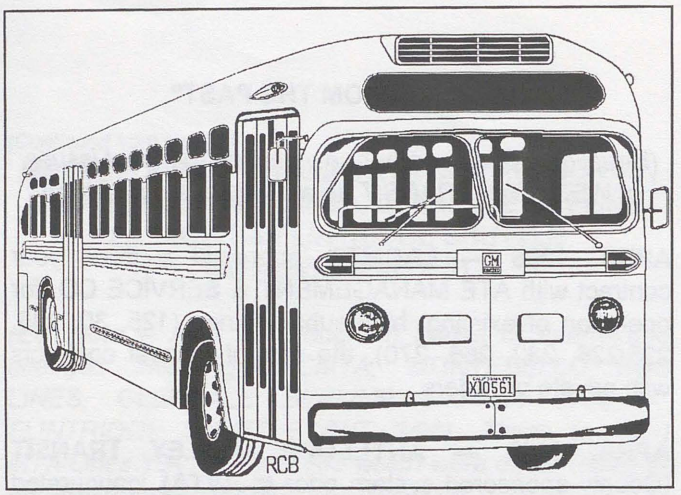


Western Transit

MTA LIBRARY

11112 Ivanhoe St, Garden Grove, CA 92840-1133
www.western-transit.com

VOL. 38, NO. 4 April 2000

SANTA MONICA MUNICIPAL BUS LINES (SMMBL)

SANTA MONICA: Beginning on April 2nd, Santa Monica's **BIG BLUE BUS** instituted one-bus service along Olympic, added limited stop service on Pico Blvd and began serving Gateway Transit Plaza *(WT 11/99).*

Changes were made on six lines including 3-LINCOLN BLVD-MONTANA AVE, 5-OLYMPIC BLVD, 7-PICO BLVD, 9-PACIFIC PALISADES, 10-SANTA MONICA FREEWAY EXPRESS and 13-VETERANS HOSPITAL-WESTSIDE PAVILION.

Line 3 received increased evening frequency and later service to/from the GREEN LINE Aviation Station.

Line 5 now operates between Pico/Rimpau Transit Center and downtown Santa Monica primarily along Olympic Boulevard. From Pico/Rimpau buses travel along Pico, Beverly Dr, Olympic, Century Park East, Constellation, Century Park West, Olympic, Stewart, Colorado, 4th and Wilshire to 6th. Veterans Hospital service is now offered by a revised Line 13.

Service on Line 5 operates every 15 minutes during weekday peak hours with half hourly headways at other hours and all day on weekends. After 900PM, Line 5 operates as far east as Beverly & Pico with transfers to/ from Line 7 for Los Angeles.

Limited Stop service on Pico (westbound during weekday morning rush hours and eastbound in the afternoon) is provided by the NEW Super 7. Buses operate between Pico/Rimpau and downtown Santa Monica over the regular alignment but stop only at La Brea, Fairfax, La Cienega, Robertson, Beverly, Westwood, Sepulveda, Sawtelle, Bundy, 20th, Santa Monica College, Lincoln, Main, Colorado/Ocean, Broadway and 3rd Street Promenade.

Line 9 was revised and now runs between Pacific Palisades and downtown Santa Monica (6th/Colorado). Half hour service is offered between 600AM and 1000PM daily with Lines 5 and 9 interlined after 700PM. Line 10 was extended from Alameda via Cesar Chavez and Vignes serving Gateway Transit Plaza at Dock 1. Buses use **MTA** Terminal 31 as their layover location. Sunday hours are now offered between 700AM and 700PM hourly at the beginning and end of the day and half hourly between 800AM and 500PM.

Line 13 was rerouted and expanded to provide all day service all days of the week. 13 travels from Pico/ Rimpau to Pico/Overland generally as before, then via Pico, Sawtelle and Veterans Hospital roadways.

Morning westbound and afternoon eastbound commuter buses will travel along Pico to Motor Avenue, through Cheviot Hills to Overland and via the new routing to the Veterans Hospital. Morning eastbound and afternoon westbound buses will divert off Pico thru Century City.

Weekday midday and weekend buses will travel between the Hospital and Pico/Westwood and looping via Pico, Westwood, National and Sawtelle.

In This Issue

LACMTA/MBL/GB/LCFS	3
California News Briefs	4
LA Department Of Transportation	4
San Francisco Municipal Railway	4
Alameda-Contra Costa Transit District	4
West Contra Costa Transit Authority	5
Yosemite Area Regional Transportation System	5
Transportation and Legislation	5
Los Angeles County MTA	5
Puget Sound Regional Transit Authority (WA)	6
Regional Transportation District (CO)	6
ROTM – All West Coach Lines, Inc.	7
City of Phoenix Transit System (AZ)	7

PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

Orlinda Stocking and Elmer James dba DOOR TO DOOR OUTREACH for PSC in and between City of San Diego, County of San Diego, Cities of El Cajon, Lakeside, Alpine, Blythe, City of Los Angeles and County of Los Angeles

CDSNet, Inc. dba SMART SHUTTLE, INC. for PSC for on-call airport shuttle service between LAX and points in Orange and Los Angeles Counties and for Zone Of Rate Freedom (ZORF)

Getachew Demeku-Ousman dba A and D AIRPORTER for PSC between all points in Solano, Contra Costa, Alameda and San Francisco Counties, certain points in Napa and Sonoma Counties and Sacramento, Oakland and San Francisco Airports

DECISIONS

XPRESS MANAGEMENT SYSTEMS LLC granted PSC to the extent required to enter into concessionaire agreement with LAX on behalf of *AAA SHUTTLE (PSC-4414, APOLLO-SOYUZ AIRPORT SHUTTLE (PSC-8402), LA XPRESS AIRPORT SHUTTLE (PSC-5038), BEST SHUTTLE (PSC-5858) and COAST SHUTTLE, INC (PSC-1335)*

Resolution adopted designating certain employees in Rail Safety and Carriers Division as able to exercise powers of a Peace Officer within scope of their duties

ITEMS AVAILABLE

Complete copies of the "Local Transportation Zone Guidelines" and the Staff Report on "Lines Of Regional Significance and Proposed Zone Applications" are available from the WT Editorial Office for the cost of printing and postage ($3.50).

Checks and money orders should be made payable to Edmund Buckley.

WT BACK ISSUES AVAILABLE

A reminder — back issues are available. Enlarge your collection or broaden your knowledge of transit happenings in the West by purchasing back issues — contact the Editorial Office.

©2000 Western Transit

"PAGES FROM THE PAST"

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

APRIL 1995 — LACMTA approved a three year contract with ATE MANAGEMENT & SERVICE CO. for operation of existing, high-subsidy lines (125, 30, 205, 225/226, 232, 266, 270), the first of several contracts with private providers.

APRIL 1990 — ANTELOPE VALLEY TRANSIT (County sponsored system prior to **AVTA)** inaugurated Line 787-PALMDALE-SAN FERNANDO VALLEY with two trips each rush hour with **ANTELOPE VALLEY BUS, INC.** as contract operator.

APRIL 1985 — Funded by sales tax revenues from Proposition A, the cities of Lawndale, Bellflower and Alhambra were each in the process of establishing localized, small bus, circulator systems. Other cities were expressing interest.

APRIL 1980 — RIVERSIDE TRANSIT AGENCY was studying the establishment of new lines 32-HEMET-IDLLYWILD and 36-HEMET-RIVERSIDE as they discontinued 30-HEMET-SAN JACINTO and 31-HEMET LOCAL.

APRIL 1975 — ESCONDIDO CITY TRANSIT began operations — three local lines with a fleet of six Mercedes Benz 0309Ds and connecting with **OCEANSIDE TRANSPORTATION SYSTEM.** A fourth line with two more buses was already under study.

WT STAFF FOR THIS MONTH

EDITOR:	Edmund Buckley
ASSOCIATE EDITOR:	Craig Barnes
SENIOR CORRESPONDENT:	Jim Moore
SENIOR STAFF:	Alan Fong Russ Jones Marvin Martin
REPORTERS & SOURCES:	Armando Avalos Kenton Forrest Dana Gabbard John McKane Harry Peat Warren F. Quon Frank Schroder Lanny Trapnell

(Continued from page 1)

METROPOLITAN TRANSPORTATION AUTHORITY, MONTEBELLO BUS LINES, GLENDALE BEELINE, LA CANADA-FLINTRIDGE SHUTTLE (MTA/MBL/GB/LCFS)

(Ed. Note – April 10 brought a series of interrelated changes involving LACMTA, MONTEBELLO BUS LINES, GLENDALE BEELINE and LA CANADA-FLINTRIDGE SHUTTLE (WT 3/00). These involved MTA Lines 104, 177 and 183 which were either totally or partially replaced by MBL and/or GB).

MTA Line 104-EAST WASHINGTON BLVD-LA MIRADA, which had been operated under contract by CHARTERWAYS/LAIDLAW, was transferred to **MBL** as its Line 50. It runs weekdays between 400AM and 1100PM, half hourly end to end in peak hours and hourly midday with some short turn trips from both far terminals to/from Washington and Greenwood.

The alignment remained the same while the **MBL** fare structure (75 cent basic fare) replaced the **MTA** $1.35 rate. **MTA** Monthly Passes are honored on the 50.

GB started two NEW routes, 3-GALLERIA-COLLEGE-JPL replacing the Glendale College segment of **GB** 4–CHEVY CHASE-BROADWAY and part of **MTA** 177-GLENDALE-PASADENA-DUARTE, and 7-WESTERN-STOCKER-COLLEGE replacing a portion of 183-MAGNOLIA-KENNETH-COLORADO along with adding new east-west service on Stocker and Glenoaks.

Line 3 operates from Brand & Broadway via Broadway, Glendale Av, Verdugo, Honolulu, La Crescenta, Foothill and Oak Grove to JPL. On weekdays between 800AM and 500PM, selected trips (hourly) run along Verdugo Blvd to Verdugo Hills Hospital and return.

Weekday service runs half hourly between Glendale and JPL with added short turn trips between Glendale and Glendale College (south end) and between JPL and Foothill & Castle (**LCFS** at north end).

NEW half hourly Saturday hours were added between Glendale and Montrose (Honolulu & La Crescenta) with 15 minute headways to Glendale College.

LCFS continues on Foothill Blvd (with **GB** as operator) between JPL and Foothill & Castle (city limits) using one bus, a CNG powered Bluebird Q, L1, painted white and green and lettered **LCFS**, operating in-between **GB** 3 trips providing an average 15 minute headway.

While operating in La Canada-Flintridge, **GB** takes on the characteristics of an **LCFS** bus – Free Fares.

LCF and **GB** trips are shown on each others' timetables (**LCF** notes **GB** buses, while they only show times).

Previously, **GB** operated **LCFS** under contract using city owned cutaways operated by LAIDLAW from their Glendale garage as a totally separate service.

GB Line 4 now operates via Chevy Chase, Broadway, Glendale, Harvard, looping Central, Broadway and Brand. It runs 20 minutely 600AM-600PM on weekdays and 900AM-500PM Saturdays (2 buses).

From Glendale College **GB** 7, using 3 used 30-foot Gilligs B37-B39, runs Verdugo, Glendale, Monterey, Geneva, Glenoaks, Brand, Stocker, Pacific, Glenwood, Glenview, Kenneth, Allen, San Fernando, Western, looping Flower, Sonora, Victory and Western.

GB 7 does not operate on Sunday and, unlike **GB 3,** does not honor **MTA** passes.

GB's 25 cent fare replaced **MTA's** fares and there are free transfers between **GB** 3 and **MTA** 177.

The eastern portion of 177 remained as an **MTA** line still operated by CTMI. It operates every 50 minutes in the morning rush (4 buses) and hourly at other times (3 buses) along the previous alignment. LAIDLAW owned former **BART** Gilligs in **MTA** gold are still assigned.

MTA Line 183 was rerouted along Doran, San Fernando Rd and Alameda to Kenneth on the current schedule.

(Ed. Note – Regarding the Glendale changes — LCFS has almost the same level of service and cost but needs two fewer buses, GB is reimbursed by MTA for the cost of operations, by MTA figures the overall costs are less, the net result of the changes on 177, 3, 4, 7 and LCF is one more bus in service, some passengers have more service and lower fares. However, riders who travel past JPL now need to change buses there and riders in Kenneth Village on 183 cannot use passes, have no Sunday service and may now have to transfer.

Advocates of a single transit agency and universal fare system can have a difficult time convincing others this is how transit could work to attract greater ridership with a political climate in which, often, the only issues are local control and lower costs.

Southern California transit history tells us that when there are many systems, outside forces clamor for consolidation, followed by a period of breaking apart the combined system. And the cycle continues.)

(Continued on page 4)

(Continued from page 3)

CALIFORNIA NEWS BRIEFS

VICTOR VALLEY TRANSIT AUTHORITY has issued a Request For Bids to purchase five 40 foot medium to heavy duty (10 year) CNG commuter buses.

EASTERN CONTRA COSTA TRANSIT AUTHORITY (TRI DELTA TRANSIT) has purchased six accessible MCI 102EL3 coaches for use on newly established express subscription services, DELTA EXPRESS.

TORRANCE TRANSIT SYSTEM and **MUNICIPAL AREA EXPRESS** buses discontinued the CyberKey fare card program on February 1st.

Selected trips of MAIN PLACE SHOPPER SHUTTLE now serve the recently opened Discovery Science Center in Santa Ana enroute to the shopping center.

OMNITRANS and **RIVERSIDE TRANSIT AGENCY** have extended the current contract and issued an RFP for transit operations and management services for the **INLAND EMPIRE CONNECTION.**

The GREATER SAN FERNANDO VALLEY TRANSPORTATION ZONE interim joint powers agency held its first meeting April 10. The group's first priority is to study the feasibility of creating a zone to assume operation of up to 27 current **MTA** bus routes.

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: DASH programs in several areas were recently changed and new buses are in the fleet.

In WILMINGTON, the Clockwise route was changed to run along Wilmington, L Street, Figueroa and Pacific Coast Highway serving the yet-to-open Harbor Transitway Station. Headways on both branches are now 12 minutely (2 buses on each).

EAGLE ROCK was extended along Colorado, Figueroa and Yosemite to Townsend with headways stretched from 20 to 25 minutely.

CITY TERRACE/EL SERENO now includes a large loop at the north end along Van Horne, Wadena, Guardia, Newtonia and Maycrest to Huntington Drive.

Additional El Dorado/National EZ Riders, numbered as high as 99060, are now in service on many of the DASH routes.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: **MUNI** expanded Saturday service January 22nd with inauguration of 9X-SAN BRUNO EXPRESS (on a 15 minute headway) between 930AM and 645PM along with extension of 19-POLK trips that had ended at 8th/9th & Mission to 8th & Brannan (Showplace Square).

March 4th brought extension of F-MARKET & WHARVES (Historic Streetcar line using PCCs) from Transbay Terminal to Fisherman's Wharf. The cars continue along Market to Ferry Plaza, then via North Embarcadero, Jefferson, Jones to Beach returning via Beach to Embarcadero. With this extension, Line 32-EMBARCADERO was discontinued.

6-PARNASSUS was routed to/from Transbay Terminal while 39-COIT was extended from Powell & North Point looping via North Point, Stockton, Beach and Powell.

SoMa is in **MUNI**'s future – General Manager Michael Burns has presented the new Municipal Transportation Agency board with a proposed FY 00-01 budget to include about $5 million for service improvements in the congested South of Market Area dot-com paradise. The plan includes dividing the 42-DOWNTOWN LOOP into two routes, expansion of 12-FOLSOM adding evening and weekend trips, elimination of 47-VAN NESS, extending the MUNI METRO operating day to 100AM and creating a Transit Lane on Harrison between 4th and Embarcadero.

Plans call for keeping 22 of the 45/4600 series Flyers in service for another 3-4 years beyond their planned retirement later this year to provide expansion vehicles.

Money for the improvements will come from the Transit Impact Development Fee account, money that developers of office space pay to the city.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

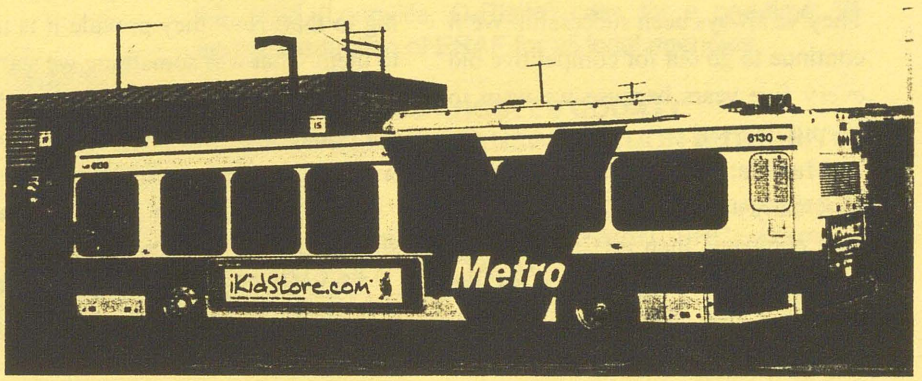
OAKLAND: Two new LINX Commuter lines began February 22nd meeting **ALTAMONT COMMUTER EXPRESS (ACE)** trains at Centerville. Line 252 serves the Fremont Industrial Park along Fremont Blvd in Warm Springs while 253 serves employment centers in Irvington and the Kato Road area of Warm Springs.

The first LINX, Line 258, was recently expanded with added rush hour trips and its first midday round trip.

(Continued on page 5)

Private contractors have a home in Phoenix

Phoenix public transit director Neal Manske and deputy city manager Jack Tevlin talk about the historical and evolving role of private contractors in Phoenix.



Phoenix transit officials have no misgivings about the quality of services provided through contractors over the last 25 years.

by Jim Duffy

(Manske and Tevlin were interviewed separately on the same day.)

Tevlin: In Phoenix we have a history of transit being a service provided through private contractors.

Manske: Everything we do is contracted out. We have little overhead in terms of management staff. We squeeze every dollar we have and put it into service.

Tevlin: We have about 1,200 people in this valley providing transit services and only 17 of them are city employees. There isn't a single driver, mechanic or security person who is a city employee. They are all hired by private companies.

Manske: All of our contracts go out to bid every five years. We try to write up performance specifications so we get what we're paying for. Our biggest contract is with ATC/Vancom. Their expenses are our expenses. It's not just a turnkey operation with a one-lump bid. We have a management contract with them and we work together hand-in-glove. I consider them an extension of our staff. I want them to be successful.

There isn't a single driver, mechanic or security person who is a city employee. They are all hired by private companies.

And the only way they'll be successful is if I'm successful. If my customers are served, they'll do fine. If my customers are not well served, they're in trouble. It's that simple. It has nothing to do with money and everything to do with service.

Tevlin: The contractor we've had (ATC/Vancom) for years has always been successful and they have provided us with excellent service. One of the reasons is, Phoenix is kind of their flagship operation.

Jim Duffy, editor: Are you able to contain costs better by using private contractors?

Manske: Contracting is not necessarily a magic solution to contain costs. Whether you're privatized or not, fuel costs more each year. Labor and fringe benefits cost more. But there is a competitive aspect to the bidding effort that does help. It generates a certain kind of innovation. Companies that want jobs have to be creative about how to get them. Companies that have jobs have to be creative about how they keep them.

Tevlin: Our contractors are very responsive. As we're sitting around the table, you would be hard-pressed to figure out who the city staff is and

who the private-sector staff is. There is real mutual respect, we work well together, we understand one another's problems and issues, and we try to resolve them to each ones' benefit. They've always been successful. We'll continue to go out for competitive bid every five years because we want to keep it that way.

Manske: The contracting process is actually a throwback to when a private company, then ATC, ran transit service in Phoenix, Arizona. As the city took over that operation, ATC became managers. When I started here in 1983, the city was still using buses owned by ATC. So ATC grew into the job. They had to bid for the job every five years and they've been able to retain that.

Jim Duffy, editor: Have you used more than one contractor?

Manske: As our city grew, pressure to expand the system grew. That's when we decided to do some additional experimentation using contractors. First we did it with our general purpose Dial-a-ride program, which was an alternative to having a fixed-route service. This was long before ADA. Anyone could use our Dial-a-Ride service. But as the area grew, the Dial-a-Ride service began to fall behind. We realized we needed to put some fixed-route service in. In order to do that, we had to cut back on the Dial-a-Ride and we changed it for seniors and persons with disabilities only, made it city wide and added some cross-town services up in the northern areas. When we added those services, we went out to separate bids.

Jim Duffy: Which contractors do you use in addition to Vancom?

Manske: Other contracts we currently have are with Arnett Transportation Services and Laidlaw. Those are service contracts, not management contracts. We pay them a set fee for service for our customers. We write a service specification then monitor to make sure they are adhering to that. How they provide it is up to them. That was something we started 10 or more years ago. Service to our customers has been good and we've been able to maintain that.

Tevlin: It's been a good relationship with all the private companies.

Manske: Part of the reason we moved toward privatization in the first place was because we didn't have a dedicated source of funds. It's clear that our industry is labor oriented. No matter what any transit system's level of expense, 80 percent of that is going into supporting peoples' lives in terms of wages and fringe benefits. I think part of the way we got some good bids at that time was because we were in kind of a recession. They were able to bid it with some pretty low labor costs. You can't pay those labor costs today and get good operators who see their job as part of a career path. Let's be honest, you can make more in Phoenix driving a gravel truck than you can make driving seniors across town. And the gravel doesn't talk back.

The conditions that led us to privatization still exist today. But the conditions that allow privatization to flourish don't necessarily exist today.

Jim Duffy: So you think the nature of private contracting has changed?

Manske: I think the competitive market has changed. The bidding process is good in theory, but unless you're careful it'll all come out of the backs of labor. And you have to be careful about that. So as we progress into the future, if we continue to maintain our privatization efforts, and I believe we will, we'll probably issue some edicts relative to minimum wage and minimum fringe benefits to ensure that our employees are being well protected and well served.

Jim Duffy, editor: That's an unusual management directive, especially in an industry that is struggling to contain labor costs.

Manske: It probably indexes our cost up. But we think that's a cost that needs to be borne. The conditions that led us to privatization still exist today. But the conditions that allow privatization to flourish don't necessarily exist today. So we have to be sure, as we proceed, that we make the adjustments we need to recognize the importance of one of our most important assets, our employees.

Jim Duffy: Was privatization something you chose to do, or was it thrust upon you, so to speak?

Manske: When you don't have funding, you really have to find creative ways to provide as much service as you can with as little overhead as possible. You have to try to squeeze every drop out of every resource. Where we are as a system today is born mostly out of necessity. Not having a dedicated source of funding, not having any state funding has been the single biggest drawback to expanding and providing the kind of service that is in keeping with the kind of city that we are. We are the largest city in the world without Sunday service. We hope that'll change on March 14 with the sales tax referendum vote. *(see related story, p. 10)* ■

(Continued from page 4)

WEST CONTRA COSTA TRANSIT AUTHORITY (WEST CAT)

PINOLE: The HILLTOP EXPRESS SHUTTLE *(WT 7/98, 7/99)* stopped March 30th as funding for the two year pilot project was used up and, despite several changes during the period, ridership remained low.

Using two low-emission vehicles, HES ran between BART/Richmond and the Hilltop area of Richmond.

YOSEMITE AREA REGIONAL TRANSPORTATION SYSTEM (YARTS)

MERCED: The Yosemite National Park service on HIGHWAY 140, HIGHWAY 120 WEST and HIGHWAY 120 EAST *(WT 3/00)* is now set to start May 19th.

YARTS is negotiating with MAMMOTH CALIFORNIA for daily seasonal service (one round trip) between Mammoth Lakes, June Lake and Yosemite Valley, to be funded by passenger fares with no **YARTS** money.

In addition, between May 20 and September 17 this year, a weekend only service will operate between the Coulterville/Greeley Hill and Buck Meadows region of Mariposa County and Yosemite Valley.

The proposal calls for the 25 passenger bus to depart Coulterville at 800AM stopping in Greeley Hill and Buck Meadows arriving Yosemite at 940AM. The evening return trip would leave Yosemite Valley at 630PM. The round trip cost would be $10 for adults and $9 per child.

TRANSPORTATION AND LEGISLATION

A number of bills impacting transit issues are making their way through the legislative process in Sacramento. Included are some on transportation funding methods and several others concern HOV lanes.

AB 1093 (Strom-Martin, D-Santa Rosa) would make short line railroads eligible for transportation funding.

SB 329 (Peace, D-San Diego) would create the San Diego Regional Infrastructure and Transportation Agency (RITA) to consolidate many of the area's public agencies (including **MTDB** and **NCTD,** the air quality and port districts) into one to streamline the management and operation of diverse public service functions with their individual constituencies.

SB 1427 (Rainey, R-Walnut Creek) would reinstate income tax credit to employers for subsidizing employee transit passes.

SB 165 now expresses legislative intent to respond to issues raised by a lawsuit contending the ERAF shift of tax money is an illegal "unfunded mandate". Originally, this bill would have allowed transit districts in the Counties of Marin, Orange, San Joaquin and Santa Barbara to be treated the same as multi county districts.

AB 1195 (Longville, D-Rialto) calls for a one-time 10 percent reduction of ERAF for all local agencies.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: The **MTA** Board had been expected to award contracts to FIRST TRANSIT, INC. (formerly RYDER/ATE), COACH USA/PROGRESSIVE TRANSPORTATION, MV TRANSPORTATION and R & D TRANSPORTATION for operation of selected lines.

The pacts are each for five years, with three one-year options, including having the contractors provide new 30 and 40 foot diesel buses within 18 months.

FTI would get a contract to continue running Lines 125, 130, 205, 225/226, 232, 266 and 270 and added former CHARTERWAYS/LAIDLAW run 128, 177, 254 and 256.

USA/PROGRESSIVE would operate three lines, 96 and 167 (former CTMI/LTS) and NEW 214-BROADWAY-MAIN STREET LOOP, a line in the Gateway area.

MVT, a Fairfield, CA based management firm with several contracts in Northern California including **FAIRFIELD-SUISUN TRANSIT SYSTEM,** would receive a contract for NEW 58-ALAMEDA STREET.

R & D TRANSPORTATION, a local firm that presently runs **ALHAMBRA COMMUNITY TRANSIT** and the WEST VALLEY SMART SHUTTLE, would receive the contract for two more Pilot lines, 530-PANORAMA CITY-EAST LA and 577-EL MONTE-CERRITOS.

Unsuccessful bidder LAIDLAW filed a protest. At the April 27th Board meeting, 6 of the 12 Directors present (one was absent) were said to have a conflict of interest concerning the award as LTI or subsidiaries had given them campaign contributions. The matter was delayed to May 8th and the June and July start up dates will also be moved back.

April 2nd brought later evening service on the three METRO RAIL lines, added trips on 81-FIGUEROA and 30-WEST PICO-EAST FIRST including return of full length Owl service related to the late night events at the recently opened Staples Center.

(Continued on page 6)

(Continued from page 5)

At its March 24th meeting, the Board defeated a motion offered by Director Jenny Oropeza, also a Long Beach City Council member, that **MTA** only approve creation of Transportation Zones when the zone would assume agreements existing between **MTA** and their labor organizations and that the zone be obligated to employ **MTA** employees who would otherwise be displaced, but did direct staff to continue negotiations with the labor organizations representing the employees. Current state labor laws require existing **MTA** labor contracts to carry over to newly formed Transportation Zones, but do not require transfer of existing staff.

Those advocating creation of zones claim such a rule would only increase costs making it impossible to run buses more efficiently than **MTA.**

Richard Katz, co-chairman of the Valley Industry And Commerce Association's transportation committee, and a former state Assemblyman who authored the legislation *(WT 1/92)* that formed today's **MTA,** said "Forcing a new zone to work with only public employees does not make any sense; this is another attempt by people who want to stop the zone from being created..."

Jaime de la Vaga, **MTA** Board member and deputy to Los Angeles Mayor Richard Riordan, said both he and the mayor strongly opposed the motion. He said that "it grants special privileges beyond state and federal laws and that the idea of mass layoffs of union drivers and mechanics was unrealistic". *(Ed. Note – Present service levels at Divisions 8 and 15 require 576 Bus Operators. If we assume all of this service was transferred to the Zone who selected another organization to provide the work force, MTA would need a staff with 576 fewer Operators. Unless a large number of persons chose to retire or could find jobs elsewhere in the agency, it is certainly conceivable a large number of operators could become unemployed. Perhaps not those based in Sun Valley and Chatsworth, but somewhere in the agency).*

Existing labor contracts expire this summer and negotiations with most of the labor unions have started.

Last year the Board directed staff to develop aggressive bus operations cost reduction strategies to lower the FY 2000 cost per hour to at least $102 *(WT 12/99).* Outside consultants pointed out many of the items driving costs, notably the alternative fuels policy, had been retained even as service was divested or discontinued.

Second quarter results and current projections estimate the hourly cost will be $102.14. Progress has been made in reducing costs for parts and supplies, Regional Rebuild Center maintenance expenses, Operator wages and general and administrative expenses.

As one example, Service Delivery costs are expected to drop from the budgeted $45.84 to $45.59 per hour. This is primarily the impact of high rates of attrition among Operators, which has caused a reduction in the average wage. Operators with less than two years experience account for almost 1/3 of the current work force and average starting salaries are 51 percent below those of the retirees. *(Ed. Note – the MTA/UTU labor contract has a "23 and out" provision which allows employees with that amount of service to retiree on pension. In the period of 1974-77 with the 25 cent fare, Grid Systems and the impact of SB 325 sales tax for transit, the RTD system greatly expanded and many of the people hired at that time are now retiring.)*

PUGET SOUND REGIONAL TRANSIT AUTHORITY (SOUND TRANSIT)

SEATTLE, WA: **ST** will add new bus service in May (sooner than planned) using savings from other areas.

These include weekday peak hour service between Everett and Northgate, Sunday service between Everett and Seattle and evening and weekend buses between Lakewood, Tacoma Dome Station, Federal Way and Seattle-Tacoma International Airport.

REGIONAL TRANSPORTATION DISTRICT (RTD)

DENVER, CO: Talks between **RTD** and Amalgamated Transit Union Local 1001 were ongoing for four months to replace a contract due to expire on February 27 when they broke down over pay, health and pension issues and the right of Operators to bid for their work.

As agreement was not reached by the expiration date, both sides went before the Colorado Labor Department (CLD), charged under state law with deciding whether a transit strike would gravely affect bus and rail service in the six county Denver metro area.

In a reversal of tradition, ATU urged the Department to appoint an arbitrator to hear unresolved differences and **RTD** wanted the union to be given the right to strike.

CLD ruled a strike would not significantly affect service and that **RTD** could meet the 270,000 daily riders needs by revamping routes and forcing contractors to cover other lines. They also found a strike would cause minimal disruptions and would likely mirror the agency's last labor dispute, a 28-day walkout, in 1982.

(Continued on page 7)

COACH USA dba ALL WEST COACHLINES
Sacramento, California

FLEET #'S	BUILDER	MODEL	VIN #S	YEAR	NOTES
133-134 II	Prevost	H3-40	N1001150-151	08/91	
139-140	Prevost	H3-40	P1001316-317	02/93	
141-142	Prevost	H3-40	P1001375, 378	07/93	
143	Prevost	H3-40	N1001072	10/90	Preferred 9207,9203
144	Prevost	H3-40	N1001161	10/91	Preferred 9204
145-146	Prevost	H3-40	N1001166, 173	11/91	Preferred 9212
147-148	Prevost	H3-45	V1011905, 907	03/97	148 has galley
149-150	Prevost	H3-45	X1013085, 087	03/99	
151-155	Prevost	H3-40	R1001006-008, 010-011	11/93	Academy 521-523,525-526
156-157	Prevost	H3-40	P1001331-332	03/93	Preferred 9325-9326
158-161	Prevost	H3-45	Y1013635-637, 652	01/00	160-161 have Ricon lifts
205	TMC	102A3	GR005485	03/86	Beach Cities Charter 821
209	TMC	102A3	HR006272	11/87	Greyhound Lines 2129
210	TMC	102A3	HR006319	12/87	Greyhound Lines 2171
211	MCI	102C3	NP044183	09/91	
212-213	TMC	102A3	HR006210, 234	10/87	GL 2067, 2091
220	TMC	102C3	KR007465	12/89	Ernie's Tours 816
221-223	TMC	102A3	KR006969, 7013, 7043	03/89	K-T Services 118,157,180
224-226	MCI	102C3ss	LP043568, 569, 464	09/90	Panorama 720,721,719

All 102A3s have been retrofitted with lifts, 102C3 updates.
205-210 and 212-213 painted for AMTRAK CALIFORNIA.

(Continued from page 6)

Both sides claimed they did not want a work stoppage and they did return to the bargaining table.

A bill introduced by Rep. Paul Zimmerman (D-Thornton) to reduce the amount of **RTD** bus service that must be offered for contracting failed on an 8-3 vote by the House's Local Government Committee.

Last year the Colorado Legislature increased from 20 to 35, the percent of service which must be contracted and Zimmerman's measure would have reduced the 35 to "at least 20". Last year, TCT TRANSIT SERVICES, INC. received a contract, was unable to hire enough drivers, buses never left the yard and **RTD** cancelled the contract. Zimmerman believes that while this may have been an isolated incident, it indicates that to double the percent "is completely unrealistic".

The 15 member **RTD** Board was divided on the issue (last year they offered no testimony when the increase was passed), but lobbyists for LAIDLAW TRANSIT SERVICES, INC., an **RTD** contractor, argued against the change stating this was a "one contract fluke".

CITY OF PHOENIX TRANSIT SYSTEM
(COPTS)

PHOENIX, AZ: By a 65%-35% vote, Phoenix voters approved a .4 percent increase in the sales tax (7.1 to 7.5%) to take effect this summer to fund increases in fixed routes and paratransit, new buses and Sunday fixed route bus service this August. The 20-year tax will also fund construction of a light rail line, initially 12 miles long from Chris-Town Mall, down Central Avenue and out to Tempe by 2006.

First steps have started – ordering 40 new buses (45 foot NABI Compo buses), 30 paratransit vehicles and the hiring of sufficient operators and mechanics.

This is the first successful transportation referendum in Phoenix in 40 years and provides the first local funding for projects. In 1996, the City of Tempe passed a 1/2 cent sales tax hike to increase service, including five NEW lines, as part **VALLEY METRO** system, plus purchase of new 35 and 40 foot LNG powered NABIs.

The **TEMPE IN MOTION (BOLT)** lines include 40-APACHE (Sky Harbor Airport – Main & Dobson), 62-HARDY (Hardy Drive between downtown Tempe and Warner Ave), 92-GUADALUPE (Arizona Mills Mall – Price & Guadalupe), 109-ELLIOTT [TEMPE] (ASU Research Park – 48th & Warner) and its interline partner 124-WARNER (48th/Warner to ASU).

RPTA started Line 70-LUKE LINK between Manistee Town Center and Luke AFB via 59th Ave and Glendale Avenue to Litchfield Road, hourly on weekdays.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
LaCanada-Flintridge Shuttle	L1	Bluebird	QBRE2903/XF089032	1999	
Glendale Beeline	B32-B36	ElDo/Natl	RE-32/-,-,XC084062,-,-	1999	
SLO Transit	144-147, 150	Gillig	C20B096N4/X1089293-297	1999	
Monterey-Salinas Transit	1101	Gillig	C21B102N4/X1089921	11/99	
	1102-1121	Gillig	C21B102N4/Y1089922-941	03/00	
C-TRAN (WA)	2201-2214	Gillig	C18D102N4/X1089952-965	1999	
Golden State Transp Co	51173	MCI	102DL3/XP051173	1998	
	52203	MCI	102DL3/YP052203	1999	
Greyhound Lines, Inc (TX)	6172	MCI	102DL3/XP051737	01/99	
	6236	MCI	102DL3/XP051856	02/99	
	6294	MCI	102DL3/XP051943	03/99	
	6361	MCI	102DL3/YP052704	10/99	
	6450	MCI	102DL3/YP052847	01/00	
LACMTA	7001	NABI	040.08/YA140115	1999	
Utah Transit Authority(UT)	9801-9812	New Flyer	D60LF/XU019446-457	1999	
King County Metro (WA)	2402-2501	New Flyer	D60/XU019468-567	1999	
	2502-2573	New Flyer	D60/XU020374-445	1999	
Sound Transit (WA)	9500-9524	New Flyer	D60LF/XU019629-653	1999	
Community Transit (WA)	9152-9171	New Flyer	D60LF/XU020449-20468	1999	
THE BUS (HI)	70-99	New Flyer	D60LF/XU020525-554	1999	
Dallas Area RT (TX)	4600	NovaBus	RTWFD82/XR834330	1999	
	4601-4641	NovaBus	RTWFD82/XR834374-414	12/99-1/00	
	4632-4731	NovaBus	RTWFD82/XR834420-509	2000	
All West Coachlines	158-161	Prevost	H3-45/Y1013635-637, 652	01/00	1
SF Municipal Railway	5401-5402	Skoda	14TRSF/X1190400-401	1999	
-USED-					
Autobuses Crucero	60129	Dina	Viaggio 1000/TS000942	1996	2
	60131	Dina	Viaggio 1000/TS001021	1996	3
Glendale Beeline	B37-B39	Gillig	3096T6V92/C1080124-126	1982	4
-DISPOSITIONS-					
Sunline Transit Agency	1482	Gillig	40TB966V92/E1081072	1984	5
Greyhound Lines, Inc (TX)	6782	TMC	MC-9/ER004444	06/84	6
	8971	TMC	MC-9/ER004314	05/84	6
	9015	TMC	MC-9/ER004551	10/84	6
South Coast Area Transit	4533, 4540	Grumman	35096-6/CD094207, 214	1982	7
Orange County TA	1113, 1125	Flxible	53102-8-1/61174, 186	1976	8
	1127, 1139	Flxible	53102-8-1/61188, 200	1976	8
	1154-1155	Flxible	53102-8-1/61215-216	1976	8

-NOTES-

1. 160 and 161 have Ricon wheelchair lifts. These buses were ordered prior to acquisition by COACH USA on 1/14/00.
2. Ex Golden State Transportation Co. 942, now returned to GSTC.
3. Ex Golden State Transportation Co. 1021.
4. Ex Lompoc Transit 1684-1686.
5. To Zacher's Bus Sales in Harbor City (CA).
6. To ABC Bus Sales in Garden Grove (CA).
7. To Eau Claire (WI) Transit 503-504.
8. To Eau Claire (WI) Transit 541-546 in order.