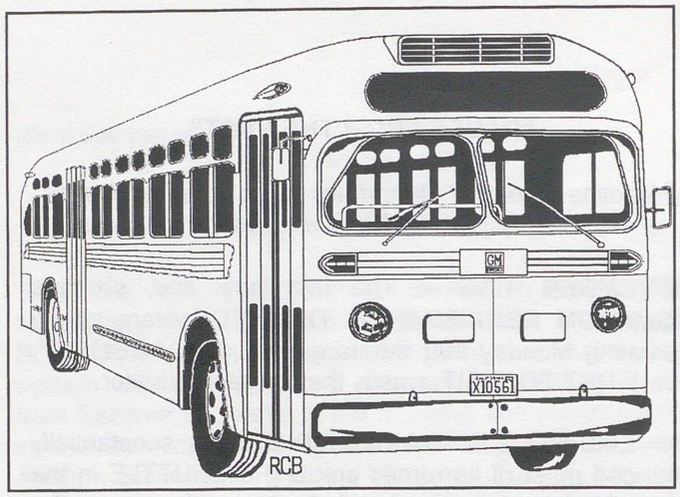
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VOL. 38, NO. 11 November 2000



SACRAMENTO REGIONAL TRANSIT DISTRICT (RT)

SACRAMENTO: September 3rd brought three new weekday only shuttle routes, marketed as THE NEIGHBORHOOD RIDE, in the Del Paso Heights/North Sacramento area with the ability to deviate into the neighborhoods plus a new DASH TROLLEY downtown seven-days-a-week.

Regional Transit

Line 16-DEL PASO HEIGHTS-NORWOOD AVENUE starts at the Arden/Del Paso LRT Station and runs via Del Paso, Eleanor, Fairfield, Arcade, Lindley and Norwood to Jessie. It runs hourly 700AM-530PM and every 80 minutes until 1100PM.

Line 17-DEL PASO HEIGHTS-RIO LINDA BLVD begins at Marconi/Arcade Station and travels Academy Way, Kenwood, Arcade, Del Paso, Marysville Bl, Arcade, Rio Linda Bl and Jessie to Norwood offering hourly service 700AM-630PM.

Line 18-DEL PASO HEIGHTS-BELL AVENUE also begins at Marconi/Arcade Station via Academy, Kenwood, Arcade, Del Paso, Astoria, South, Pinell, Bell and Norwood to Jessie. It runs hourly 700AM-630PM and every 80 minutes until 1130PM. The night service shares a bus with Line 16.

Line 81-FLORIN-65TH STREET was realigned between University/65th Station and Florin Road & Riverside with service north of University/65th served by NEW Line 82-HOWE-65TH which travels along Evas, Fair Oaks, Howe, Northrup, Morse, Cottage, Watt, Whitney, Mission, Engle, Gibbons, Edison, Pasadena, Winding Way to American River College.

A new DASH line, using the Chance American Heritage Streetcars, 139-DASH TROLLEY, began. It operates daily between 1000AM and 300PM with a 10 minute weekday and 16 minute weekend headway beginning at 13th & K via 13th, L Street, thru Old Sacramento along 2nd, I, 3rd, J and 13th to K.

The SOUTH LINE light rail extension (*WT 4/97, 6/99)* moved another step closer to completion (expected start up in September 2003) as work crews have begun to lay the first sections of track north of Meadowview Road. 25 miles of rail are needed to complete the 6.3 mile extension from downtown including 7 stations.

The first of 40 new light rail vehicles, being built by the Spanish firm Construcciones y Auxiliar de Ferrocarriles is planned for delivery by next October.

RT will receive $131 million under the state's Traffic Congestion Relief Program, which will fund preliminary engineering and environmental analysis of the second phase of the SOUTH LINE rail extension, complete the AMTRAK/FOLSOM CORRIDOR light rail corridor including up to 7 stations, an expanded maintenance facility an improved signaling and communications system and buy 75 CNG, low floor buses (with an option for 15 more) that would allow **RT** to retire all remaining diesel buses over the next 3 years.

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

A series of applications have been filed, generally requesting authority between points in Marin, Solano, Contra Costa, Alameda, San Francisco, San Mateo, Santa Clara Counties and the 3 Bay Area airports – they include: *Abdualla Alzuaree dba LUCKY SHUTTLE SERVICE; Hani Abuhwaidi dba E-Z RIDE EXPRESS; Kulwinder Singh dba MOTHER TERESA AIRPORT SHUTTLE; Amrik Singh dba RENO AIRPORT SHUTTLE; Jafar Hadid dba SILVER LINE AIRPORTER; AAA AIRPORTER AND LIMO SERVICE; Surinderjit Palia dba PALIA TRANSPORTATION; Avtar Singh dba JASSI TRANSPORTATION; Shahid Khan dba ALL AMERICAN AIRPORTER EXPRESS and Balwinder S Patrola dba EAST BAY AIRPORTER EXPRESS*

Chiang and Liu dba SAFE RIDER BUS for PSC between points in Sacramento and San Francisco Intl Airport and to establish a Zone Of Rate Freedom

Tracy Louie dba KIDS TAXI SERVICE for a PSC between points in Contra Costa County and a ZORF

Jan Pretorius dba LA JOLLA SHUTTLE SERVICE for PSC between points in the cities of Del Mar, San Diego and Coronado

Screamline Investments, Inc. dba TOUR COACH TRANSPORTATION requesting PSC between points in Los Angeles, Beverly Hills, Culver City, Santa Monica and Los Angeles International Airport and a ZORF

DECISIONS

Tim Mesplou dba ARRIVE ALIVE granted PSC between Isla Vista and Santa Barbara

Marjit Gill dba ABC AIRPORTER granted PSC between points in Alameda, Santa Clara, San Mateo Counties and the Bay Area airports

Fernando Ochoa dba MEXICAN SUPER SHUTTLE granted PSC between points in the San Fernando Valley and San Ysidro

PACIFIC COAST SIGHTSEEING TOURS, INC. granted authority for the eight route shuttle system (now running with a fleet of Freightliner brand motorized trolleys) between Disneyland and points within a two mile radius in Anaheim, Garden Grove and Orange

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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)

NOVEMBER 1995 – The five local line, six bus **COMPTON RENAISSANCE TRANSIT** system began operating Monday thru Saturday. ATE MANAGEMENT, now FIRST TRANSIT, was/is the contract operator.

NOVEMBER 1990 – AIRPORT COACH substantially changed most of its routes creating a SHUTTLE in the Disneyland area serving hotels in the north area as the AIRPORT buses concentrated in the south, a new ORANGE COUNTY AIRPORT-IRVINE-LAGUNA HILLS route added and a ZORF first used to change fares.

NOVEMBER 1985 – SCRTD 602-DOWNTOWN MINI RIDE and 605-WESTWOOD MINIBUS LOOP were discontinued and replaced by the City of Los Angeles sponsored and DIVERSIFIED PARATRANSIT operated DOWNTOWN AREA SHORT HOP (DASH) downtown shuttle system.

NOVEMBER 1980 – Transit in Stanislus County was starting to grow – Modesto's **INTRACITY TRANSIT** had expanded, STORER TRANSPORTATION SERVICE started a CALTRANS funded MODESTO-HICKMAN route while the County was funding one GREYHOUND LINES daily round trip between communities on the west side and Modesto with plans for more services.

NOVEMBER 1975 – TAHOE AREA REGIONAL TRANSIT, serving Lake Tahoe's North Shore, underwent its third route structure, third fleet roster and service area in just over six months.

WT STAFF FOR THIS MONTH

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(Continued from page 1)

CENTRAL PUGET SOUND REGIONAL TRANSIT AUTHORITY (SOUND TRANSIT – ST)

SEATTLE, WA: Commuter rail arrived in the Pacific Northwest on September 18th as **ST** introduced SOUNDER, currently a weekday peak hour commuter system with two trips (two train sets) operating north from Tacoma to Seattle in the morning and return south in the evening presently also serving Sumner and Auburn. Stations in Puyallup, Kent and Tukwila are still under construction with plans to begin stopping as soon as they are open. Plans eventually call for 18 round trips. The 40 mile route is over BNSF owned trackage.

The commuter trains feature Bombardier bi-level cab cars and coaches (similar to METROLINK cars) and General Motors F59 PHI diesel/electric locomotives.

In 2002 the route will be extended 36 miles north from Seattle to Everett and six miles south from Tacoma to Lakewood.

SOUNDER is one component of the SOUND MOVE, the ten year regional transit plan approved by area voters in 1996. Other elements include **ST** EXPRESS buses, LINK light rail in the Seattle area and a 1.6 mile line in Tacoma, new park/ride lots and transit centers.

ST EXPRESS presently includes 23 intercity express lines, some running during weekday peak hours only and others daily with all day service.

These include 505/506-EVERETT-NORTHGATE, 510/512/513-EVERETT-SEATTLE, 511-ASH WAY-SEATTLE, 530/531/532-EVERETT MALL-BELLEVUE, 535-LYNNWOOD-BELLEVUE, 540-REDMOND-UNIV DISTRICT, 545/546-REDMOND-SEATTLE, 550-BELLEVUE-SEATTLE, 560-BELLEVUE-SEA-TAC AIRPORT, 565-FEDERAL WAY-BELLEVUE EXPRESS, 570-WESTSIDE EXPRESS, 574-LAKEWOOD-SEA-TAC EXPRESS, 590/591/592/594-TACOMA-SEATTLE and 595-GIG HARBOR-SEATTLE.

COMMUNITY TRANSIT, KING COUNTY METRO and **PIERCE TRANSIT** each operate some of the lines from their respective garages, under contract to **ST.**

The **ST** fleet includes 20 new New Flyer articulated low floor buses (9501-9520) and 75 Gillig Phantoms (9001-9075), options on recent **CT** and **KCM** orders, plus at least former **PT** 801-827, CNG powered Orion Vs with suburban interiors and twenty **KCM** Breda model ADPB350 dual mode buses 5020-5022 and 5194-5210, on lease. All of these buses are painted in **ST** colors.

STATE OF WASHINGTON'S INITIATIVE I-695

OLYMPIA, WA: Washington voters recently lost the ability to veto government imposed tax and fee increases, but will keep cheap auto registration fees.

In early October, the Washington State Supreme Court decided 8-1 that Initiative I-695 in the November 1999 election violated the Evergreen State's "single subject rule" by dealing with two topics. In addition, requiring a public vote on every tax and fee increase would upset the balance of power between lawmakers and citizens. The high court upheld a ruling by King County Superior Court Judge Robert Alsdorf *(WT 3/00).*

The $30 registration fee will remain as the State Legislature and Governor Gary Locke approved legislation last spring to make the reduction permanent.

KING COUNTY METRO TRANSIT DIVISION (METRO)

SEATTLE, WA: **METRO** will sell 100 of their 2000-2201 MAN articulated diesel coaches (in mid September only 12 remained active as they were being replaced by 274 New Flyer D60 articulated coaches, 2300-2573) to the **CHICAGO (IL) TRANSIT AUTHORITY.** Only 38 of **CTA's** 125 artics are presently in service and new buses aren't scheduled for delivery until 2002. Their $20,000 cost compares to $450,000 for a comparable new bus and $2,000 at recent used bus auctions.

On September 17th **METRO** Lines 263, 267, 275, 276 were replaced by **ST** 546, 545 and 540 respectively and NEW **METRO** 277-JUANITA-UNIV OF WASHINGTON VIA I-405 & WA 520. Former 340-AURORA VILLAGE-BURIEN, which operated between the Snohomish/King County border and Burien via the eastside communities including Bothell, Bellevue and Renton was replaced by three smaller lines, 140-BURIEN-RENTON, 341-AURORA VILLAGE-BOTHELL and peak hour 342-SHORELINE PNR-BOTHELL-RENTON VIA I-405.

The King County Council has approved an agreement with **ST** and the City of Seattle to transfer the Downtown Seattle Bus Tunnel to **ST** in 2004. **ST** plans to begin using the tunnel as part of the LINK light rail system in 2006 after it completes other rail sections and modifies the tunnel for rail use.

METRO will have priority use of 3rd Avenue during tunnel reconstruction. They will also continue to use the Convention Place site as a bus staging area and a place to enter and leave the Interstate 5 express lanes.

(Continued on page 4)

(Continued from page 3)

NORTHERN CALIFORNIA NEWS BRIEFS

CENTRAL CONTRA COSTA TRANSIT AUTHORITY will receive $750,000 in federal funds to purchase 3 expansion buses, two for new I-680 Bishop Ranch service and the other for service expansion in downtown Martinez beginning next June.

SAN FRANCISCO MUNICIPAL RAILWAY bus and rail operators recently voted 1068-311 to accept a new four year contract (twice rejected earlier this year – *WT 8/00, 9/00).* The wage increases remained as before, but the "wage progression" schedule will be either 18 or 24 months, depending on hire date, and operators will be able to take four hours of paid leave up to four times per year instead of needing to use sick leave.

MONTEREY-SALINAS TRANSIT recently took delivery of 21 new diesel Gillig Phantoms *(WT 4/00).* The lift equipped 35-foot buses, purchased as part of a joint order with Denver's **REGIONAL TRANSPORTATION DISTRICT,** seat 37 passengers in upholstered seats.

In late September, the Public Utilities Commission blocked **RED & WHITE FLEET's** attempt to close down the RICHMOND-SAN FRANCISCO FERRY service prior to an October 25th scheduled hearing.

SANTA ROSA CITY BUS implemented service and fare policy changes August 13th. All routes changed somehow and two NEW lines started — 17 between Downtown and Coddingtown via West 3rd, Dutton Ave and Guerneville Road and 18 between Downtown and Yolanda Avenue via Sonoma, South E, Tupper, Brown, Maple, Petaluma Hill, Colgan, Kawana Springs and Santa Rosa Avenue. Free transfers are now issued and accepted at any SRCB stop and can be used as many times as the passenger wishes within two hours.

The **PENINSULA CORRIDOR JOINT POWERS BOARD** and **VALLEY TRANSPORTATION AUTHORITY** will institute experimental weekend train and bus service between San Francisco and Gilroy beginning November 18 continuing until February 25.

Two **CALTRAIN** round trips will be offered each Saturday and Sunday– departing southbound from San Francisco at 800AM and 600PM and northbound from Gilroy at 908AM and 508PM.

In addition to regular **VTA** 14-MORGAN HILL and 17-GILROY LOCAL, a weekend only GILROY SHUTTLE will operate between the rail station and a number of the city's attractions including the Prime Outlets.

SUNLINE TRANSIT AGENCY
MORONGO BASIN TRANSIT AUTHORITY
(STA/MBTA)

1000 PALMS/29 PALMS: Beginning last July, **STA** and **MBTA** entered into a one-year trial cooperative agreement to provide a higher level of service between cities in the Morongo Basin and Palm Springs.

Since mid-1998 **MBTA** had offered two Monday-Saturday round trips plus an evening round trip on Friday, Saturday and Sunday between 29 Palms Marine Base, 29 Palms, Joshua Tree, Yucca Valley, Morongo Valley and Palm Springs and Palm Desert *(WT 8/98).*

In an effort to reduce operating costs but provide more service, **MBTA** now contracts with **STA** to provide five southbound/four northbound trips on weekdays (plus a late PM southbound trip on Fridays), two round trips on Saturday and a northbound only Sunday evening trip all the way to the Marine Base.

The service, known as **STA** Line 12-MORONGO BASIN CONNECTION, begins at the recently opened Kickapoo Trail Park & Ride in Yucca Valley (Kickapoo Trail & Highway 62), also served by **MBTA's** HIGHWAY RUNNER route, and travels via Highway 62 (stopping in Morongo Valley at Lanning Lane and Rosella), Dillon Road, Indian Avenue, Racquet Club, Palm Canyon and Tahquitz to Palm Springs Airport.

The Park & Ride features a 122 space park and ride lot, a visitor information center, **MBTA** bus stop and a CNG fueling station.

Weekday buses leave Yucca Valley at 555AM, 830AM, 1100AM, 245PM, 540PM, 700PM (Friday) and depart Palm Springs at 710AM, 945AM, 130PM and 400PM. Running time is one hour.

Saturday buses leave Yucca Valley at 1225PM and 530PM and Palm Springs at 320PM and 715PM. The one Sunday trip departs Palm Springs at 715PM also.

Regular fares are $7 one way/$11 round trip, seven-day passes cost $25 and ten-ride punch cards are $50.

In **STA** land, they recently introduced NEW Line 92-NORTH COACHELLA, which operates six round trips spaced throughout the day on weekdays only.

Line 92 functions as a one-way loop beginning at 5th & Vine via 5th, Hwy 111, Ave 52, Tyler, Bouganvilla, El Sol, Las Flores, Mendoza, Tyler, Ave. 52, Hernandez, Ponderosa, Ave. 52, Shady Lane and Vine to 5th.

(Continued on page 5)

(Continued from page 4)

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: **RTA** has inaugurated two NEW weekday only lines – 40-LAKE ELSINORE-MENIFEE and 41-MEAD COMMUNITY CENTER-PERRIS.

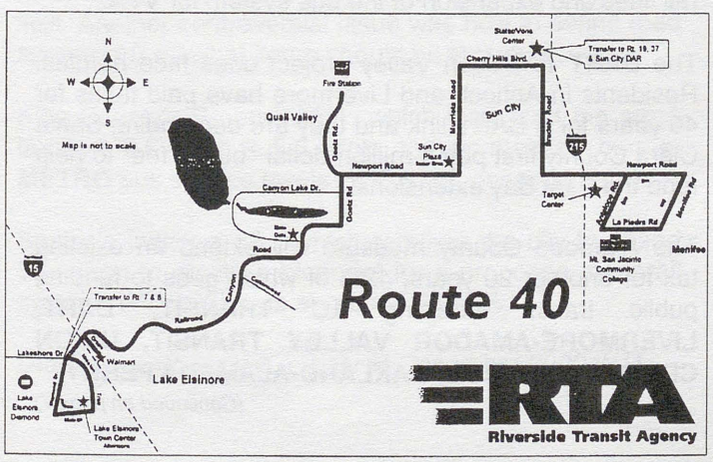
From Lake Elsinore Town Center, 40 travels Malaga, Diamond, Railroad Canyon, Goetz, Newport Rd, Murrieta Rd, Cherry Hills Blvd, Bradley, Newport, looping Antelope, La Piedra, Menifee and Newport Rd. This line is the first **RTA** fixed route service in Canyon Lake, Quail Valley and Menifee. Hourly service is offered between 530AM and 700PM (2 small buses). 40 is operated by TRANSPORTATION CONCEPTS, INC.

Line 41 has three branches, all originating at the Mead Valley Community Center on Rider Street, SMALL LOOP, LARGE LOOP (both circulating within Mead Valley) and PERRIS (via Brown, Cajalco Rd, Ramona Expressway and Perris Blvd to Orange (Valley Plaza).

The line operates between 600AM and 700PM (1 small bus) with SMALL and LARGE generally on 40 minute headways and PERRIS offered three times a day leaving the Center at 635AM, 1130AM and 545PM. TRANSPORTATION SPECIALIST, INC., operator of the ADA Intercity services and Jurupa Dial-A-Ride, operates Line 41.

The **RTA** Board recently approved an expansion of Line 30-PERRIS LOCAL service to a twelve hour service span per weekday with an increase in the TCI contract through June 2002.

On September 3rd all **RTA, SUNLINK** and **INLAND EMPIRE CONNECTION** buses returned to the Downtown Terminal, known as the Market & University Transit Center. The facility is now smaller as the former terminal building now houses the Riverside Fire Department and Fairmount Place, a dedicated street, divides that area from the rest of the terminal. The passenger area between University and Mission Inn (7th) now has four loading positions on each side for use by all **RTA** lines. **IEC** and **SUNLINK** initially loaded on University west of Market, but were changed November 6th to be on Market north of University. *(Ed. Note – the same number of buses and passengers have about 2/3 the previous amount of space and bus layovers take place on Chestnut at Mission Inn Ave).*



GREYHOUND LINES, INC. has a new station in the west end of the former building (now fire headquarters) and **GLI** buses load in the same area as before.

ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

ORANGE: A number of changes have taken place since implementation of the new "Point To Point' system on September 10th.

The major items include institution of weekend service on 24-MALVERN-CHAPMAN, establishment of 131-RIVERDALE-LAKEVIEW (a contractor operated small bus line between Mall Of Orange and Yorba Linda) and the transfer of 87-ALICIA PARKWAY, 187-LAGUNA HILLS-DANA POINT and 213-BREA-IRVINE EXPRESS from small bus, contract operated (LAIDLAW) to directly operated large buses. 187 was also extended from Doheny Park & Domingo to Dana Point Harbor.

2101-2161, NABI LNG powered Model 040.09 buses, are now in service from Division 4. At this time they are not assigned to specific lines.

MONTEBELLO BUS LINES (MBL)

MONTEBELLO: On September 24th **MBL** Line 10-WHITTIER BLVD was extended eastward from its former Pico Rivera terminal at Whittier & Passons to Whittwood Center in east Whittier via Whittier, Philadelphia, Painter and Whittier to Santa Gertrudes.

(Ed. Note – this is a sizeable extension (about 30 minutes running time each way) on a line which previously was about 30 minutes one way in length).

Alternate trips, or a 20 minute headway, are operated daily from 500AM to 700PM with wider headways in the evening hours.

Service levels on **MTA** 18-WHITTIER BLVD-WEST SIXTH were reduced to hourly east of Whittier and Durfee with added weekday peak hour trips that far and Owl service going to Philadelphia & Painter.

(Ed. Note – in the Public Hearings for FY 01 (WT 8/00) there are several possible plans for Line 18 including

(Continued on page 6)

(Continued from page 5)

extending to Orange County, terminating in uptown Whittier, at Durfee or at Montebello Metrolink. If MBL 10 replaced a portion of MTA 18, this would become the second street, Imperial Hwy the first in 1995, to divide what was once a thru-service into segments operated by different agencies. It would also be the second major expansion for MBL this year, the first being the replacement of MTA 104 with MBL 50 on East Washington Blvd last April).

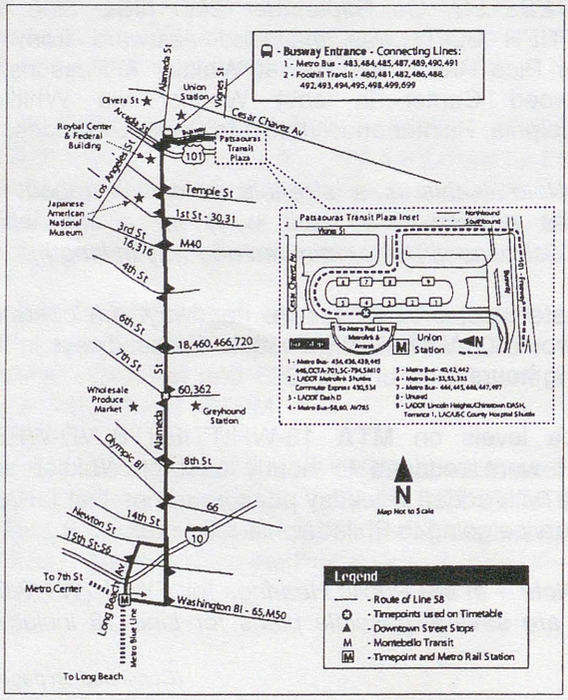
LOS ANGELES COUNTY MTA

LOS ANGELES: The last two transit stations on the Harbor Freeway, at Carson St and Pacific Coast Hwy, opened on October 29th as Line 445-SAN PEDRO PARK/RIDE "graduated" from a weekday peak only line to one with daily service between 500AM and 1000PM.

On weekdays, peak hour service is half hourly (6 buses) with hourly headways (3 buses) at other times. Hourly service is the rule on weekends.

From Gateway Transit Plaza, the 445 travels Alameda, Temple, Hope/Flower, 11th, Figueroa, Adams. Flower, Harbor Transitway serving the 37th Street, Slauson, Manchester, I-105 and Rosecrans Stations, then to Artesia Transit Center, via 182nd, Vermont, Artesia, Harbor Fwy serving the Carson and PCH Freeway Bus Stops (similar to those on the Hollywood Freeway), 47 Freeway, Harbor Blvd, Beacon (San Pedro Park/Ride Lot), O'Farrell, Harbor, 1st and Pacific to 21st.

The fare on Harbor Transitway express buses has been reduced to $1.35 (thru next January 31st) to encourage passengers to ride.



On November 19th NEW Line 58-ALAMEDA STREET was inaugurated. It operates between Gateway Transit Plaza and Washington Blvd & Long Beach Ave (BLUE LINE connection) via the Busway, Alameda and looping Newton, Long Beach, Washington Bl. and Alameda.

The second of four Consent Decree Pilot Project lines, 58 is operated by MV TRANSPORTATION from their garage near Atlantic Place and Alondra (Div. 97) using a fleet of 2800 series Flxible Metros.

(Ed. Note – Line 58 originally was to begin In December 1995, but was canceled 2 days prior to implementation following a protest by LADOT (WT 12/95).

The line runs daily between 530AM and 1000PM, every 10 minutes until 700PM (5 buses) and then half hourly (2 buses) on weekdays. Weekend headways are half hourly all day. The fare is FREE thru December 31st.

METROPOLITAN TRANSIT DEVELOPMENT BOARD

SAN DIEGO: A public hearing was held October 12th to discuss plans to improve weekday headways on **SAN DIEGO TRANSIT** 8-OLD TOWN-NORTH PARK, 41-GENESEE and 55-SDSU-NATL CITY, NEW weekday peak hour 60-EUCLID STA-UTC VIA KEARNEY MESA and extending **MTS** 905-OTAY MESA-IRIS STA south from Iris Trolley Station to San Ysidro.

TRANSPORTATION AND THE ELECTION

In the November 7th election, there were at least five ballot measures dealing with transit related issues, two in California and three in Washington.

California laws required a 2/3 vote to pass while, in Washington, only simple majorities were needed.

In California, voters overwhelmingly approved the $1.4 billion Measure B sales tax (Alameda County) and a $6 billion Measure A (Santa Clara County) to extend **BART** to San Jose among many other projects including improvements to **ACE** and **CALTRAIN,** two more light rail lines and expansion of the bus system for **VTA**.

The **BART** to Silicon Valley project does face hurdles. Residents in Antioch and Livermore have paid taxes for 40 years for a BART link and they are demanding Santa Clara County first pay a million dollar "buy in fee" to help fund the East Bay extensions.

The Alameda County measure will extend an existing tax for another 20 years, 42% of which goes to funding public transit including **AC TRANSIT, BART, LIVERMORE-AMADOR VALLEY TRANSIT, UNION CITY TRANSIT, ACE, OAKLAND-ALAMEDA FERRY.**

(Continued on page 7)

C-TRAN WE'RE GOING YOUR WAY

CLARK COUNTY PUBLIC TRANSPORTATION BENEFIT AREA d/b/a C-TRAN
Vancouver, Washington

FLEET #S	BUILDER	MODEL	VIN #S	YEAR	NOTES
2001-2034	GMC	T80204	CV820385-418	00/82	
2035-2051	Gillig	M11T30102	S1085746-762	07/95	
2052-2056	Gillig	3096TB6V92TA	L1083575-579	00/90	
2057-2059	Gillig	3096TB6V92TA	L1083592-594	00/90	
2061-2070	Gillig	M11T35102	S1085763-772	07/95	
2071-2082	Gillig	35102TB6V92TA	L1083580-591	00/90	
2083-2084	Gillig	G18D102N4	W1070268-269	00/98	
2087	Gillig	M11T40102	S1085773	05/95	
2088-2090	Gillig	M11T40102	S1085774-776	06/95	
2091-2099	Gillig	M11T40102	S1085777-785	07/95	
2121-2122	Ford/El Dorado	Econ/Aerotech	THB40939-940	00/96	D/R
2123-2126	Ford/El Dorado	Econ/Aerotech	THB51053-056	00/96	D/R
2127-2135	Ford/El Dorado	Econ/Aerotech	THB51057-060, 1112-115,149	00/96	
2136-2152	Ford/El Dorado	Econ/Aerotech	VHBmixed	00/97	D/R
2153-2154	Ford/El Dorado	Econ/Aerotech	WHC05832-833	00/99	D/R
2192	GMC	T6H-4523A	1927	00/76	SHOW
2201-2214	Gillig	C18D102N4	X1089952-965	00/99	

D/R – used for C-TRAN Demand Response SHOW – Preserved Coach for Public Relations events

C-TRAN operates fixed route and demand response service throughout Clark County in the southwestern corner of Washington state and also has several routes to and from Portland, Oregon.

(Continued from page 6)

Another 11% helps to fund paratransit programs.

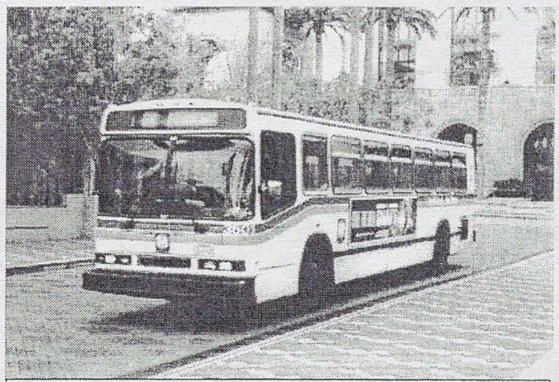
In Washington, statewide Initiative I-745, which would have reserved 90% of transportation money for roads with the remainder for transit, was rejected 58%-42%.

While opponents claim the measure would have devastated transit, it was unclear what would have happened. Nothing in the law says the State Legislature would have had to follow the measure. Initiatives can put a law in place, but they cannot order the Legislature to take a specific action. The initiative process and the Legislature have equal powers. During the campaign, I-745 sponsor Tim Eyman said he did not think the Legislature would reduce the transit program, but rather add money to the roads program until there was a 90-10 split. Another controversial issue was how to define road spending (I.e.; what items should be included).

King County's Proposition 1, which increased the sales tax from 8.6 cents to 8.8 cents, to help maintain current **METRO** bus service levels *(WT 8/00)*, passed 53-47%.

Seattle's Initiative 53, which requires the city to spend $6 million to create a blueprint for a proposed monorail system *(WT 6/00)*, was approved 58-42%.

(Additional stories will appear in December 2000 WT).



MTA 3601, a Neoplan AN440A, departs Gateway Transit Plaza. About half of the order of 415 are now active.

Andrew Novak photo



GOLDEN STATE 52672, a new MCI 102DL3, arriving on the ground floor of the former Los Angeles Greyhound station at 605 S. Maple.

Guillermo Merino photo

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Victor Valley Transit Auth	701-703	Bluebird	QBRE3703/1F096211-213	06/00	
	704-705	Bluebird	QBRE3703/1F096216, 215	06/00	
Adelanto Local Transit	403-404	Bluebird	QBRE3703/1F096210, 214	06/00	
Riverside Transit Agency	201-202	Ford/El Do	Econ/Aerotech/YHB62840-841	2000	
Basin Transit Service (OR)	2001-2003	Gillig	G22B102N4/Y1071041-043	2000	
Greyhound Lines, Inc (TX)	6522	MCI	102DL3/YP052543	09/99	
Golden State Transp Co.	51155, 51179	MCI	102DL3/XP051155, 179	1998	
	52232	MCI	102DL3/YP052232	1999	
AMTRAK	453	GMD	F59PHI/966722-4	06/98	
-USED-					
Adelanto Local Transit	7505	GMC	T8H203/A1300	1980	1
First Transit, Inc. (MTA)	442-443	GMC	T80204/BV811586, 811514	1981	2
-DISPOSITIONS-					
AC Transit	1704	Crown/Ikarus	286/000118	1983	3
	1163	Flyer	D10240/2782	09/82	4
Ontario Airport Tram	06, 09	Ford/Goshen	Econ/GCII/RHA59910, 914	1994	5
Honey Bear Express	9045	TMC	MC-9/ER004601	12/84	6

-NOTES-

1. Ex OCTA 3105.
2. Ex LACMTA 9091, 9020.
3. To Zachers Bus Sales in Harbor City.
4. To Wells Fargo EBUS (Public Internet site).
5. For Sale at Nationwide Auction Systems in Industry.
6. To ABC Bus Sales in Garden Grove

The City of Tucson, AZ, for **SUNTRAN,** is offering to sell their interest in six 1994 CNG powered Orion IIs to other FTA grantees (**SUNTRAN** 9470-9474 plus one) — 02.501/R6005868-872, built in 09/94.

SUNTRAN will take delivery of 45 CNG powered, low floor Nova Bus LFS units is scheduled to arrive in Tucson next February making the fleet 100 per cent accessible and 69 per cent CNG.

VALLEJO TRANSIT LINES has issued two RFPs, one for purchase of eight heavy duty transit coaches with options for more and the second for refurbishing of three intercity coaches (the VALLEJO BAYLINK 102A3s, BL01-BL03).

SONOMA COUNTY TRANSIT is seeking RFPs for purchase of two low floor, CNG powered heavy duty transit buses with options.

GREYHOUND LINES, INC. 1732, a 1986 model TMC 102A3 was involved in an accident near Sacramento on 11/4/00 when a passenger tried to seize the steering wheel from the driver forcing the bus into a ditch on Interstate 5 injuring all those on board.

At the recent CALIFORNIA TRANSIT ASSOCIATION conference, a number of buses were on display including a single door Gillig Phantom with suburban style interior – **ROSEVILLE TRANSIT** 00-465, C21D102N4/15GDD2113Y1111164, 2000 and one of the new 30 foot, low floor Thomas SLF200 buses (unnumbered) for **SANTA MONICA,** VIN 5DF230DA71JA99310, 2000.

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