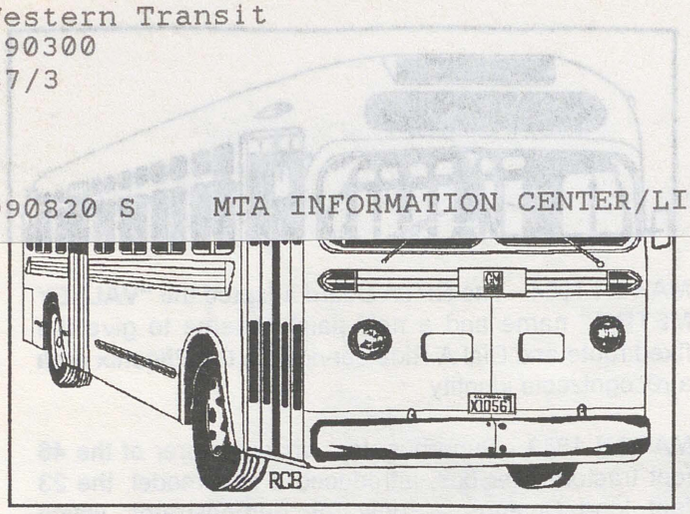
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VOL. 37, NO. 3 **March 1999**

LONG BEACH TRANSIT (LBT)

LONG BEACH: After about thirty-five years of "blue" buses, **LBT** has introduced *(WT 12/98)* a dramatically different color scheme, featuring a mostly white bus with a black over white over red belt rail stripe. As well, the logoed name 'LONG BEACH TRANSIT" in white has been replaced with a new logo, a red square with three letters, upper case 'L' in black, lower case 'b' in red and upper case 'T' in black.

So far, the new colors have been applied to a scattering of both New Flyer D40LFs and TMC RTS.

March 1st brought service changes including introduction of a new limited stop super service called "ZAP" which operates during peak periods on weekdays only and follows the current routing of Line 94 between the Los Altos Market Place and Downtown Long Beach via Bellflower Blvd, the CSULB campus and 7th Street.

ZAP operates on a 13 minute headway (5 buses) and makes only 12 stops eastbound and 13 stops westbound reducing current travel times by ten minutes. *(Ed. Note - 7th Street is the heaviest transit corridor in the city and additional, unpublished trips on Line 91/92/93/94 have been run in the past to provide the needed capacity).*

ZAP buses will have special signage. A sign bracket has been installed on the front of each bus assigned to the ZAP route. A metal sign with the ZAP logo is to be installed in the bracket.

Called out in the current **LBT** Short Range Transit Plan and originally expected to begin at this time were extensions to the Lakewood Blvd GREEN LINE Station for 91-7TH ST-BELLFLOWER BLVD (via Bellflower)and 94-7TH ST-LOS ALTOS CENTER (via Lakewood).The extension of service project is presently on hold due to the requests by several local jurisdictions.

Weekend service frequencies were also improved including ten minute headways midday on Saturday and half hourly night frequencies on Saturday and Sunday on 46-ANAHEIM ST-DOWNTOWN. During middays on Saturday and Sunday, 91 and 94 operate a combined 15 minute headway south and west of Los Altos Center.

Due to continuing increases in weekend patronage, **LBT** is now considering further service increases on other lines along with Line 61/62 during the week.

Winter hours for the AQUA BUS also started - Friday, Saturday, Sunday and Monday between 1100AM and 500PM. Fares were also increased - adults are now $1.75 and children $1.25. AB is a water taxi between the Queen Mary, Shoreline Village and Aquarium of the Pacific operated by CATALINA EXPRESS, INC. under contract to **LBT.**

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

PALOMAR LIMOUSINE AVIARA TRANSPORTATION for PSC throughout San Diego County and cities of Carlsbad and Oceanside

Mamdouh Hassan dba BAY TRANSIT AIRPORTER for PSC between San Francisco, Alameda, Contra Costa Counties and San Francisco, San Jose and Oakland Airports and to establish a ZORF

AFFORDABLE SEDAN AND VAN SERVICE for PSC between Tri Valley area and San Jose, Oakland and San Francisco Airports

HORNBLOWER MARINE SERVICES - EAST BAY EXPRESS for certificate to operate as scheduled vessel common carrier between Alameda, Oakland, San Francisco Ferry Bldg and Fisherman's Wharf

Thelma Ayala dba MONARCA TRANSPORTATION SERVICES for PSC between Victorville, Fontana, San Bernardino and San Ysidro

Yousif Ibrahim dba SAFETY AIRPORT EXPRESS for PSC between points in San Francisco, Alameda, Contra Costa Counties and San Francisco Airport with ZORF

Rajinder Randhawa dba AMERICAN EXPRESS SHUTTLE for PSC between points in San Mateo, Santa Clara, Alameda, Contra Costa, San Joaquin Counties and San Francisco, Oakland and Sacramento Airports

HORIZON AIRPORTER for PSC between points in Contra Costa, Alameda and San Francisco Counties and Oakland Airport

USA SHUTTLE SERVICES, INC. to operate as passenger stage with expanded points within Santa Clara, San Mateo, Alameda, San Joaquin Counties and San Jose, Oakland and San Francisco Airports

DECISIONS

BLUE VAN JOINT VENTURE granted PSC to operate to extent required to enter into a concessionaire agreement with LAX

General Order 160-A adopted - requires private carriers and organizations that provide transportation incidental to operation of a youth camp to provide and continue in effect adequate protection against liability

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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)

MARCH 1994 - The **RPTA** Board adopted the **"VALLEY METRO"** name and a new paint scheme to give the fixed route and Dial A Ride services in the Phoenix area a recognizable identity

MARCH 1989 - Superbus, Inc., manufacturer of the 46 foot tractor/trailer bus, introduced a new model, the 23 foot long Cosmos — only the demonstrator, which eventually was sold to **OCTD/OCTA** as 8000, was ever produced

MARCH 1984 - The SANTA ANA QUICK TRIP SHUTTLE was started by **OCTD**, a two directional loop between the Civic Center and commercial and financial centers on Main, 4th and Broadway

MARCH 1979 - ATE Manangement & Service Company was awarded a contract to provide a four person management team for **OMNITRANS** which system had been under going a series of personnel and operational difficulties

MARCH 1974 - "Sunday Sample Day", a one day experiment to allow passengers to ride **RTD** buses for 10 cents per ride anywhere in the system was held on January 20th - this was the beginning of the 25 cent fare idea and the concept of a flat fare replacing the distance based system

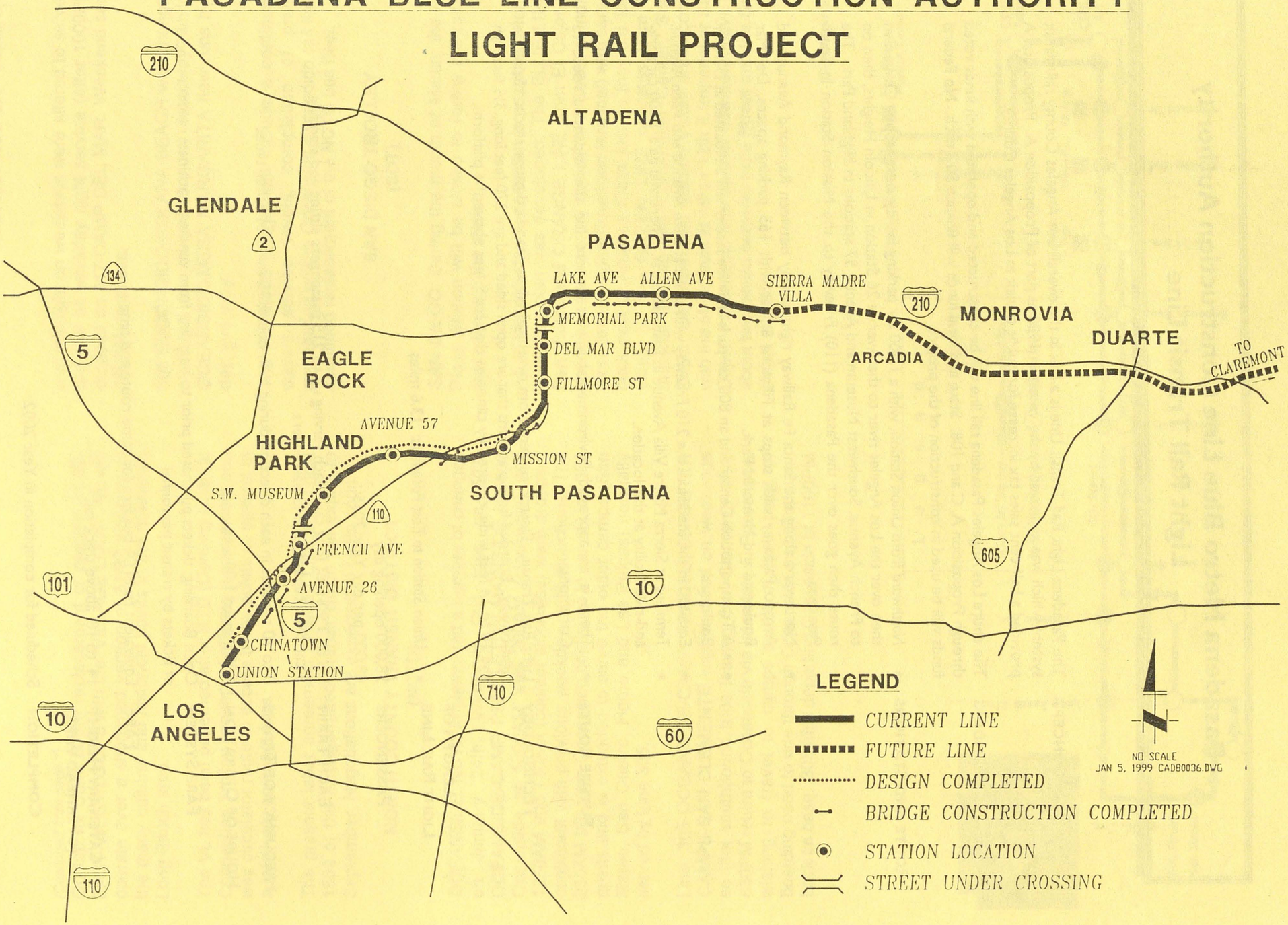
Back issue and subscription information is available on the WT web page — see Page 1 of this issue.

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PASADENA BLUE LINE CONSTRUCTION AUTHORITY

LIGHT RAIL PROJECT



Pasadena Metro Blue Line Construction Authority
Light Rail Transit Line

CONCEPT The Pasadena Light Rail Transit Line is a link in the overall Los Angeles County rail transit system which was approved by the voters in 1980 as part of Proposition A. Proposition A provided a half-cent sales tax increase for public transit in Los Angeles County.

FUNDING The entire Los Angeles-Pasadena rail line will be constructed and operated with funds voted through Proposition A, C and 108. State and local funds will finance 50% each. No Federal funds will be used in construction of the project.

ROUTE AND STATIONS

- *Northward* from Union Station, with a 1,500 car parking facility, next stop at Chinatown then over the Los Angeles river to the Avenue 26 Station in Lincoln Heights, then on to French Avenue, Southwest Museum and Avenue 57 stations in Highland Park. The route then goes over the Pasadena (110) Freeway to the Mission Station in South Pasadena.
- Northward along the Santa Fe Railway right-of-way between Raymond Avenue and Arroyo Parkway with stops at Fillmore Street with 165 parking spaces, Del Mar Boulevard and Memorial Park.
- A Transportation Center and an 800 car park-and-ride facility will be located at Del Mar Boulevard.
- *Eastward* in the median of the 210 Freeway with stops at Lake Avenue and Allen Avenue.
- *Terminus* at Sierra Madre Villa Avenue in East Pasadena. There will be a 1,000 car park-and-ride facility at this location.

FUTURE ROUTE

- There is an approved Environmental Impact Report for the expanded route to Claremont.

TECHNOLOGY Light Rail Transit. Electric current from overhead wire. Standard gauge tracks. Separate right-of-way. Boarded from platforms that are open sided and are 270 feet long, 3½ feet high and 10 to 14 feet wide, covered by canopies that are 9 feet above the platform.

LENGTH OF LIGHT RAIL LINE

- *Union Station to East Pasadena:* 13.6 miles

PASSENGERS 38,000 opening day
68,000 per day Year 2015

EACH TRAIN Up to 3 90-foot long cars, each serving up to 215 passengers sitting and standing
3-car train capacity is 645 passengers

FREQUENCY OF TRAINS 8 to 10 minutes in each direction during rush hours; 15 minutes other times

HOURS OF OPERATION 4:30 a.m. to 1:00 a.m.

FARE SYSTEM Open Boarding; tickets purchased prior to boarding from vending machines, random checks of tickets by transit personnel

FARE Equivalent to MTA bus fare for same route and time

CATENARY HEIGHT (OVERHEAD WIRE) 14' to 18' above track rail

COMPLETION Scheduled for completion in Year 2002

(Continued from page 1)

On tap for June is the replacement of present 31/32-EAST-WEST LOOPS with the "VILLAGE LOOP". VL will operate over a shortened version of 31/32 stopping at the many cultural and historical points in the downtown Long Beach area.

The VL has been patterned after **RTD** (Denver) Cultural Connection Trolley concept of offering a convenient one way circulator route to access many points of interest in a relatively compact area.

The present labor agreement between **LBT** and Local 1589 of the Amalgamated Transit Union will expire in September. Negotiations are expected to begin soon.

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: **NCTD** implemented a number of changes on January 24th. Weekend Owl trips on 303-OCEANSIDE-CAMP PENDLETON-MAINSIDE leaving Oceanside at 1200AM and 200AM (clockwise) and 1230AM and 130AM (counter clockwise) were dropped, consistent with previous weekday night reductions. The 230AM trip from Oceanside continues to serve Line 303 points and is extended to serve the outer camps (San Mateo, San Onofre, Horno and Las Pulgas) normally served by Line 305.

Line 305-OCEANSIDE-CAMP PENDLETON-OUTER CAMPS-SAN CLEMENTE was modified on weekends so that southbound trips leaving San Clemente after 830PM return to Oceanside via Interstate 5. Passengers wishing to travel to camps south of their point of boarding need to ride through Oceanside and continue back on base. 305 trips departing Oceanside at 1100PM and midnight on weekdays were altered to serve Camp Del Mar as weekday night service (after 1000PM) was dropped on 317-CAMP DEL MAR. Weekend service to 100AM continues.

308-ESCONDIDO-SOLANA BEACH was changed from a 40 to 60 minute Sunday headway while 313-OCEANSIDE-MESA MARGARITA now runs hourly all day, everyday.

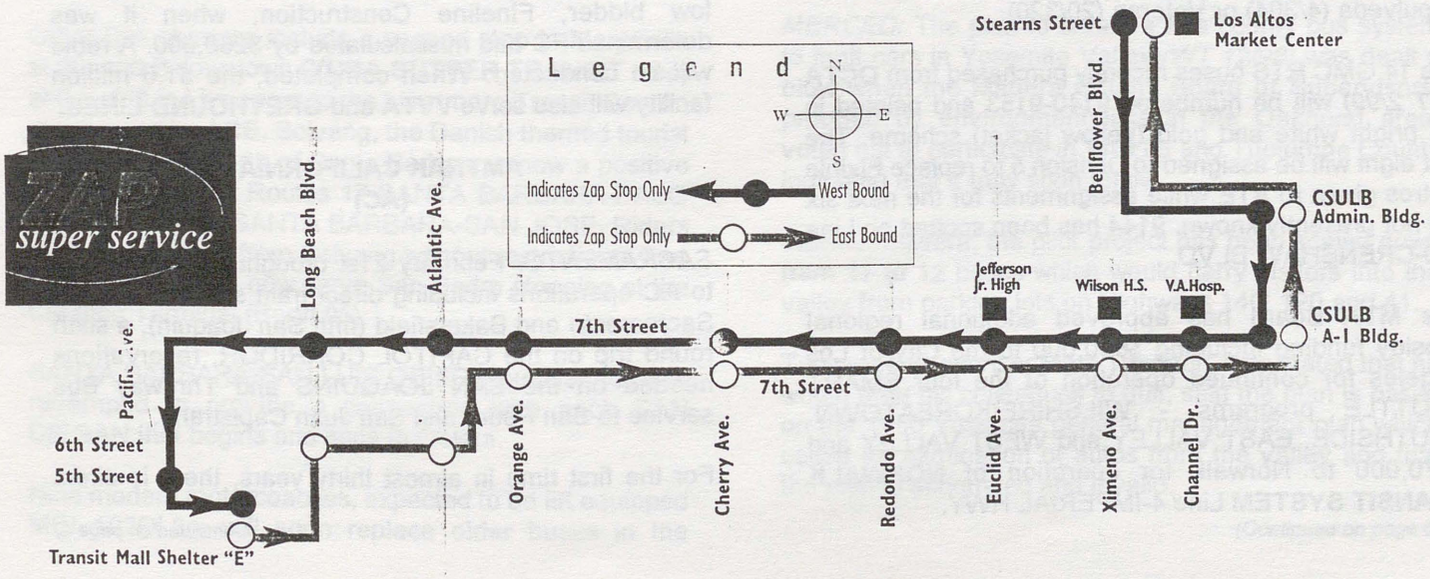
The FY 99/00 budget will include a continuation of current service levels, completion of preliminary engineering on the Oceanside-Escondido rail line and a continued replacement of the **NCTD** bus fleet.

SAN DIEGO TROLLEY (SDT)

SAN DIEGO: During the month of March, the America Plaza Station will be closed to renew the rail on the curve through the station.

As no through-station operation is possible, a temporary operating plan was developed. The BLUE LINE from San Ysidro and ORANGE LINE from El Cajon-Santee operate to a temporary station on C Street at India (very close to the original downtown terminal) with cars turning back east of America Plaza just as they did for many years. A new GREEN LINE operates from 12th & Imperial serving the Convention Center, Santa Fe Depot, Old Town and Mission Valley areas connecting with the other lines at either 12th & Imperial or Santa Fe Depot. Passengers who transfer downtown have to walk about two blocks between India Street and the Santa Fe Depot station.

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BARONA CASINO SHUTTLE (BCS)

LAKESIDE: The Barona Casino, which features Las Vegas style gaming including video poker, Jokers Wild 21, poker, high stakes bingo and satellite wagering, is now sponsoring BCS which runs between the El Cajon Transit Center and the Casino in Lakeside.

HOT DOGGER TOURS is operating the service using their 559, a one-door, suburban-style Transmark painted mostly white with a green, a blue and an orange flag logo and the words "Barona Casino".

A $1 fare is charged guests traveling toward the Casino with a "no charge" return ride. Employees ride free.

(Ed. Note - It is not presently known if THE LOOP TOUR is still operating its Gold Loop (WT 7/97) between downtown, Old Town and the Barona Casino).

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: Additional Saturday trips have been added to Line 161-CANOGA PARK-WESTLAKE VILLAGE including 645AM, 845AM, 230PM and 430PM westbound and 745AM, 945AM, 330PM and 530PM eastbound which trip continues downtown as Line 424.

Additional weekday and Saturday morning westbound trips have also been added on Line 434-LA-SANTA MONICA-MALIBU.

Regional Stop operations *(WT 7/98)* on 4/304-SANTA MONICA and 20/320-WILSHIRE were discontinued on January 24th and buses now make all stops west of Sepulveda (4/304) or Veteran (20/320).

The 14 GMC RTS buses recently purchased from **OCTA** *(WT 2/99)* will be numbered 9140-9153 and painted in the bright white and gold (yellow jacket) scheme. The first eight will be assigned to Division 5 to replace Flxible Metros given to ATE while assignments for the next six are not presently known. 9144 has been spotted on Line 210-CRENSHAW BLVD.

The **MTA** Board has approved additional regional subsidy funding including $600,000 to the City of Los Angeles for continued operation of the four SMART SHUTTLE programs - WILSHIRE/KOREATOWN, SOUTHSIDE, EAST VALLEY and WEST VALLEY and $170,000 to Norwalk for operation of **NORWALK TRANSIT SYSTEM** Line 4-IMPERIAL HWY.

This "bridge" funding, which amounts to 80 per cent of the shortfall, was requested through the end of the current fiscal year to avoid service interruptions.

Board policy makes shuttles eligible for ongoing subsidy beyond the demonstration period if subsidy per boarding is less than $5 on fixed routes and $12 on paratransit.

The TDM category of the 1999 Call For Projects has between $10 and $14 million available for the next two years. CFP guidelines limit funding for ongoing projects to not more than 30 per cent of the available TDM funds. For next year, applications for nearly $5 million for 9 ongoing shuttle projects and about $18 million for 9 new projects have been received.

CALIFORNIA NEWS BRIEFS

The Board of Airport Commissioners has approved the plan to limit full service shuttle van companies at LAX to three (**XPRESS SHUTTLE, PRIME TIME SHUTTLE** and **SUPER SHUTTLE)** beginning April 1st.

Possibly a first and also bucking a politically popular plan to extend the I-15 HOV lanes, Oceanside Unified School District has requested $1.5 million in San Diego County CMAQ funds to help toward purchase of 26 new CNG powered school buses and a fueling facility.

VAN GO, the three city (Brea, Placentia, Yorba Linda) fixed route and demand response small bus transit system *(WT 8/96)* has ceased operations except for the senior and disabled paratransit program in Brea, now named **BREA EXPRESS** and partly funded by **OCTA.**

The city sponsored Victorville Transit Center, to be located on the north side of D St between 2nd and 6th adjacent to the **AMTRAK** Station, originally planned to be under construction by now, has been delayed as the City Council terminated the agreement with the apparent low bidder, Fineline Construction, when it was determined FC had miscalculated by $260,000. A rebid will be conducted. When completed, the $1.6 million facility will also serve **VVTA** and **GREYHOUND LINES.**

AMTRAK CALIFORNIA (AC)

SACRAMENTO: February 21st brought many changes to **AC** operations including direct train service between Sacramento and Bakersfield (fifth San Joaquin), a sixth round trip on the CAPITOL CORRIDOR, reservations needed on the SAN JOAQUINS and Thruway Bus service to San Pedro and San Juan Capistrano.

For the first time in almost thirty years, there is direct

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(Continued from page 4)
train service between Sacramento and San Joaquin Valley points with the institution of SAN JOAQUIN Trains 702/703. Train 702 leaves Sacramento 620AM operating over former WESTERN PACIFIC trackage to Stockton and serving the former SP Station (also served by **ALTAMONT COMMUTER EXPRESS)** and then via BNSF trackage serving the traditional SAN JOAQUIN towns to Bakersfield arriving 1145AM. The returning northbound train leaves Bakersfield at 545PM arriving Sacramento at 1115PM.

Thruway Bus connections are made in Sacramento with buses to/from Davis and in Bakersfield with buses on 1A-LOS ANGELES, 1B-LONG BEACH-SAN PEDRO, 1C-VAN NUYS-GLENDALE, 10-SANTA BARBARA, 12-LAS VEGAS and 19-SAN BERNARDINO.

Reservations are now required on both SAN JOAQUIN trains and SJ connecting buses. Northern California buses which connect with both SAN JOAQUINS and CAPITOLS will remain unreserved. Standees on some trains had become a problem and with reservations, **AC** will know in advance how many people are traveling on each train and how many Thruway Buses to order. This system means that there will be a seat on board for each passenger, but not "assigned" seating. Multi-ride tickets are still available between some cities and those passengers will not need to make reservations.

SAN JOAQUINS no longer serve Berkeley (CAPITOLS do) and Trains 712 and 717 are now considered express bypassing the unstaffed stations at Denair/Turlock, Madera, Corcoran and Wasco.

Two of five trips on 1B-BAKERSFIELD-LONG BEACH-SAN JUAN CAPISTRANO, also serving San Pedro, Costa Mesa, Newport Beach and Laguna Beach, were extended to SJC providing connections not only to/from the SAN JOAQUINS, but also with SAN DIEGANS.

Other Bus changes include a second stop in Marysville at 9th and B downtown (**YUBA-SUTTER TRANSIT** stop) and a shift in Livermore to the Livermore Transit Center, also served by **ACE.** Solvang, the Danish themed tourist attraction town north of Santa Barbara is now a positive stop for buses on Routes 17-SANTA BARBARA-PASO ROBLES and 21-SANTA BARBARA-SAN JOSE. Riders may travel to and from Solvang without restrictions. Two daily buses on 1B now serve San Pedro stopping at the Catalina Terminal (Berth 95).

SANTA BARBARA-SAN LUIS OBISPO bus service was revamped to provide a connection with each SAN DIEGAN that begins and ends in Goleta.

Nine modern motorcoaches, expected to be lift equipped MCI 102DL3s, will soon replace older buses in the **ANTELOPE VALLEY BUS, INC./AIRPORT BUS OF BAKERSFIELD** Bakersfield-Southern California fleet.

A new CAPITOL CORRIDOR round trip, departing Sacramento at 1040AM for Oakland and a train leaving Oakland at 1130AM for Sacramento were added. Bus connections to/from San Jose, downtown San Francisco, San Francisco Airport and Millbrae are also available.

Route 29-OAKLAND-OAKLAND AIRPORT *(WT 12/98)* has not been implemented. CALTRANS and **AMTRAK** have been discussing alternate service solutions with **AC TRANSIT.**

SANTA ROSA CITY BUS (SRCB)

SANTA ROSA: **SRCB** implemented service changes on January 3rd, several to accommodate the new fleet of 13 New Flyer D40LF buses that the city purchased. The buses are equipped with on-board video surveillance system, electronic destination signs and other enhancements not found on the 35 foot Gilligs and Flxible Metros that had made up the **SRCB** fleet.

4-RINCON VALLEY and 14-MENDOCINO were routed via Healdsburg Ave/B Street instead of Mendocino Ave inbound to the Transit Mall. 5-PETALUMA HILL was rerouted to serve Colgan Avenue, the Blackwell neighborhood and Petaluma Hill Road inbound to the Mall. 7-FAIRGROUNDS was realigned to serve Townview Ave, Post Ranch Road and Neotomas Avenue while several trips each day on 12-ROSELAND have been extended on Hearn Avenue to South West Community Park (and Elsie Allen High).

YOSEMITE AREA REGIONAL TRANSPORTATION STRATEGY (YARTS)

MERCED: The plan to create a five county bus system to limit cars in Yosemite Valley *(WT 12/98)* was dealt a blow when the Madera County Board of Supervisors, prodded by environmentalists in the Oakhurst area, voted not to participate in **YARTS** and Tuolumne County indicated that it may soon follow.

Without Madera, the pilot project has been scaled down from 17 to 12 buses which would carry visitors into the valley from parking lots on Highways 140, 120 and 41.

Tuolumne Supervisor Mark Thornton, who stated that he would urge his colleagues to quit, said the plan is based on the 1980 Yosemite general management plan which called for elimination of autos from the valley and that the plan is antiquated and invalid.

(Continued on page 6)

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However, National Park Service representative Chip Brown said that his agency is still interested in moving forward with the program.

SACRAMENTO REGIONAL TRANSIT DISTRICT (RT)

SACRAMENTO: Two NEW routes were established in Citrus Heights while 23-EL CAMINO AVE and 103-CITRUS HEIGHTS EXPRESS were reduced in scope.

NEW is 91-AUBURN BL-SUNRISE BL which operates between Auburn & Greenback and Sunrise Mall along Auburn Blvd, Twin Oaks, Sunrise Blvd and Arcadia Drive Monday through Saturday. It replaces the weekday midday and Saturday service on 103 and that segment of 23 between Sunrise Mall and Auburn & Whyte.

Also NEW is 92-CITRUS HEIGHTS LOCAL which runs between Auburn & Greenback and Sunrise Mall via Auburn, Manzanita, Coyle, Dewey/Van Maren, Purslane, Garden Gate, Antelope, Lichen, Brimstone, Zenith, Antelope, Sunrise Blvd, Old Auburn Rd, Sylvan, San Juan, Greenback, Fair Oaks, Old Auburn, Sunrise Blvd and Arcadia Drive.

Line 23 continues to operate between the Arden & Del Paso LRT Station and Sunrise Mall daily.

Line 103 was reduced to four AM peak hour trips from Auburn & Whyte to Watt/I-80 Station and four afternoon trips from Watt/I-80. Weekday midday and Saturday hours were replaced by Line 91.

VALLEY TRANSPORTATION AUTHORITY (VTA)

SAN JOSE: **VTA** implemented a number of service changes on January 11th.

36-VALLCO FASHION PARK-EAST SAN JOSE was rerouted along Las Palmas and Educational Park Drive and also rerouted on Hwy 87 and Coleman due to the long term closure of the Taylor Street bridge over the Guadalupe River. 140-BART-FREMONT-SUNNYVALE was rerouted onto Tasman Dr/ Great Mall Parkway to serve the Oak Creek Industrial Park. 330-ALMADEN PKWY-NORTH SAN JOSE was extended on Tasman to Alder, also to serve Oak Creek.

The DOWNTOWN SHUTTLE (DASH) was expanded to operate every 10 minutes 615AM-625PM (2 buses) and every 20 minutes 615PM-1020PM (1 bus) on an extended route - From the CALTRAIN Station via Cahill, San Fernando, 4th, San Carlos, Montgomery and San Fernando to the station.

LOS ANGELES DOT (LADOT)

LOS ANGELES: March 15th was opening day for DASH/ WILSHIRE CENTER-KOREATOWN *(WT 11/98, 1/99)* with free rides the first week.

The two directional loop line operates every 30 minutes between 700AM and 700PM on weekdays and 900AM-600PM on Saturday using two buses, one on each loop.

The Clockwise route begins at Wilshire/Western RED LINE Station via Western, 3rd, Normandie, 1st, Vermont, 9th, Irolo, 8th, Western to Wilshire. Counter Clockwise starts at Wilshire/Vermont RED LINE via Vermont, 3rd, Western, 9th, Catalina, Olympic and Vermont to Wilshire.

TCT CONTRACT SERVICES, INC. operates the line using 93020-93024 series Econoline/Collins Diplomats, formerly used on DASH/WARNER CENTER.

WASHINGTON STATE NEWS

SPOKANE TRANSIT AUTHORITY is now receiving RFPs for the purchase of 14 30-foot low floor buses, with an option for up to four, and for ten 40-foot low floor buses, with an option for up to two more.

KITSAP TRANSIT and the US Navy, through the Naval Base Seattle Morale, Welfare and Recreational Fund, will pay **KT** an annual fee for free rides. **KT** will honor any valid Navy ID card held by active duty, retired or reservist personnel and their dependents for free rides on any service - fixed routes, Access, Worker/Driver, vanpools and the **HORLUCK FERRY.**

The **CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY (SOUND TRANSIT)** has identifed the preferred route and stations for the 24 mile light rail system (LINK) which will connect the cities of Seattle, Tukwila and Sea Tac. The next step will be development of a final Environmental Impact Statement.

A separate analysis of routes and stations has also been conducted for the 1.6 mile LINK in Tacoma.

The Seattle leg, which has been divided into five segments, starts from the University District to Westlake Station in the downtown Seattle Transit Tunnel, Westlake to South McClellan Street including some street level operation on an existing Busway, street level and elevated operation from McClellan to Boeing Access Road (Rainier Valley) and in Tukwila and elevated tracks at Sea Tac including a station at the proposed Port of Seattle North End Airport Terminal.

(Continued on page 7)

SONOMA COUNTY TRANSIT
Santa Rosa, California



FLEET #'S	BUILDER	MODEL	SERIAL #'S	YEAR	NOTES
101-112	Gr Flx	35096-6T	BD093532-543	08/81	A
175-189	Neoplan	AN440A	GL013615-629	1986	Suburban interiors
191-193	Neoplan	AN440A	LL013135-137	06/90	Suburban interiors
201-203	Ford/Startans	Econ/Supreme	mixed	1987	
211	Orion	02.501	K6005306	02/89	
221-225	Orion	02.501	K6005301-305	02/89	
301-304	Orion	05.501	T6032255,257,259-260	05/96	CNG
305-308	Orion	05.501	T6032262-263,265,267	05/96	CNG
309-312	Orion	05.501	T6032269-270,272-273	05/96	CNG
313-315	Orion	05.501	T6032275,277,279	05/96	CNG

NOTES:

A-all sold including 106 to PETALUMA TRANSIT 020 and 104, 109 and 110 to SANTA CLARITA TRANSIT 123-125

SONOMA COUNTY TRANSIT, formed in 1979, is a nineteen line fixed route system operating from Petaluma and Sonoma in the south to Russian River communities in the west and Cloverdale in the north and connects with **SANTA ROSA CITY BUS, GOLDEN GATE TRANSIT** and the many small municipal systems throughout the county.

(Continued from page 6)

KING COUNTY
DEPARTMENT OF TRANSPORTATION
(METRO)

SEATTLE, WA: February 6th brought the second round of service changes *(WT 10/98),* developed as part of the Six Year Transit Development Plan.

Service in the Aurora Avenue Corridor (6-AURORA AVENUE LOCAL, 359-EXPRESS VIA AURORA and 360-AURORA EXPRESS TO/FROM 145TH) was revised to have 359 operate in a limited stop mode, with more stops added, every ten minutes during weekday peaks, every 20 minutes during midday and on Saturday and half hourly on Sunday. 16-WALLINGFORD now has improved frequency, was rerouted onto Stone Way North between 40th North and 45th North replacing 6 and evening service now runs between Northgate and downtown Seattle replacing the shuttle with met 6 at 40th North and Stone Way. Last September the 16 was rerouted to begin/end at the Colman Ferry Dock and separated from 21-ARBOR HEIGHTS.

74-SAND POINT-QUEEN ANNE was revised and extended south and west from the University District to lower Queen Anne and the Seattle Center area via North 40th, Aurora Ave North to John St returning to Roy, then to the Seattle Center returning via Mercer to Aurora.

Line 74 now operates end to end every half hour 600AM-700PM daily with late evening (to 100AM) service between Sand Point and the U District.

Line 8-DENNY WAY-RAINIER VALLEY now offers 15 minute peak hour headways between Queen Anne and Capitol Hill with half hourly headways to/from Rainier Valley.

REGIONAL TRANSPORTATION DISTRICT
(RTD)

DENVER, CO: **RTD** has awarded North American Bus Industries (NABI) a $45 million contract for purchase of 114, 60 foot articulated, heavy duty, acessible, diesel powered buses and associated spare parts. Included in the contract is an option, yet to be exercised, for another 11 buses.

These are the first NABIs for the "Mile High City" and the buses are expected to replace a fleet of eighty nine MAN model SG310-18-2A units (9001-9089) from 1983.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
Citizens Area Transit (NV)	530-564	NABI	436.08/VA140001-035	1997	
	565-575	NABI	436.08/WA140036-046	1998	
	701-760	NABI	040.06/XA140130-189	1999	0
VIA Metro Transit (TX)	729-808	NABI	040.05/XA140001-080	1999	
Phoenix Transit Sys (AZ)	6001-6163	NABI	040.01/WA140001-163	1998	0
City of Tempe (AZ)	6164-6180	NABI	040.01/WA140001-017	1998	0
	6181-6195	NABI	035.01/WA140001-015	1998	0
Central Oklahoma TPA	9701-9713	NovaBus	T70606/VR832162-175	1997	
(OK)	9714-9716	NovaBus	T70606/VR832269-271	1997	
	9820-9830	Gillig	C21B096N4/W1089260-270	1998	
-USED-					
Dumbarton Express	801-803	Gillig	4096TA6V92/C1080425-427	1982	1
Merced County Transit	M61-M63	Gillig	40TB1026V92T/J1082486,481,490	1987	2
-DISPOSITIONS-					
Santa Clara County TD	1661	Grumman	40102-6/BD092963	08/81	3
Preferred Charters	9325	Prevost	H3-40/P1001331	1993	4
	9535	Prevost	H3-45/S1001131	1995	4
The following buses are all for sale and available from Setra:					
Arrow Stage Lines (AZ)	unknown	Setra	S215HDH/J1030090	1988	5
Napa Charter Service	626	Setra	S215HDH/K1030120	1988	6
A-1 Transportation (CT)	30	Setra	S215HDH/L1030179	1990	
Schockey Tours (KY)	9008	Setra	S215HDH/L1030198	1990	
Shine Holiday	887	Setra	S215HDH/M1030243	1991	7
Chief Bus Service (NE)	Standing Bear	MCI	102A3/FP040618	12/85	8
	Tecumseh	MCI	102A3/HP041204	1987	
Unknown Company	unknown	Prevost	LeMirage/L1001473	1990	

-NOTES-

The NABI buses listed above for PHOENIX TRANSIT SYSTEM and CITY OF TEMPE are lettered and painted for VALLEY METRO, but financed by the city listed and used on the lines the jurisdiction is responsible for funding.

ORANGE COUNTY TRANSPORTATION AUTHORITY is interested in disposing of the five remaining Super Bus units, 7001/7501 and 7104/7604-7107/7607, and has received some inquiries.

HAUSMAN BUS SALES held open houses at all of their sales offices during the month and offered a "door prize" of an intercity motor coach to the lucky winner. The Los Alamitos, CA office offered a 1981 TMC MC-9, 1TUAAH988BR002909, 11/81, originally GREYHOUND LINES 4991 and more recently someone's 708.

NOTES

0. Low Floor design
1. Ex Samtrans 801-803
2. Ex BART Express 19120, 19115, 19124
3. To Church of Scientology (Hollywood) 1661
4. To ABC Bus Sales (Garden Grove)
5. Originally American Traveline Coach (OH) 965
6. Originally Horst Schmidt
7. Originally numbered 239
8. Renumbered to 5

ORANGE COUNTY TRANSPORTATION AUTHORITY

OCTA recently received the first (5419) of two hybrid electric drive buses, New Flyer model D40LF, the first such units built by NFI for testing. A diesel fueled engine runs a generator that produces electricity. A computerized controller determines the amount of electricity to transfer to the motors adjacent to the rear axle and the motors operate a gearbox connected to the rear axle. This combination should result in improved fuel economy, lower emissions and quieter operations.