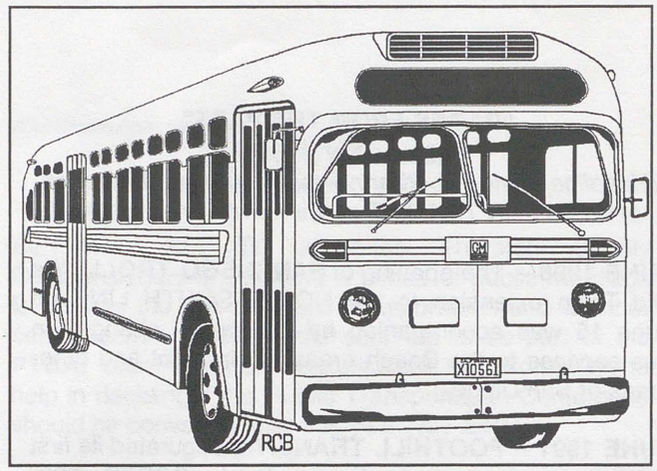
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VOL. 39, NO. 6 June 2001



GRAYS HARBOR TRANSPORTATION AUTHORITY (GHT)

HOQUIAM, WA: Following earlier voter approval to increase the sales tax dollars lost by passage of Initiative 695, on April 3rd **GHT** reinstated three routes eliminated in 1999 and added service to a fourth.

The revived routes included OAKVILLE-ELMA-CENTRALIA, McCLEARY-OLYMPIA and WISHKAH VALLEY LOCAL. In addition, a round trip was added on HOQUIAM-OCEAN SHORES.

Service on OAKVILLE-ELMA-CENTRALIA includes four weekday round trips between Oakville and Elma with three round trips between Elma and Centralia.

GHT has applied for a $40,000 Rural Mobility Grant from Washington DOT to provide continued funding for the Oakville services. Without the outside funds, the future of the service could be in doubt.

McCLEARY-OLYMPIA leaves McCleary at 1000AM serving both Olympia GREYHOUND and **INTERCITY TRANSIT** Stations, returning in the afternoon.

WISHKAH VALLEY LOCAL operates Tuesday only connecting Wishkah Valley points with Aberdeen.

Buses traveling through Hoquiam no longer use N Street, but rather follow K Street to 8th Street to the **GHT** Hoquiam Bus Terminal.

JEFFERSON TRANSIT AUTHORITY (JT)

PORT TOWNSEND, WA: **JT** will be twenty years old next month (operations began in June 1981) and the agency is planning a series of events to commemorate the event including some FREE rides, a contest to design a **JTA** anniversary logo, a photo history display, giveaways and a street dance at the Haines Place Park & Ride, all during the month of June.

The logo contest was open to amateur artists who live in Jefferson County. Contestants only needed to follow certain guidelines related to sizes and colors.

Sunday service (two round trips) was recently reinstated on the 7-PORT TOWNSEND-PORT LUDLOW-POULSBO route.

JT provides two local routes in Port Townsend and has suburban service (four routes) from Port Townsend to Tri Area, Poulsbo and Sequim connecting with **KITSAP TRANSIT** and **CLALLAM TRANSIT SYSTEM.**

The agency is presently soliciting proposals from consultants to analyze the effectiveness of current **JT** transit service (patronage, boardings per hour, service hours operated and service area covered) and recommend redesigns in service as necessary.



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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

Abdisamad Deria dba COMFORT EXPRESS SHUTTLE SERVICE for PSC between points in San Francisco, Contra Costa, Alameda, Santa Clara Counties and Bay Area airports and establish a Zone Of Rate Freedom.

SAN DIEGO METROPOLITAN TRANSIT DEVELOPMENT BOARD for an order authorizing construction of two light rail tracks and closure of an existing at-grade crossing at the San Ysidro Intermodal Transportation Center.

Pacino Enterprises, Inc. dba ANDIAMO TRANSPORTATION of Victorville for TCP-14242-B filed to transfer present authority of TCP-10557-B from *Mercy Pacino dba ANDIAMO TRANSPORTATION.*

Chen Jerry Phu dba CKX TRANSPORTATION for TCP-14257-B with a terminal in El Monte.

ECONO RIDE ENTERPRISES, INC. filed to extend its current PSC-8302 to include points in San Diego, Riverside and San Bernardino Counties, to establish on-call airport to airport service between San Diego and Ontario Airports and other Southern California airports and to establish a ZORF.

DECISIONS

GOLDEN EAGLE SHUTTLE , INC., granted a PSC between points in the Greater San Francisco Bay Area, Bay Area airports and to establish a Zone Of Rate Freedom.

Kashmir Balaggan dba PRETT AIRPORT SHUTTLE granted a PSC between points in Alameda, Santa Clara and San Mateo Counties and San Francisco, Oakland and San Jose Airports.

Santokh Multani dba FIVE STAR AIRPORT SHUTTLE granted PSC between points in Alameda and Santa Clara Counties and Bay Area airports.

Jan Pretorius trading as LA JOLLA SHUTTLE granted PSC between points in the Cities of Coronado, San Diego and Del Mar.

Safa Altaie granted authority to transfer control of PSC-6064 to *FIVE STAR AIRPORT LIMO AND SHUTTLE LLC* and to establish a ZORF.

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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)

JUNE 1996 – The opening of **SAN DIEGO TROLLEY's** Old Town extension to the NORTH-SOUTH LINE on June 15 was accompanied by substantial changes in bus services to the Beach areas, Clairemont and other areas of San Diego.

JUNE 1991 – FOOTHILL TRANSIT inaugurated its first NEW line, not one formerly operated by **SCRTD,** 690-CLAREMONT-PASADENA VIA 210 FREEWAY, a directionally based weekday peak hour line using their new Gillig Phantom F700 series buses.

JUNE 1986 – As part of a previously announced restructuring program, **GREYHOUND LINES, INC.** announced that the cornerstone would be division of the nationwide intercity bus firm into four independent, regional companies.

JUNE 1981 – The **SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT** implemented major service changes on 22 lines serving Downtown, Hollywood, West Hollywood, Beverly Hills, West Los Angeles and Santa Monica.

JUNE 1976 – ORANGE COUNTY TRANSIT DISTRICT inaugurated four local Community Service local lines, 121 and 123 in Buena Park and 161 and 162 in Westminster basically replacing Dial-A-Ride service, using a fleet of new 19 passenger Transcoach brand small buses.

WT STAFF FOR THIS MONTH

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(Continued from page 1)

INTERCITY TRANSIT
(Thurston County PTBA dba)

OLYMPIA, WA: **IT** and the Thurston County Commissioners are holding a series of public meetings to discuss the role of public transportation and whether certain communities should continue to be part of the **PTBA.** Commissioners will consider the information to help in deciding if the Public Transportation Conference should be convened later this year *(WT 3/01).*

The conference would bring together elected officials to address if the boundaries of the **PTBA** should be adjusted to reflect the recent service reductions.

Service changes, related to earthquake damage from the February quakes, were made April 22 on 14-WEST TUMWATER-CAPITAL MALL, 42–DOWNTOWN-EASTSIDE PLAZA-CAPITOL CAMPUS and 44-DOWNTOWN-COURT HOUSE-CAPITAL MALL.

14 now serves the County Courthouse after Heritage Court and is no linger interlined with 42.

42 was divided into three – 42A, 42B and 42C. 42A runs from Eastside Plaza past City Hall to the Post Office, Visitor Parking and Newhouse Building while 42B starts at the Downtown Transit Center to the Post Office, Visitor Parking and Newhouse. 42C operates between Eastside Plaza and the Transit Center.

44 no longer serves Fifth Ave. or Deschutes Pkwy and instead travels between Olympia Transit Center and the Court House via Capitol Way, 14th and US Hwy 101.

Additional changes expected this year include a 25 per cent fare increase, implementation of a deviated fixed route service in south county and dropping the unproductive midday trips on 94-YELM.

PUGET SOUND REGIONAL TRANSIT AUTHORITY
(SOUND TRANSIT)

SEATTLE, WA: **ST** will not be able to build its planned 21 mile light rail system between SeaTac and Seattle's University District, most recently anticipated to be completed in 2009.

ST expects to be about $190 million short of the amount needed to build the complete system. Changes in the amount of federal funds (original **ST** estimates appear to have been too optimistic).

The current debate is now over which segment should be built first – from downtown Seattle south to Sea Tac or north to the U District.

REGIONAL TRANSPORTATION DISTRICT
(RTD)

DENVER, CO: **RTD** is now taking delivery of 36 Transit Mall, low floor, accessible buses from TransTeq *(WT 12/00).* The first 20 have been delivered and **RTD** may need to pay an extra $5 million to the firm to allow them to stay in business to deliver the remaining buses and support a warranty program.

The first 26 buses cost $450,000 each and the last 10 were $375,000. The additional money would boost the prices to $586,000 and $534,000.

TransTeq said it has spent $10 million of its own money improving the designs of the mall buses and is looking for an "equitable adjustment" from the **RTD.**

The buses are electric powered, but have a hybrid design that calls for a 70 horsepower CNG driven motor to help charge on board batteries.

The 16TH STREET MALL SHUTTLE route will be extended from the current Market Street Station a few blocks west to the Union Station this September.

RTD was expected to sell five of the 9001 series MAN articulated buses currently being replaced by new NABIs to **ECO TRANSIT** in Eagle. **ECO** continues to see ridership increases and pans to buy five new articulated buses on its own.

Cities in the southwest section of Weld County (Frederick, Dacono, Erie, Firestone and Mead) are considering joining **RTD.** This would entail an election at which voters would be asked to approve a six-tenths of a cent sales tax to help support **RTD** operations.

CAMPBELL COUNTY SENIOR CENTER

GILLETTE, WY: Plans are underway to expand the **CCSC** call-ahead transportation program, used mainly by senior citizens, into a city bus system by July 2003.

Tentative plans call for a one bus, fixed route system to serve the Powder Basin Shopping Center, Memorial Hospital, Pioneer Manor, downtown, Parkside Apartments and elsewhere.

The bus would operate between 645AM and 645PM and a second bus or van would continue to provide the call-ahead service between 1000AM and 300PM.

The new system would use the current 14-passenger bus, a van and a new minivan to be provided by the Gillette Abuse Refuge Foundation.

(Continued on page 4)

(Continued from page 3)

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: The **RTA** Board is expected to approve plans to implement selected service improvements later this year (*when 47 CNG NABIs arrive*) by reclassifying 12 of the new buses as expansion and replacing only 35 diesel buses and utilizing the other 12 to improve either headways or schedule performance. Budgetary savings this year of about $2 million will fund this program.

Changes would involve 1/16-MAGNOLIA/MORENO VALLEY, 7/8-LAKE ELSINORE LOCALS, 10/13/49-INDIANA AVE-ARLANZA-MISSION BLVD, 15-ARLINGTON AVE, 22-RIVERSIDE-PERRIS-LAKE ELSINORE, 25-LOMA LINDA and 27-TYLER MALL-SUN CITY-HEMET.

The remaining 47 CNG buses are scheduled to arrive in October 2002 at which time all diesel buses (3000, 4000, 9000, 9200 series GMC/TMC RTS 04/06s and 9300 series Flxible Metros) will be replaced.

The transit management firm MC DONALD TRANSIT ASSOCIATES of Forth Worth, TX purchased the assets of **RTA** contractor TRANS MOBILE SOLUTIONS as of April 1. TMS has a contract to operate small bus lines 3-CORONA-CHINO and 38-JURUPA-RCC/NORCO.

RIVERSIDE COUNTY TRANSPORTATION COMMISSION (RCTC)

RIVERSIDE: The **RCTC** has approved the Commuter Assistance Buspool subsidy funding plan *(WT 8/00)* for the year beginning in July. At $25/seat/month or $1175 per bus pool per month, CAB will fund the RIVERSIDE-EL SEGUNDO and MORENO VALLEY-EL SEGUNDO routes.

MARK IV CHARTER LINES operates these routes using an MCI/TMC 102A3 intercity coach on each.

A third route (RIVERSIDE-FULLERTON) had been funded with the proviso a plan be developed to ensure that monthly patronage met the 25 rider target. As the Raytheon (formerly Hughes) Fullerton facility (and the destination of most of the riders) has now closed, the route was discontinued.

The Commission has also approved leasing space from AMF Bowling Worldwide ($25,000) for use as 92 overflow parking spaces for the La Sierra METROLINK Station and funding a dedicated **RTA** operated Parking Shuttle bus ($65,000).

OMNITRANS (OT)

SAN BERNARDINO: **OT** officials have announced a plan to install a $200,00 filter to eliminate methyl mercaptan from the compressed natural gas now used to fuel about half of the system's buses and also plan to spent $3 million to convert to liquefied natural gas by next February.

Area residents continue to claim that **OT** responded too slowly and has not addressed lingering health issues *(WT 3/01).*

OT continues to work toward implementation this July of numerous changes including renumbering current **INLAND EMPIRE CONNECTION** Line 110 to 90 and realigning to serve Arrowhead Medical Center, to serve Ontario Mills Mall by just operating along Miliken to/from the 10 Freeway, no longer serving South Fontana nor Ontario Airport. Also included are combining 69 and most of 70 and part of 71 into NEW 70, combining 21 and most of 71 into NEW 71, renumbering 32 to 12 and extending it into downtown San Bernardino, primarily along 9th Street and absorbing weekend only 73 by enlarging the Chino Hills loop of Line 65.

VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

VICTORVILLE: The **VVTA** Board has received the final draft of the Comprehensive Operational Analysis conducted by Weslin & Associates *(WT 3/01)* and will now need to decide how many of the recommendations can be financed in next year's budget. The first changes would likely occur in January 2002.

Plans include improved frequencies, realignments of bus routes, new service between Apple Valley and Adelanto and Mall of Victor Valley, reinstatement of Lucerne Valley service and "Down The Hill" commute service to San Bernardino and Rancho Cucamonga.

Deviated fixed route service and Premium Paratransit (available to all riders) in portions of Apple Valley and Hesperia are also being suggested.

Over time the fixed route fleet would increase while the paratransit fleet would be reduced.

With all of the Bluebird QBRE 3703s and El Dorado National TRE-32s now in service, additional members of the current fleet have been placed in storage *(WT 8/00)* – RTS 03s 7503-7505, Thomas Transitliner 0003 and Bluebird CS 8930 and several cutaways used for Direct Access Transit (paratransit).

(Continued on page 5)

(Continued from page 4)

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: The Municipal Operators in Los Angeles had legislation reintroduced in Sacramento (AB 974) which, if passed, would have compelled inclusion of all Proposition C 40% bus related funding, plus other bus related funds, into the pool of money distributed to transit agencies countywide under the current statutory Formula Allocation Procedure. This would have greatly increased the amount of money the municipal operators receive, but at the expense of **MTA.**

Since **MTA** formation, whenever discretionary funds were used for **MTA** Transit Operations, a proportionate share was allocated to the Municipal Operators in the county. This policy was not utilized when money was allocated for service required by the Consent Decree. **MTA** said the CD was a regional responsibility and, like funding for the rail lines, could be paid out of regional funds without matching distributions. The Munis argued the concept applied to all funding for **MTA** bus operations and wanted their share. The 13 member **MTA** Board *(Ed. Note – at least seven of whom represent jurisdictions eligible for money)* directed staff to work with the Munis to resolve the differences.

Negotiations developed a program to improve service countywide for transit dependents by allocating money to the municipal operators who, in turn, would expand service and reduce overcrowding on their buses.

Related to the Consent Decree, Judge Hatter's order of September 23, 1999 states, in part, "The Special Master should consider…the possibility of reducing or eliminating **MTA** service to those municipalities served by the sixteen municipal bus lines that offer overlapping service to the service provided by **MTA"**.

MTA and the municipal operators agreed to a four point plan – 1) identify overlapping services operated by **MTA** and develop strategies for operating these which results in savings to **MTA;** 2) work with **MTA** on new countywide service plans to reduce overcrowding and expand service to reduce **MTA** operations and capital costs; 3) provide input into **MTA** vehicle purchase plans intended to reduce cost of **MTA** transit vehicles; 4) continue to work with **MTA** on the Universal Fare System to implement a countywide fare instrument.

The **MTA** Board then approved creation of the Municipal Operator Bus Service Improvement Program allocating $15 million a year for at least five years to fund such.

MTA issued a Request For Proposal for 30 lightweight, low floor, high capacity, alternate fuel transit buses with options to buy up to 70 more over four years. Both 45 foot and articulated buses are considered responsive. Technical proposals are due on June 22nd with price proposals due later. *(Ed. Note – Using an RFP, factors in addition to price determine the successful vender).*

A public hearing has been set for July 14th to receive comments on plans for December including start up of Consent Decree Lines 530-EAST LOS ANGELES-PANORAMA CITY and 577-EL MONTE-NORWALK-CERRITOS and up to two more RAPID BUS lines.

Also included is discontinuation of Line 262-GARFIELD AVENUE and the portion of 264-ALTADENA-SAN GABRIEL BL. south of Las Tunas & San Gabriel, both proposed to be replaced by **MONTEBELLO BUS LINES,** and that portion of Line 254-WILLOWBROOK-GAGE-LORENA between Dozier/Rowan and County USC Medical Center to be replaced by a slight reroute of **LADOT** DASH/EL SERENO/CITY TERRACE, which has an almost identical alignment.

Lines 11-TEMPLE ST-LACC and 27-WEST OLYMPIC-BURTON WAY (*Ed. Note – actually the segments of 11 on Beverly and Vermont and 27 on San Vicente and Burton Way)* are also proposed for discontinuation.

All proposed discontinuations are stated as consistent with the Three Tier Service Concept outlined in the new Long Range Transportation Plan calling for refocusing **MTA** resources on improvements to core regional transit corridors and withdrawing **MTA** buses from corridors currently served by Municipal Operators.

SAN FERNANDO VALLEY TRANSPORTATION ZONE INTERIM JOINT POWERS AUTHORITY

VAN NUYS: The Zone JPA has announced formal submittal of an application to create the San Fernando Valley Transit Zone. A draft operational and financial plan was submitted to **MTA** this spring *(WT 3/01).*

JPA Member David Fleming stated, "We are at a point where we feel we could operate the zone with the revenue currently produced and live under the contracts which **MTA** entered into with its drivers and mechanics".

MTA Chief Operating Officer Alan Lipsky said the agency is analyzing the application to determine the **MTA** budget impacts, but he did not know how soon the proposal would be brought before the Board *(Ed. Note – As Zev Yaroslavsky is both an MTA Board member and President of the JPA,* WT *would expect relatively quick action).*

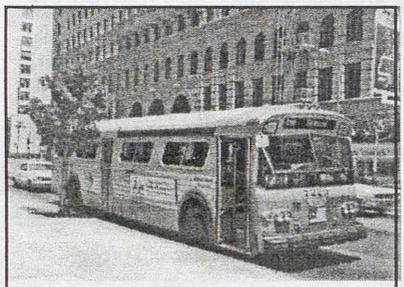
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FORTY YEARS OF FLXIBLES IN LOS ANGELES – PART 6

In September 1972 **RTD** awarded contracts for the purchase of 219 new buses for delivery in 1973. These included 100 40 x 102 with 47 suburban type seats for the soon-to-begin Busway operations, 77 40 x 102 with 51 seats and 42 35 x 96 with 45 transit seats.

Only GM bid on the Busway buses (1000-1099), at $44,046 per bus. It is believed that Flxible did not bid as **RTD** had rejected their protest regarding certain specifications.



7229 on special Bi Centennial Line 1776 in downtown Los Angeles in May 1976. Edmund Buckley photo

Both Flxible and GM bid on the standard 51 seat buses (7200-7276). Flxible bid $41,076 or about $550 less per bus than GM and was awarded this portion of the order.

Only Flxible bid on the 45 seaters (4300-4341) with GM declining to bid as the performance standards required an 8 cylinder engine in a 35 foot bus. Their standard models did not include such a bus and it was felt that the small number of buses could not justify the necessary engineering costs. While GM protested the standards and **RTD** considered a change, it was concluded that the buses were needed in areas with narrow streets and tight turns. The Flxible bid was $42,204 per bus.

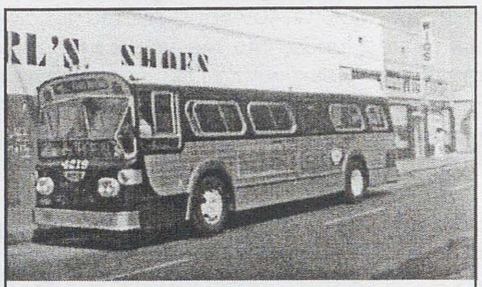


4304 in the "tri stripe" with black window paint scheme. Photographer unknown.

Seven of the 45 seaters were purchased under a separate grant for operation over the former **EASTERN CITIES TRANSIT, INC.** lines. **ECT** was purchased by **RTD** in February 1971.

As of 1973, GM had yet to underbid Flxible on an **LAMTA** or **RTD** bus order. The only contracts awarded to GM were in cases where Flxible did not bid or could not meet the delivery deadlines.

The first 7200 (7206) arrived Los Angeles on April 26th and the 4300s appeared the following month. They were assigned: 7200-7230 to D2 for 83, 91 and 176; 7231-7258 to D3 for Lines 5, 6 and 70/71 and 7259-7276 to D7, also for 83 and 91. 4300-4333 were assigned to D8 for Lines 15, 16, 74, 90, 121, 122, 138, 139 and 143 while 4334-4341 went to D2 for 140, 141 and 142. The last eight were painted gold and chrome yellow, but had the blue EASTERN CITIES insignias.



4219 in EASTERN CITIES blue in October 1971. Edmund Buckley photo

Coaches 4216-4220 and 4222-4224, which had been painted ECT dark blue, were all repainted yellow and gold and transferred to D13 and Riverside local lines 62, 82 and 99 replacing 30-foot Flxibles 4000-4006 which had spent almost their entire **RTD** careers in Riverside.

YOSEMITE AREA REGIONAL TRANSPORTATION SYSTEM (YARTS)

MERCED: In February the **YARTS** Board adopted a 5-year Short Range Transit Plan and authorized release of RFPs for service consistent with that plan.

Proposals were received from **VIA ADVENTURES, INC.** for the HIGHWAY 140 and HIGHWAY 132/120 routes and from **MAMMOTH MOUNTAIN SKI RESORT** for service on the HIGHWAY 395/120 route.

Based upon evaluation of the proposals and vendor interviews, contracts were awarded to the single proposers. The **VIA** contract will start in August with **YOSEMITE CONCESSION SERVICES** continuing to operate under the current contract and **MAMMOTH,** the current vendor, will begin its new contract June 2nd.

GREYHOUND LINES, INC. (GLI)

SACRAMENTO: **GLI** has announced the start up of a new QUICK LINK SERVICE between Sacramento at the NEW Sacramento Quick Link Station at 1924 El Camino near Ethan and San Francisco at the Trans Bay Terminal. Buses will operate along Highway 80 and use new HOV lanes for a portion of the trip.

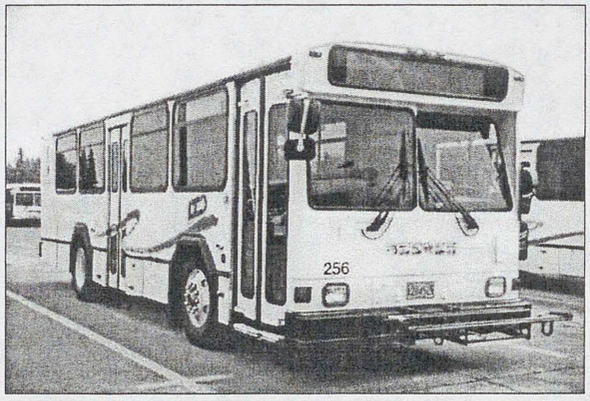
Features include direct one bus service, early morning departures, free coffee and newspaper, free parking and convenient daily, weekly and/or monthly fares.

(Continued on page 7)

LANE TRANSIT DISTRICT

Eugene, Oregon

FLEET #S	BUILDER	MODEL	VIN #S	YEAR	NOTES
101-125	Gillig	40102TBM11	R1084960-984	03/94	
126-128	Gillig	40102TBM11	R1085177-179	03/94	
151-153	Gillig	C21D102N4	V1088668-670	07/97	
251-256	Gillig	C18A096N4	V1087938-943	07/97	
301-314	Gillig	G18D102N4	W1070254-267	07/98	
315-319	Gillig	G18D102N4	X1070597-601	00/98	
701-718	GMD	T6H-4523N	A3500001-018	09/80	Contingency Fleet. 703 off roster.
801-831	Gillig	40102TB6V92	E1081143-173	01/85	
901-913	Gillig	40102TBL10	M1083939-951	01/91	
914-920	Gillig	40102TBL10	M1083975-981	01/91	
951-955	Gillig	35102TBL10	M1083934-938	01/91	



LTD provides transit service on 38 bus routes throughout Eugene and Springfield plus several rural routes serving McKenzie Bridge, Cottage Grove, Coburg. Lowell, Veneta and Junction City in Lane County, Oregon.

LTD is one of several communities participating in the Bus Rapid Transit Demonstration Program sponsored by the Federal Transit Administration.

LTD 256 in the new paint scheme.
Russ Jones photo

(Continued from page 6)

The Sacramento Station includes a small ticket agency and waiting room, several bus berths and has a large customer parking area.

This station has been designed to serve the ever growing commuter market between the state capitol and "The City" and will not replace either the 7th & L Streets downtown station nor the Marconi Station in the northeast area.

The Long Beach **GLI** station has been moved to new location at Long Beach Blvd & 15th, at the north end of downtown, replacing the former Magnolia & 3rd station.

SACRAMENTO REGIONAL TRANSIT DISTRICT (RT)

SACRAMENTO: The RALEY FIELD SHUTTLE (Free bus service between downtown Sacramento and Raley Field in West Sacramento for Sacramento River Cats baseball games) (*WT 5/00, 6/00*) was reinstated for all of the 2001 home games.

PLACER COUNTY TRANSIT (PCT)

AUBURN: On April 1st **PCT** instituted a NEW Monday thru Saturday AUBURN-LIGHT RAIL EXPRESS which runs between Auburn's Elders Transfer Center and **REGIONAL TRANSIT's** WATT/I-80 Rail Station also serving Sierra College, Galleria and Auburn & Orlando.

Weekday buses leave Auburn hourly between 500AM and 700PM and the Light Rail Station between 600AM and 800PM. Saturdays, a two-hour headway is offered departing auburn between 900AM and 500PM returning between 1000AM and 600PM.

The TAYLOR ROAD SHUTTLE, a loop-type local line in Auburn on a two hour headway, was adjusted to meet the LIGHT RAIL EXPRESS bus at Sierra College. This bus will also deviate up to 3/4 of a mile from Taylor Road, on a reservation basis, to pick up or drop off passengers.

Schedule adjustments were also made on other **PCT** routes including SOUTH PLACER-LINCOLN-SIERRA COLLEGE, HIGHWAY 49-NORTH AUBURN and the primarily reservation AUBURN-COLFAX-ALTA route.

CAPITOL CORRIDOR JPA AND CONNECTING AGENCIES

SACRAMENTO: Beginning in April, **CCJPA** CAPITOL CORRIDOR **AMTRAK** trains began offering free

(Continued on page 8)

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Denver RTD (CO)	3801-3815	Gillig	C18A102N4/Y0110381-395	2000	
	3820-3829	Gillig	C18A102N4/Y1089860-369	2000	
	3830-3834	Gillig	C18A102N4/Y1089870-874	2000	
	3841-3890	Gillig	C18A102N4/Y1089820-859	2000	
Simi Valley Transit	4515-4518	New Flyer	C40LF/WU019273-276	1998	
	4519-4523	New Flyer	C40LF/YU022166-70	2001	
Santa Rosa Transit	9801-9813	New Flyer	D40LF/WU019298-310	1998	
	001-006	New Flyer	D40LF/YU021155-160	2000	
Napa Valley Transit	150-153	New flyer	C40LF/XU021172-175	1999	
LACMTA	5301-5414	New Flyer	C40LF/YU021710-823	12/00-1/01	
	5415-5322	New Flyer	C40LF/1U022260-367	02-3/01	
Gardena Muni Bus Lines	701-704	Nova Bus	T80206/VR832561-564	1997	
Gardena Special Transit	70-74	Ford/El Do	Econ/Aerotech/XHA07222,23,25,26,28	1999	
-USED-					
Autobuses Americanos	60627	MCI	102DL3/SP046914	1995	1
Westside Charter	1116	Neoplan	AN440-3/HL013336	1987	2
-DISPOSITIONS-					
LADOT	92077	National	RE-29/NC084003	1992	3
LACMTA	1114	Neoplan	AN440-3/HL013334	1987	4
	3416,3694	Neoplan	AN440A/EL013026, 13304	1984	4
Apt Bus of Bakersfield	6125	TMC	102A3/JR006711	1988	5
Antelope Valley Bus, Inc	6848	TMC	96A3/HR005995	1987	5
	6856	MCI	102A3/FP040446	1985	5
	6868	TMC	102A3/JR006758	1988	5
	6909	TMC	96A3/FR005224	1985	5

-NOTES-

1. Ex Turismos Rapidos 275.
2. Ex LACMTA 1116.
3. To auto repair shop on Olympic.
4. To Ecology Auto Wrecking In Norwalk.
5. To ABC Bus Sales in Garden Grove.

Hybrid electric buses equipped with propulsion systems from BAE Systems will debut in California – FRESNO TRANSIT and TORRANCE TRANSIT SYSTEM – this spring and in San Francisco later this year. The buses, Orion VI, have had an AC induction motor to turn the vehicle's drive wheels with a diesel powered generator. This is expected to reduce emissions, improve fuel economy and increase performance.

transfers valid for a basic single fare on connecting buses and trains of both **REGIONAL TRANSIT** in Sacramento and **AC TRANSIT** in Richmond, Berkeley, Emeryville, Oakland and Hayward.

UNITRANS is now operating a Saturday/Sunday/Holiday AMTRAK SHUTTLE SERVICE which will meet all **AMTRAK** trains arriving in Davis between 330PM and 900PM and will take train passengers anywhere within the City of Davis. Fare payment is either a valid **UNITRANS** pass or a 75 cent cash fare.

TRANSPORTATION AND LEGISLATION

State Senator Wesley Chesbro (D-Arcata) introduced legislation (SB 787) that would establish a Rural Transit Grant Program ($18 million included in Governor Gray Davis 2001-02 budget) through CALTRANS.

This program would offer competitive grants to rural public agencies to purchase new transit vehicles and build maintenance and operating facilities and/or expand transit routes.

WESTERN TRANSIT'S WEB SITE

Visit our website and the Western Transit Bus Store to purchase back issues to complete your collecti on. We also offer bus models, banks and manuals for sale at the Bus Store. We now have Herpa bus models!

Check our news page for the latest transit news u p-dated daily.

Checkout our chat rooms for General Discussion, LACMTA and OCTA.