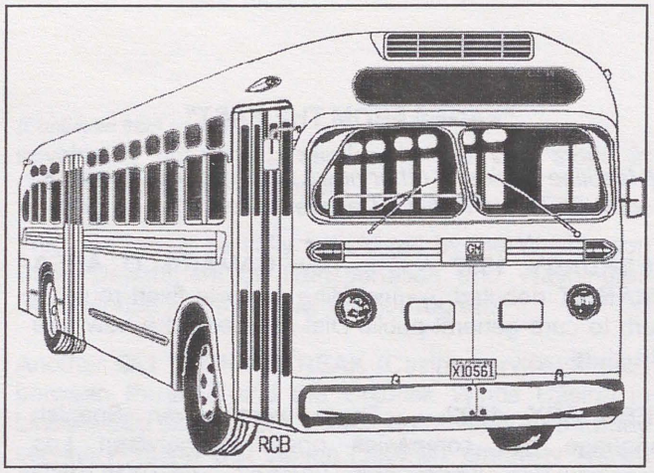


Western Transit

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VOL. 40, NO. 2 **February 2002**

GREYHOUND LINES, INC. (GLI)

DALLAS, TX: After an absence of over six years, intercity bus service returned to the Highway 299 corridor between Eureka and Redding on January 8th.

GLI, armed with a one-year $211,000 grant from the California Department of Transportation to help cover start up operating costs, began running two daily round trips on the EUREKA-REDDING route, also stopping in Arcata, Willow Creek and Weaverville.

The grant represents half of the amount **GLI** expects to lose in the first year. CALTRANS could help fund the service for an additional two years. The grant is to provide a connection between rural communities and urban areas. The state agency worked with **GLI,** the Humboldt County Association of Governments and other regional agencies to reopen the service.

Buses depart Eureka at 925AM and 545PM for the 3 hour, 40 minute one way trip. Westbound buses leave Redding at 440AM and 515PM. A one way fare is $28.

*(Ed. Note – press releases quoting CALTRANS staff indicated that **GREYHOUND LINES** and **REDWOOD EMPIRE LINES** dropped this route nearly six years ago due to lack of ridership.*

*Information in WT (8/94, 12/94) reads that **AMTRAVEL INTERNATIONAL** began operating the route after **REL** went out of business in mid 1994. **GREEN BELT STAGES, INC,** a partial successor to **AI,** continued operating and extended it to Reno via the Feather River Canyon as an AMTRAK THRUWAY BUS but, due to financial difficulties, ceased all operations in May 1995).*

GLI recently began a Will Call Ticketing Program which allows a passenger to buy tickets online and pick them up at the bus terminal. Will Call is available thru select stations including (in the west) Bakersfield, Fresno, Las Vegas, Los Angeles, Oakland, Phoenix, Redding, Reno, Sacramento, San Diego, San Francisco and Seattle.

GLI recently returned to the Bullhead City, AZ/Laughlin, NV area with the opening of a station at the Laughlin/ Bullhead City Airport on Highway 95 with 16 daily schedules serving the terminal.

Passengers destined to the casinos in Laughlin may use the CLUBHOPPER CASINO SHUTTLE ($2) or take the **BULLHEAD AREA TRANSIT** which offers connections with **CITIZENS AREA TRANSIT (CAT)** in Laughlin.

In Washington, **GLI** recently started a new YAKIMA, WA-PORTLAND, OR route operating on the north side of the Columbia River serving Toppenish, Goldendale, Lyle, Bingen, Stevenson,, North Bonneville, Skamania, Washougal, Camas and Vancouver.

The bus begins in Yakima at 700AM each morning and the return trip departs Portland at 215PM. The non-profit MOUNT ADAMS TRANSPORTATION is now

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

MATRIX TRANSPORTATION GROUP has applied for TCP-14673-B with home terminal in Costa Mesa.

Barbara Ufland dba KIDS XPRESS TRANSPORTATION SERVICE for PSC to operate within Vallejo and for ZORF.

Daniel Mittow dba DAVIS AIRPORTER for authority to establish a ZORF.

Hurley Atchinson dba LIBERTY COACHES for TCP-14931-B with home terminal in Elk Grove.

Aleksander Veksler dba WHEEL OF FORTUNE TOUR COMPANY for TCP-14932-B.

At its next meeting, the Commission will act on Draft Resolutions (TL-18988, 18989) that would cancel the authority *(WT 12/99)* given to passenger stage corporations and vessel common carriers to adjust fares without specific Commission authorization. The original resolutions allowed PSCs and VCCs to raise fares up to 15% above the current fares or the upper limit of their Zone Of Rate Freedom, for 180 days. The resolution was issued to offset the significant increases in fuel prices experienced by carriers.

DECISIONS

Amriik Singh dba RENO AIRPORT SHUTTLE granted a six month voluntary suspension of his certificate.

NORTHSTATE AIRPORT SHUTTLE granted voluntary suspension of its PSC for one year.

MEMBERS IN ACTION

Paul Castillo of Whittier recently received two awards in ***BUS RIDE's*** 2001 Photo Contest – Vintage Second place for **MTA** 5193 (TDH-4801) and Transit Honorable Mention for **MTA** New Flyer 5343.

Michael Greene of Philadelphia, PA's "Los Angeles Roster" is now on line at http://ctrabs74.50megs.com/rosters/lacmta.html.

WT BACK ISSUES AVAILABLE

Enlarge your collection or broaden your knowledge of transit happenings – contact the Editorial Office today.

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"PAGES FROM THE PAST"

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

FEBRUARY 1997 – The new **CAMARILLO AREA TRANSIT** debuted — including a single fixed route, a curb to curb general public Dial-A-Ride and a new fare structure.

FEBRUARY 1992 – There were seven Spanish language bus companies operating between Los Angeles, San Ysidro and Tijuana – **GREYHOUND LINES, GOLDEN STATE TRANSPORTATION CO., TRANSPORTES INTERCALIFORNIAS, INTERNATIONAL TOUR SERVICE, TURISTICOS BAJA CALIFORNIA, CENTRAL TOURS SERVICE CO** and **TRES ESTRELLAS DE ORO.**

FEBRUARY 1987 – VISALIA CITY COACH began operations with four routes, six buses and, at the time, the most expensive city bus fare in California – $1.00.

FEBRUARY 1982 – THE BUS THAT GOES IN CIRCLES, INC. joined the American Sightseeing Association and started a new, daily sightseeing one-way service between Coronado, San Diego, Anaheim and Los Angeles, including narration enroute.

FEBRUARY 1977 – ORANGE COUNTY TRANSIT won court permission to operate Dial-A-Ride without paying taxi firms to compensate for lost revenue on the basis cabs were not transit systems as defined in **OCTD** enabling legislation. Also approved was the start up of Line 44-ANAHEIM-BUENA PARK VIA BALL ROAD, aimed at deciding the competition issue between **OCTD** and **TOWN TOUR FUN BUS CO.**

WT STAFF FOR THIS MONTH

EDITOR:	Edmund Buckley
ASSOCIATE EDITOR:	Craig Barnes
SENIOR CORRESPONDENT:	Jim Moore
SENIOR STAFF:	Alan Fong Scott Page
REPORTERS & SOURCES:	Charles Hobbs Wayne Hom Russ Jones Alex Lock Marvin Martin John McKane Guillermo Merino Andrew Novak Frank Schroder

(Continued from page 1)
developing connecting service to the **GLI** stops in Goldendale, Lyle and Bingen.

This program is partially subsidized by the Washington State Department of Transportation and Washington State funded Rural Mobility Grant Program.

Another **GLI** LUCKY STREAK (Casino service) started between Portland and the Chinook Winds Casino in Lincoln City offering one round trip Monday thru Friday serving Portland **GLI** station (330PM), Gateway Transit Center, Holiday Inn Select in Wilsonville, Best Western Inn in Woodburn and Salem's **GLI** terminal.

The return trip leaves the Casino at 1045PM and the trip is free of charge.

Selected schedules on the LOS ANGELES-LAS VEGAS-SALT LAKE CITY route have been extended to and from Ogden, Utah.

Related to the 2002 Winter Olympics being held in Salt Lake City, the **GLI** terminal in SLC will be closed between January 8 and March 3 with all operations transferred to the Sapp Brothers Truck Stop on California Avenue, just east of I-215. This location is approximately five miles west of downtown SLC.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: **RTA** implemented a number of changes on January 6th including new alignments for 7-LAKE ELSINORE EAST and 8-LAKE ELSINORE WEST and improved frequencies on 22-RIVERSIDE-PERRIS-LAKE ELSINORE and 27-TYLER MALL-SUN CITY-HEMET *(WT 11/01)*.

Line 7 now begins at Riverside & Lakeshore and travels Riverside, Collier, Chaney, Townsend, Pottery, Kellogg, Heald, Lindsay, Graham, Spring, Limited, Main, Lakeshore, Mission Trail to Wal Mart, then Mission Trail, Malaga and Casino Drive.

Buses operate every 35 minutes (2 buses) on weekdays 600AM-600PM and every 70 minutes (1 bus) weekends

Line 8 also starts at Riverside & Lakeshore operating via Riverside, Grand, Central, I-15, Clinton Keith, Inland Valley Dr (to Inland Valley Medical Center), Clinton Keith, Palomar, Malaga, Casino and Mission Trail to Wal Mart.

It operates hourly (2 buses) 600AM-800PM weekdays and every two hours (1 bus) on Saturday and Sunday.

Lines 22 and 27 now both have hourly headways 400AM-900PM on weekdays and every 75 minutes between 700AM and 900PM on weekends.

Late evening (900PM to 200AM) service on Line 37-PERRIS-SUN CITY-TEMECULA was discontinued. This line began in April 1999 and night service was intended for Welfare-To-Work clients connecting residents in Hemet with Temecula employment sites.

Line 50-FAIRMOUNT PARK-COURTHOUSE was expanded to include serving the County Administration Building and headways stretched from 15 to 20. The new alignment travels Market, 3rd, Orange, 10th, Lime, 12th, Main, 10th and Market to Fairmount Park.

INLAND EMPIRE CONNECTION (IEC)

RIVERSIDE: **IEC** Line 149-RIVERSIDE-MALL OF ORANGE was rerouted in several areas January 27th primarily to speed up service including use of the FasTrak Lanes on the Riverside Freeway. This meant discontinuation of local service on Magnolia (**RTA** Line 1-MAGNOLIA continues) and on Santa Ana Canyon Road between Weir Canyon and Lincoln (with no **OCTA** replacement service).

From Riverside Station, the line runs along Mission Inn, Lime, Riverside Fwy, Tyler St to Galleria At Tyler and return, Riverside Fwy, Main, Grand, Riverside Fwy including FasTrak Lanes, Glassell, Lincoln and Tustin to Mall Of Orange. Returning buses travel Tustin to the Riverside Freeway.

RTS 04 2311 was the last bus to use the Santa Ana Canyon alignment on the 26th and RTS 06 9212 was the first bus on the new alignment *(Ed. Note – While IEC 149 is the first transit line to use the FasTrak lane, VALEN TRANSPORTATION, INC. uses it for their ANAHEIM-LAS VEGAS route).*

The **IEC** fleet has been modernized with the arrival of 1992 model TMC RTS 06s 9212 and 9216, expected to replace 1981 model GMC RTS 04s 2308 and 2311. They are also painted white below the rub rail.

OMNITRANS (OT)

SAN BERNARDINO: On January 6th, Dial-A-Ride was renamed OMNI LINK and expanded from only Yucaipa to also include Chino Hills and Grand Terrace. It is a general public curb-to-curb service with free transfers to and from **OT** fixed routes.

(Continued on page 4)

(Continued from page 3)

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA)

LOS ANGELES: On the weekend of January 20/21, METROLINK began serving the NEW Tustin Station on the ORANGE COUNTY and INLAND EMPIRE-ORANGE COUNTY lines while Saturday service (two round trips) was discontinued on the RIVERSIDE VIA ONTARIO line and additional trains were added to the SAN BERNARDINO line.

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: **LADOT** is advertising for a three year, with two 1-year options, RFP to operate two new DASH routes on the south side, MANCHESTER/FLORENCE and VERMONT/MAIN. They will operate in traditional DASH fashion — every 30 minutes between 700AM-700PM weekdays and 900AM-500PM on Saturday charging a quarter fare. *(Ed. Note – Interestingly, MANCHESTER/FLORENCE has an almost identical alignment to the SOUTHSIDE SMART SHUTTLE, officially discontinued in September, but still operating).*

Proposers could bid on one or both routes submitting cost proposals assuming using five city owned diesel powered cutaways on MANCHESTER the first year and new, low floor, propane vehicles in the next two years. VERMONT/MAIN would have five new vehicles for all three years. The five buses are former WEST VALLEY SMART SHUTTLE Econoline/Aerotechs.

In November, DASH/HOLLYWOOD-WILSHIRE was rerouted to operate along Western, instead of Wilton, between Melrose and Wilshire while DASH E–CITY WEST-FASHION DISTRICT was extended slightly from Washington & San Pedro to 22nd, looping Adair, 21st and San Pedro to Washington.

Cummins Westport, Inc., a joint venture of Cummins Engine Company and Westport Innovations, Inc. has received an order for 40 propane transit bus engines to be installed in new EZ Riders for **LADOT.** *(Ed. Note – four of the buses, 02001, 02002, 02004 and 02006 have been observed on D-UNION STATION-SOUTH PARK).*

The engine for the bus is the B5.9LPG, a 5.9 liter, spark ignited engine rated at 195 horsepower. Cummins is the largest manufacturer of commercial diesel engines over 50 horsepower while Westport is the leading developer of natural gas fuel systems for diesel engines.

The Board of Harbor Commissioners has halted plans indefinitely for opening the WATERFRONT RED CAR LINE in San Pedro *(WT 12/01),* a project that has already cost the Port of Los Angeles $8 million and suffered from several delays.

Commissioners rejected requests by the Port to build a maintenance facility at 22nd and Miner, saying the land is too valuable and should be used for a commercial development and that the Port needs to study other development options.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: The Winter Shake Up took place December 30 with several changes including —

52/352-AVALON BL-ARTESIA TRANSIT CENTER is a branch of Line 26/51 and operates between Wilshire/Vermont RED LINE Station and Artesia Transit Center via Vermont, 7th, San Pedro, Avalon, Victoria, Figueroa and 182nd to ATC. 352 is Limited Stop running during weekday rush hours with Local 52 at other hours.

Weekdays only, Line 161 was extended from Westlake and Townsgate to the recently opened Thousand Oaks Transit Center on Rancho Road at the 101 Freeway.

Line 76 Owl trips no longer serve County Hospital while Line 150 Owl trips were extended from Ventura & Topanga Canyon to Victory. Line 105 trips on Saturday were extended from Vernon Yard to District & Atlantic.

On January 2nd Line 625-WESTCHESTER SHUTTLE was extended to serve the new Superior Courts and Pacific Concourse Business Park. Both 625A and 625B were changed – from Aviation Station buses travel via Aviation, Imperial, La Cienega, Pacific Concourse, La Cienega to Imperial and former route.

The **MTA** Board unanimously approved a proposal to direct staff to return in mid March with an action plan to present to the Special Master on how the agency will further implement the Consent Decree.

In addition, the Board voted 9-4 to appeal to the United State Supreme Court to clarify how to measure compliance with the Decree and what role the federal courts can play in solving transportation problems.

The Board adopted **MTA** Long Range Plan includes the concept that public transportation service should be considered in three tiers. Tier 1 includes rail and high demand corridors served by Metro Rapid or other frequent service. Tier 2 includes services that connect multiple communities and Tier 3 is intra community type service typically provided in smaller vehicles. These can

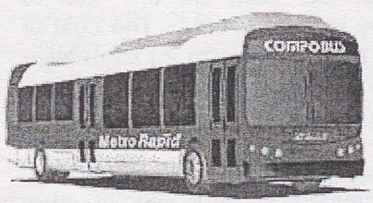
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include shuttles, circulators, Dial-A-Ride, taxi voucher programs and ADA paratransit service.

In response to a request from Board member (and Los Angeles Mayor) James Hahn, **MTA** established a Tier 3 Task Force including representatives from LONG BEACH TRANSIT, FOOTHILL TRANSIT, GLENDALE BEELINE, LADOT, WEST HOLLYWOOD CITY LINE, GLENDORA DIAL-A-RIDE and DIVERSIFIED PARATRANSIT, INC. to assist in developing concepts – performance measures from the customer perspective, funding levels, coordinated planning and scheduling.

Task Force members indicated Tier 3 service delivery should be coordinated at the subregional or sector level The task force could recommend minimum operating criteria for existing **MTA** service *(Ed. Note – can they propose criteria for similar service operated by others?)*. Those that fall below specific thresholds would be eligible for operation directly by the sector closest to the community served *(Ed. Note – one would hope poorly performing service could also be discontinued, rather than continuing to spend public money to benefit a few, perhaps politically connected)*. Possible funding sources include Call For Projects, Proposition A Incentive Fund, Proposition C or a direct transfer of operating subsidies when service is transferred to another operator *(Ed. Note – Similar transfers occurred with the shift of part of Line 177 to BEELINE and of 104 to MONTEBELLO)*.

North American Bus Industries was awarded a contract for thirty of their 45 foot CompoBuses. Expected in summer 2003, the low floor, CNG powered units will seat 47 *(Ed. Note – twenty 40-foot CompoBuses, part of the 370 bus NABI order (WT 11/01), to be numbered 7980-7999, will arrive later this year)*.



FOOTHILL TRANSIT (FT)

WEST COVINA: **FT** has approved contract extension with LAIDLAW TRANSIT SERVICES, INC. for continued operation from its Baldwin Avenue yard of the El Monte based lines (178, 179, 184, 185, 187, 272, 274, 276, 280, 480/481, 482, 701 and 721) until the new Irwindale Operations and Maintenance Facility is completed, expected in August.

The existing Management Services Agreement with ATC/Forsythe & Associates expires June 30, 2002. **FT** has three options – 1) Issue a Request For Proposal for a new management agreement, 2) Negotiate a further renewal of the existing MSA while preserving the option to issue a timely RFP if negotiations are unsuccessful or 3) proceed in parallel by negotiating for renewal while concurrently drafting an RFP.



Under California's conflict of interest law, **FT** staff, who are ATC/Forsythe employees, cannot participate in the process. A group including the Administrative Advisory Committee will oversee the process.

President Ben Wong suggested an RFP given **FT**'s philosophical history while Vice President Huff and Member Leiga suggested Option 3.

On a 4-0 vote with 1 abstention (Wong), the Board adopted Option 3 with Huff's amendment that the motion include the reasoning behind a sole-source procurement, including major projects underway and **FT**'s national reputation.

FIRST TRANSIT, INC., Pomona Division contractor since 1997, has received a new three year with option years contract to continue operating the service.

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN CARLOS: January 20th brought expansion of Owl service with replacement of 97-SAN FRANCISCO AIRPORT-SAN FRANCISCO OWL *(WT 2/01)* with new 397-SAN FRANCISCO-PALO ALTO that runs between approximately 100AM and 500AM.

Line 397 begins at Transbay Terminal via Mission, 10th, Potrero, Bayshore, Airport Blvd, McDonald (serving San Francisco Airport), Millbrae, El Camino Real, Jefferson, Middlefield, Willow, Newbridge, Bay, University, Webster and Lytton to Palo Alto CALTRAIN Station.

NEW 297-REDWOOD CITY-PALO ALTO operates on the same alignment as 397, only south of Redwood City after local buses stop operating and before 397 starts.

296-EAST PALO ALTO-REDWOOD CITY-CANADA COLLEGE was shortened to operate only east of Redwood City with new 274-CANADA COLLEGE-REDWOOD CITY operating half hourly on weekdays 600AM-700PM with hourly service until 1000PM and on Saturday 800AM-500PM.

(Continued on page 6)

(Continued from page 5)

SACRAMENTO REGIONAL TRANSIT DISTRICT (RT)

SACRAMENTO: **RT** implemented changes on January 6th including replacing the 92-CITRUS HEIGHTS CIRCULATOR with two new *NEIGHBORHOOD RIDE* shuttles, 94-CITRUS HEIGHTS-ROSEVILLE and 95-CITRUS HEIGHTS-SUNRISE MALL, which run hourly on weekdays using one small bus each and offer route deviations for eligible passengers.

94, 95 and changes on 24-MADISON-GREENBACK, 91–CITRUS HEIGHTS-SUNRISE and 93–HILLSDALE-AUBURN BL. are all being subsidized by the City of Citrus Heights.

Line 24 now offers half hourly headways 730A-530PM on weekdays. Line 91 was shortened to run between Sunrise Mall and the Louis/Orlando Transit Center, on the Sacramento County/Placer County line, and the connecting point with **ROSEVILLE URBAN SHUTTLE** and **PLACER COUNTY TRANSIT.** Line 93 was extended to operate between the Watt/I-80 Rail Station and Louis/Orlando. Hourly Sunday service was added on both Lines 91 and 93.

NEW Saturday service (hourly between 830AM and 530PM) was added on 16-DEL PASO HEIGHTS-NORWOOD, 17-DEL PASO HEIGHTS-RIO LINDA BLVD and 18-DEL PASO HEIGHTS-BELL AVENUE.

A public workshop was held recently to discuss the feasibility of implementing a Bus Rapid Transit system in Sacramento, specifically on Stockton Blvd. between downtown and Consumnes River College, currently **RT's** highest ridership corridor.

Pilka Robinson, **RT** employee since 1978 and General Manager since 1994, has announced her retirement from the position. She has been credited with playing a key role in lobbying for funding to expand the present light rail system.

CALIFORNIA AIR RESOURCES BOARD (CARB)

SACRAMENTO: In February 2000 CARB adopted new regulations requiring transit agencies to use alternative fuels or clean diesel technology by 2007 *(WT 2/00)*.

Agencies had to select one of two vehicle buying paths. The "diesel path" allowed purchase of diesel buses as long as numerous conditions were met including use of low-sulfur fuel and adding pollution control devices. The other option required 85% alternative fuel buses while up to 15% could be diesels equipped with various devices.

Most agencies in Southern California selected the second option and bought CNG, LNG, LPG and hybrid buses. **SACRAMENTO REGIONAL TRANSIT** and **YOLOBUS** also selected CNG but, except for **SONOMA COUNTY TRANSIT** and **UNION CITY TRANSIT,** properties in the San Francisco Bay Area selected the diesel path *(Ed. Note – somehow lost in the shouting about the purchase of diesels is the fact that nearly 500 MUNI trolley coaches and LRVs are powered by electricity).*

Transit agencies that selected diesel were to submit a plan on how they would curtail pollution from diesel engines. At this time few have developed plans.

The diesel industry has now said it will not be able to produce the upgraded engines and that there are no exhaust-control devices for buses made prior to 1994.

In October, the engine manufacturers announced they would not produce the ultra-clean diesel engines. Jeff Mandel, general counsel for the Engine Manufacturers Association said the industry was having a hard time dealing with a state rule tougher than the federal rule. He said that "the industry cannot spend the research and development money to come up with a better bus just to meet the California deadline. It would have cost millions of dollars for a few hundred engines". Pam Jones, spokeswoman for the industry's Diesel Technology Forum said that while exhaust control equipment for older buses is available, the state has been slow in verifying its effectiveness for California.

Discussion continues that fuel cells are the "fuel of choice" but the technology is experimental. The cost of converting transit agency infrastructure to an alternative fuel and then, perhaps, to fuel cells is an operating cost with less opportunity for special funding.

After the above disclosures and pressured by environmentalist groups, CARB at its March meeting may consider changing or rescinding the "diesel path" option for transit bus purchases.

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

SANTA BARBARA: In a move that sets the course of county transportation for years, SBCAG, the agency that distributes state and federal transportation funds, allocated $43 million on 53 projects including $5 million for four highway projects (ultimate cost $188 million).

Money was included to buy new hybrid electric buses for **SANTA BARBARA METRO TRANSIT DISTRICT** although the 7-5 / North-South board member composition virtually ensures there will be less money

(Continued on page 7)

Cherriots
SALEM AREA TRANSIT

Salem, Oregon

FLEET #S	BUILDER	MODEL	VIN #S	YEAR	NOTES
1401-1403	El Dorado National	EZ Rider	WC084193-195	07/98	CNG
1404-1406	El Dorado National	EZ Rider	WC084196-198	08/98	CNG
1407-1408	El Dorado National	EZ Rider	XC084033-034	07/99	CNG
1409-1410	El Dorado National	EZ Rider	XC084181-182	07/99	CNG
1500-1508	GMC	T70604	BV810527-035	1980	
1511	GMC	TDH-4519	1251	09/66	1
1514	GMC	TDH-4519	1326	10/66	2
1515	GMC	TDH-4519	226	10/63	3
1527	GMC	TDH-4523N	020	03/72	4
1528	GMC	TDH-4519	1944	12/67	5
1529-1541	GMC	T70606	FV824015-027	1985	
1542-1546	GMC	T70606	FV824010-014	1985	
1547-1550	GMC	T70606	FV824028-031	1985	
1551-1555	TMC	T70606	KV826776-780	1989	
1556	TMC	T70606	LV827585	1990	
1557-1560	Orion	01.507	N6003065-068	04/92	
1711-1719	GMC	T80604	EV822497-505	1984	
900s (9)	GMC	T80204	mixed	1982	6

NOTES;

1. Ex RIPTA (RI) 6015.
2. Ex RIPTA (RI) 6090.
3. Ex Long Beach Transit (CA) 4516.
4. Ex Texas Motor Coaches (TX) 1263.
5. Ex Wichita Transit (KS) 17-67.
6. Ex Tri-Met (OR) 908 (CV820880), 912 (CV820884), 923 (CV820895), 931 (CV820903), 937 (CV820909), 942-943 (CV082914-915), 950 (CV082922) and 961 (CV0820933).

(Continued from page 6)

for South Coast mass transit in the future. The Board includes the five county supervisors and one council member from each of the seven cities in the county.

The item of longest debate was a $2 million **MTD** plan to provide express bus service between the Santa Ynez Valley and South Coast area, one of the few regional plans under consideration.

MTD would buy five new buses and operate them during weekday rush hours with stops in Santa Ynez, Solvang, Buellton, Goleta and Santa Barbara charging a $2.50 one way fare.

The project was finally approved when Board Member (and Buellton Councilman) Russ Hicks joined the five South Coast members and voted to include the express buses. *(Ed. Note – Hicks voted No on a motion to suspend funding causing a 6-6 tie vote. A motion dies if the vote is tied).* Mr. Hicks said, "I'm from Buellton, but I'm here to represent the whole county".

ALL WEST COACHLINES, INC. (AWC)

SACRAMENTO: In October, the Nevada Public Service Commission granted **AWC** a certificate of public convenience and necessity to provide intrastate charter bus service within the entire state.

At this time, **AWC** has a small office in Fallon for its **PUBLIC RURAL RIDE** operation and another in Reno.

KING COUNTY METRO TRANSIT DIVISION

SEATTLE: A number of the new Gillig Phantom trolley coaches *(WT 9/01)* went into service on January 11th.

The Gilligs were purchased without any drive trains. **METRO** maintenance crews at Atlantic Base removed the electric propulsion equipment from the 900-1009 series AMG trolley coaches, which are being replaced, rebuilt and then installed them in the new buses along with upgraded electronics.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Basin Transit Serv (OR)	2004-2006	Gillig	G22B102N4/11071809-811	2001	
Vallejo Transit Lines	BL04-BL06	MCI	D4500/1P053961-963	2001	
	4410-4417	Orion	05.501/—	2001	
Yolo Transit System	714-720	Orion	05.501/X6500695-701	12/99	
South Coast Area Transit	4008-4013	NABI	040.19/1A140545-550	2001	
Yolo Transit System	721-723	NABI	040.19/1A140551-553	2001	
LACMTA	7600	NABI	040.18/1A140554	08/01	
	7601-7617	NABI	040.18/1A140528-544	2001	
	7618-7815	NABI	040.18/1A140555-752	2001	
Orange County TA	7401-7420	New Flyer	D60LF/1U023196-215	11/01	
-USED-					
LACMTA (First Transit)	0025 II	Ford/ElDo	Econ/Aerotech/VHB72759	1997	1
SFO Airporter	379	TMC	102A3/HR005793	1987	2
	380	TMC	102A3/JR006570	1988	3
	382	TMC	102A3/HR006236	1987	4
	383	TMC	102A3/HR005969	1987	5
	384	TMC	102A3/HR005913	1987	6
	385	TMC	102C3/JR006540	1988	7
	386	TMC	102A3/JR006497	1988	8
	387	TMC	102A3/HR005800	1987	9
-DISPOSITIONS-					
North County Transit Dist	806	GMC	T70604/CV821031	1982	10
San Diego Transit Corp	916	GMD	T8H-5307A/B3500671	1981	10

-NOTES-

1. Ex Mac Arthur Park Smart Shuttle 14.
2. Ex Boise-Winnemucca Stages -, Ex GLI 7008.
3. Ex Hot Dogger Tours 529.
4. Ex Greyhound Lines, Inc. 2093.
5. Ex Frontier Tours 14601, Ex Reno Express 757.
6. Ex —
7. Ex Frontier Tours 14709, Ex West Valley Charter 901.
8. Ex Boise-Winnemucca Stages 182.
9. Ex Marin Airporter 42, Ex LTR 421.
10. To Pacific Bus Museum.

Freightliner LLC, a Daimler Chrysler Company and North America's largest heavy duty truck manufacturer, unveiled a management structure designed to achieve the objectives of a turnaround plan and to secure commercial vehicle manufacturing leadership in North America. Included will be re-alignment of Orion Bus and Thomas Dennis Corporation under Daimler Chrysler's commercial bus division, Evobus. School bus manufacturer Thomas Built Buses, Inc., will remain part of the Freightliner family of companies.



Salem Area Transit (OR) 1560, an Orion 01.507 at the SAT Operations & Maintenance facility in October 2000.
Russ Jones photo



Salem Area Transit (OR) 1410, a National EZ-Rider at the downtown Salem terminal in October 2000.
Russ Jones photo



Green Belt Stages 574, a Neoplan AN340A at the Redding (CA) Greyhound Station in December 1994.
Edmund Buckley photo