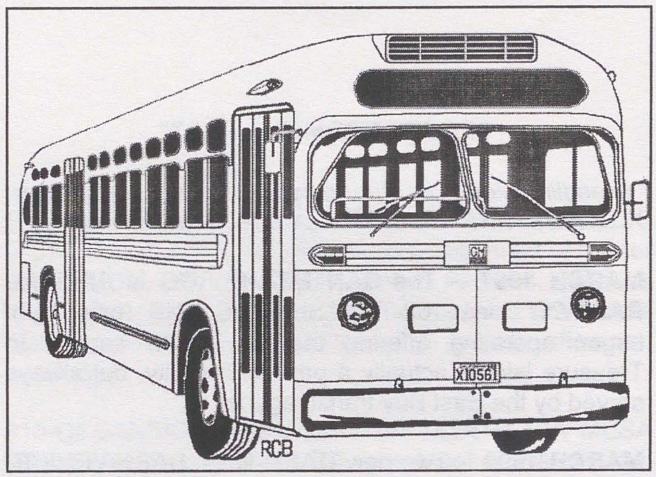


Western Transit

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

VOL. 40, NO. 3 **March 2002**

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: .**NCTD** implemented the first phase of its long term strategic plan, known as Fast Forward with services now marketed as the "Breeze", in Carlsbad, Oceanside, Vista, San Marcos, Escondido, Ramona, Fallbrook and on Camp Pendleton on February 17th.

Under FF, the "Breeze" bus service was redesigned to use a more streamlined "timed transfer" system at transit centers in Oceanside, Vista and Escondido. Buses arrive these centers at 20 and 50 minutes past the hour and depart the centers on the hour and half hour.

The remainder of the system in Encinitas, Solana Beach, Del Mar and Rancho Santa Fe is expected to be adjusted later this year.

The former system of 35 fixed routes in the 301-388 series was replaced by a new system of 52 (301-397 and 403-459) including seven weekday only lines (400 series) offering special commute hour trips to and from industrial areas, high schools and colleges.

The **NCTD** Board approved a program that placed 70 percent of its system into maximizing ridership (frequent service on major corridors) with 30 percent into penetration (providing some level of service in most neighborhoods).

While some lines received only minor frequency adjustments or routing changes, there were three NEW lines serving some areas for the first time – 347-ESCONDIDO-CAL STATE SAN MARCOS, 387-RAMONA CIRCULATOR and 397-OCEANSIDE-CAMP PENDLETON-FALLBROOK.

Among the lines that received modest changes were: 301-OCEANSIDE-UNIVERSITY TOWNE CENTER, 302-OCEANSIDE-ESCONDIDO (weekday day time headways improved to 15 minutes with no evening extension to Escondido Village Mall), 304-ENCINITAS-SAN MARCOS, 308-ESCONDIDO-SOLANA BEACH, 309-ENCINITAS-N.E. OCEANSIDE VIA EL CAMINO REAL was extended from Vandegrift & Douglas along Vandegrift To the new Town Center North Mall.

310-OCEANSIDE-UNIV. TOWNE CENTER VIA I-5 was reduced to trips in both directions during weekday peak hours only. 311-PLAZA CAMINO REAL-VISTA and 312-OCEANSIDE LOCAL LOOP were not changed. 316-FRANCINE VILLAS VIA CAPISTRANO DRIVE includes only the Francine Villa trips of former 316. 318-OCEANSIDE BLVD, 319-SOUTH CARLSBAD BUSINESS PARKS, 321–CARLSBAD LOCAL, 322-CARLSBAD-LAGUNA RIVIERA, 331-CENTRAL VISTA, 332-SOUTH VISTA LOCAL 341-SAN MARCOS LOCAL, 342-SAN MARCOS CAMPUS LINK AND 361-ENCINITAS-CARDIFF stayed the same.

303-OCEANSIDE-TOWN CENTER NORTH-VISTA includes part of former 303 along Mission and North River Road to College, then it is new via College, Town Center (new Town Center North Mall), Mission and

In This Issue

Public Utilities Commission	2
San Diego County Transit System	3
Metropolitan Transit Development Board	4
Metropolitan Transit System/San Diego Transit Corp	4
Airport Bus	4
Transportation and 2002 Olympics (UT)	5
Phoenix Transit System/Valley Metro (AZ)	5
SUNTRAN (AZ)	6
Foothill Transit	6
ROTM – Green Tortoise Lines (OR)	7
California News Briefs	7

PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

Daniel Romero dba TRES ESTRELLAS DE ORO for authority to sell PSC-8790 (Los Angeles-Huntington Park-Santa Ana-San Ysidro) to *TRES ESTRELLAS DE ORO, INC.*

Fawad Ali and Omar Tarzi dba THRIFTY EXPRESS SHUTTLE SERVICE for On Call PSC between points in Alameda and Contra Costa Counties and Bay Area airports and establish a Zone Of Rate Freedom.

DAHLIA EXPRESS, INC to transfer TCP-11718-A to *RIVERS EXPRESS, INC. dba DAHLIA EXPRESS* as TCP-15075-A with home terminal in Walnut.

CENTURY EXPRESS CHARTER & TOURS, INC. for TCP-15079-B with home terminal in San Gabriel.

DECISIONS

The Commission adopted Resolutions TL-18988 and 18989 that cancelled the authority *(WT 12/99)* given to passenger stage corporations and vessel common carriers to adjust fares up to 15% above current fares without specific Commission authorization. The issue was related to the numerous fuel price increases then occurring. Carriers were ordered to cancel surcharges or fare increases in effect under the previous authority.

GREAT AMERICAN STAGELINE, INC has been granted voluntary suspension of its PSC for one year.

SURERIDE, INC. was granted a one year voluntary suspension of its PSC.

ETA TRANSPORTATION LLC granted PSC between certain points in north San Diego County and McClellan-Palomar Airport.

SCX, INC. was granted certificate as vessel common carrier in scheduled and nonscheduled service between San Diego, Oceanside and Marina Del Rey.

WT BACK ISSUES AVAILABLE

Enlarge your collection or broaden your knowledge of transit happenings – contact the Editorial Office today or order on our web site.

©2002 Western Transit

"PAGES FROM THE PAST"

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

MARCH 1997 – The **SAN FRANCISCO MUNICIPAL RAILWAY** Line 102-TREASURE ISLAND (now 108), began operating offering the first **MUNI** service to Treasure Island, actually a part of The City, but always served by the East Bay transit agency.

MARCH 1992 – Two new **DASH** lines, DASH/VENICE-GRAND and DASH/808 S. OLIVE, started operations including opening of a new downtown parking structure to implement the city's Peripheral Parking Plan. The first of National RE29's 92059-92098 entered service.

MARCH 1987 – The SAN GABRIEL VALLEY TRANSPORTATION ZONE filed an application with LACTC (who had just recently created transportation zone guidelines) to create the Eastern San Gabriel Valley zone and replace **SCRTD** buses in the area over an 18-month period starting in June 1987.

MARCH 1982 – The **SAN FRANCISCO MUNICIPAL RAILWAY** introduced Phase 2 of its Five Year Service Design Plan whose concept was to reorient service into a modified grid pattern to serve all areas of the city moving away from the radial pattern concentrating service to and from downtown.

MARCH 1977 – **RIVERSIDE TRANSIT AGENCY** began operations on March 16th with a fleet of 24 leased GMC buses and taking over six local lines (62, 82, 99, 147, 148 and 149) in Riverside from **SCRTD.**

WT STAFF FOR THIS MONTH

EDITOR:	Edmund Buckley
ASSOCIATE EDITOR:	Craig Barnes
SENIOR CORRESPONDENT:	Jim Moore
SENIOR STAFF:	Alan Fong Patrick Hardie Lanny Trapnell
REPORTERS & SOURCES:	Paul Castillo Dana Gabbard Charles Hobbs Jim Husing Russ Jones Guillermo Merino Scott Page
	Marvin Martin Andrew Novak

(Continued from page 1)
Santa Fe to Vista Transit Center. 306-FALLBROOK-VISTA includes only the Mission Road segment of former 306 with 303 and 397 picking up other sections. 306 runs hourly daily with Sunday-Friday southbound 30 minute morning and Sunday northbound 30 minute afternoon headways.

313-OCEANSIDE-TOWN CENTER NORTH VIA MESA DRIVE includes the Mesa Drive segment of the old 313, the River Road segment now part of new 303, to El Camino High School, then via Rancho Del Oro, Via Rancho, Mesa, Old Grove, Frazee, College and Town Center to the Town Center North – hourly trips daily.

315-OCEANSIDE-MAINSIDE/NAVAL HOSPITAL includes much of the former 303 along Mission and Vandegrift to the Naval Hospital plus a daily peak hour routing to the Airfield and 22 Area.

320-OCEANSIDE-ESCONDIDO EXPRESS was changed and bypasses Palomar College (on weekday mornings 420-VISTA-PALOMAR COLLEGE EXPRESS meets selected 320 trips in Vista and runs non-stop to the college via Vista Village, Hwy 78 and Mission Ave). The 320 no longer operates between downtown and the North County Fair mall.

336-VISTA CIRCULATOR was upgraded from weekday PM peak only to 630AM-630PM on weekdays in two directions and one direction on Saturday. 344-SAN MARCOS-CARLSBAD stayed on the same alignment, but lost Sunday service. NEW is 347-ESCONDIDO-CAL STATE SAN MARCOS that runs along secondary streets between its termini.

All Escondido locals were changed and now include 10 lines (one and two direction loops and regular back-and-forth lines) operating on headways ranging between 15 and 120 minutes. These are 348/349-SO. ESCONDIDO CIRCULATOR, 350-NORTH COUNTY FAIR, 351/352-ESCONDIDO CIRCULATOR, 353-MISSION-EL NORTE-BROADWAY, 354-MISSION-LINCOLN-MIDWAY, 356-MORNING VIEW-ESCONDIDO BLVD and 358/359-NORTH BROADWAY-COUNTRY CLUB.

386-ESCONDIDO-RAMONA is the former 307 and is linked to NEW 387-RAMONA CIRCULATOR, a loop type line from Day and La Brea via Day, Main 10th/San Vicente, Hanson, Ramona/Day to La Brea.

Monday-Saturday round trips on 388-ESCONDIDO-VALLEY CENTER-PALA increased from three to six.

391/392-CAMP DEL MAR-WIRE MOUNTAIN is mostly a replacement for former 314, now a two way loop while 393 is the ENCINITAS COASTER CONNECTION. 394-CAMP DEL MAR is the former 317.

395-OCEANSIDE-CAMP PENDLETON-SAN CLEMENTE is a modified version of 305 serving Camp Del Mar, but no longer serving the San Onofre PX 51 Area nor Camp Telega and serving Camp San Mateo on northbound trips only. On weekdays, midday service now operates every 2 hours (was three trips). Evenings and Saturdays, the headway was reduced to hourly.

NEW is 397-OCEANSIDE-CAMP PENDLETON-FALLBROOK which travels Coast Hwy, I-5, Vandegrift (thru 22 Area), Santa Margarita, De Luz, Fallbrook Road and Ammunition to Main on a two hour headway (1 bus) on weekdays only.

There are also seven weekday peak hour only lines with service to industrial areas or high schools and colleges including 403-EL CAMINO HIGH SCHOOL, 409-PLAZA CAMINO REAL-22 AREA, 415-OCEANSIDE INDUSTRIAL CENTER, 420-PALOMAR COLLEGE-VISTA EXPRESS, 451-ORANGE GLEN HIGH SCHOOL and 458/459-RINCON MIDDLE SCHOOL.

Teamsters Union Local 542 (bus operators) and **NCTD** signed a new 4-year agreement in December replacing one that had expired in June, but was extended until the union cancelled it and gave the District a 72-hour notice of intent to strike. They were in the midst of a court ordered 60-day cooling off period imposed by Governor Gray Davis.

Wage increases will total 16.5% over the four years and employee health care payments were also dramatically increased from $258 to $350 per month.

Maintenance workers, also represented by Teamsters, ratified a new 5-year agreement last August.

SAN DIEGO COUNTY TRANSIT SYSTEM (CTS)

SAN DIEGO: Following a year of study and negotiation, the County Board of Supervisors recently voted unanimously to divest itself of **CTS** and transfer the system of East County Suburban Fixed Routes, Poway fixed routes, Commuter Express, Rural Bus, Flex Route and Paratransit services to the **METROPOLITAN TRANSIT DEVELOPMENT BOARD.**

Subject to final **MTDB** approval, the changeover is set for June 28th. Schedules and route numbers would remain as now until October 2003. **MTDB** would assume **CTS** service contracts and merge seven members of the County staff into its work force.

In addition, **MTDB** would implement recommendations from the East County Transit Study and Rural Area Short

(Continued on page 4)

(Continued from page 3)

Range Transit Plan, maintain current service levels in the East County and Rural areas and seek state legislation to add a second County Supervisor to the 15-member board.

METROPOLITAN TRANSIT DEVELOPMENT BOARD (MTDB)

SAN DIEGO: The **MTDB** Board voted to award a five-year operations contract to ATC/VANCOM to operate all of the MTS contract lines *(WT 11/01)* beginning next July although 8-OLD TOWN-UNIVERSITY AVE (now 908) was transitioned on January 27. For accounting purposes, the SAN DIEGO TRANSIT CORP contracted routes have always been numbered in the 900 series.

They amended the Memorandum Of Understanding with SANDAG to continue 980/990-INLAND BREEZE with continuation of FastTrack revenues to fund the service, approved an operating agreement extension with ATC/VANCOM and a second agreement for sale, to **MTDB,** of the 13 buses (El Dorado National REs 2071-2077 and 2081-2086) used on 980/990 and 992. This is the first step toward purchase of new buses.

The Board also approved negotiations with Siemens for purchase of low-floor light rail vehicles based upon a vehicle front end similar to the current SD100 trains.

METROPOLITAN TRANSIT SYSTEM SAN DIEGO TRANSIT CORPORATION (MTS/SDTC)

SAN DIEGO: The Winter Service Change took place on January 27 with changes on 6-OLD TOWN-NORTH PARK, 8-OLD TOWN-UNIVERSITY AVE, 25–KEARNY MESA-CLAIREMONT and the introduction of 965-MID CITY SHUTTLE.

Line 6 no longer operates on weekdays on the 6A along Redwood, Boundary, Nile and Swift Streets although it continues to run hourly on weekends. In its place, NEW Line 965, operated by YELLOW CAB OF SAN DIEGO using Econoline/Aerotech cutaways, operates every half hour between 530AM and 730PM (2 buses).

The 965 is a modified one way loop – 30th & Redwood via Redwood, Boundary, Thorn, Nile, Swift, University, 41st, Myrtle, Fairmount, Home, Euclid, Landis, Myrtle, 41st, University, Swift, Nile, Thorn, Boundary and Redwood to 30th.

Line 8 was renumbered as 908 and transferred from SAN DIEGO TRANSIT CORP to ATC/VANCOM along with New Flyer C40 buses 2101-2107. This is part of the contract transition (*see MTDB story)* officially scheduled to begin this July.

Line 25 now runs along Hotel Circle North, Fashion Valley Road and Friars Road no longer serving Mission Valley Shopping Center.

AIRPORT BUS (Ground Systems, Inc. dba)

ANAHEIM: **AB** made a number of changes February 15th on DISNEYLAND-LAX, DISNEYLAND-ORANGE COUNTY AIRPORT, PASADENA-LAX and ANAHEIM-BUENA PARK SHUTTLE.

LAX buses leave Anaheim hourly between 500AM and 800PM and depart LAX hourly between 600AM and 1000AM, half hourly until 300PM and then hourly until the last bus at 1000PM.

OCA buses leave Anaheim hourly between 500AM and 400PM and OCA hourly between 730AM and 430PM with service after the last bus by advance reservation.

All ANAHEIM-BUENA PARK SHUTTLE service is now offered by advance reservations.

PASADENA-LAX, which had been reduced to a two hour headway between 430AM and 430PM at a $12 fare, was stopped following a dispute between the firm and the City of Pasadena over bus stop locations.

In December, in response to a request from the Hilton Hotel to relocate the **AB** bus stop further north on Los Robles to reduce noise from bus engines (which did happen), the City wrote the bus company to remove the new stop and return the sidewalk to its previous condition or the city would do the work and bill the company. Also, further use of the new stop location would subject **AB** to parking citations. **AB** then advised the city that it would halt the bus route February 15th.

Following a lapse in service, the Ontario based **SUPER SHUTTLE** franchisee inaugurated a new PASADENA-LAX route using Dodge Ram 350 vans, serving the Hilton, Doubletree and Sheraton, operating every two hours and charging $16 one way.

*(Ed. Note – Business for ground transportation firms dropped up to 80% following September 11 and the air travel slow down. It has begun to slowly rebound. 29 of 40 firms surveyed reported they would not be able to continue operating if business did not improve. **AB** has already made two sets of reductions – WT 12/01).*

AirportBus

(Continued on page 5)

(Continued from page 4)

TRANSPORTATION AND THE 2002 WINTER OLYMPIC GAMES IN SALT LAKE CITY

SALT LAKE, UT: The Winter Olympic Games were held in and around Salt Lake City, from Ogden in the north to Provo in the south and in Park City and Heber City to the east, between February 7th and 24th.

Following the lead of several recent Olympics cities, an extensive public transit network, SALT LAKE COUNTY OLYMPIC SPECTATOR TRANSPORTATION SYSTEM, was developed to transport residents and visitors alike to the venues and various events. **UTAH TRANSIT AUTHORITY** staff managed SLCOST.

In early 2001, the Salt Lake Organizing Committee approached United States public transit agencies to provide operators and mechanics to drive and maintain the SLCOST fleet (739 were temporarily hired) — as well as buses (about 650 transit and 100 privately owned charter buses came) and 29 light rail vehicles from **DALLAS AREA RAPID TRANSIT.**

PACE (IL), **MARTA (**GA), BALTIMORE (MD), BOSTON **MBTA,** CLEVELAND (OH) **GCRTA,** DALLAS (TX) **DART,** DENVER (CO) **RTD, FOOTHILL TRANSIT** (CA), HOUSTON (TX) **METRO,** MINNEAPOLIS-ST. PAUL (MN) **METRO TRANSIT, ORANGE COUNTY (CA) TRANSIT AUTHORITY, PHOENIX** (AZ) **TRANSIT SYSTEM,** RENO (NV) **CITIFARE,** SAN ANTONIO (TX) **VIA, SAN DIEGO TRANSIT SYSTEM, SAN FRANCISCO MUNICIPAL RAILWAY, GOLDEN GATE TRANSIT,** SANTA CLARA **VALLEY TRANSPORTATION AUTHORITY,** ST. LOUIS (MO) **BI STATE,** TACOMA's **PIERCE TRANSIT** and **WMATA** supplied buses ranging from 1980s RTS to brand new low-floor units, not yet delivered to their new homes.

OCTA supplied sixty 4200-series 1989 model Gilligs, **SAN DIEGO** sent 25 Gilligs, **MUNI** sent 1988/89 New Flyer D40s and **PIERCE** sent 17 Orion 01.508s.

Some agencies, like SACRAMENTO's **REGIONAL TRANSIT** were not able to offer buses, but did send staff who drove and maintained buses.

Security was ever present and all volunteers had to be processed at the Team Processing Center near Salt Lake City Airport including photo IDs and issuance of uniforms, which were color coded by department. Operators wore green, Coordinators wore blue, Security wore yellow and medical personnel wore red.

Operators earned $15 per hour, received $38 per day for food and were housed in hotels/motels near Olympic venues. They received one day of classroom instruction and another day of on-the-road experience.

The influx of Olympic visitors more than doubled daily ridership (25,000 to 65,000) on **UTA's** TRAX light rail line. Patronage on regular bus routes held at 97,000.

Another 29,000 passengers rode Fare Free Olympic shuttles daily between 11 park-and-ride lots and downtown Salt Lake City.

SLOC will reimburse **UTA** the nearly $4 million in operating costs related to the Games, enough to cover all costs for running the 325-plus Olympic shuttle buses.

Two other systems operated during this time – PARK CITY TRANSIT and MOUNTAIN VENUE EXPRESS. PCT borrowed 59 buses to add to its 19-bus fleet and carried more than 1 million riders, normally an annual total. MVE, operated by a private contractor, carried passengers between downtown SLC and the mountains.

It is estimated that nearly 3.8 million passengers used the combination of transit systems during the Olympics.

Press coverage was extremely favorable and included a story that received national coverage by Sacramento Bee columnist Daniel Weintraub, on the effectiveness of the shuttle systems and the positive impact on visitors ability to attend the events.

*(Ed. Note – **RT** Schedule Analyst and WTS Member Alan Fong worked at the Olympics and provided much of the material for this story).*

PHOENIX TRANSIT SYSTEM/VALLEY METRO (PTS/VM)

PHOENIX, AZ: **PTS/VM** implemented later evening service (to midnight) on twelve popular Phoenix routes and Sunday/Holiday hours on the **SCOTTSDALE CONNECTION** on January 14 following receipt of additional NABI low floor LNG buses in the 6300 series.

In the November 2001 election, the voters of Glendale approved a ballot measure including a half-cent sales tax increase to partially fund a variety of improvements – added local and express bus services, weekend operation of DIAL-A-RIDE starting March 11, extended weekday service span on both 70-LUKE LINK and GLENDALE URBAN SHUTTLE (GUS) plus new Saturday hours.

Since our last update on the **PTS/VM** system, they have made a number of changes. These include more frequent headways on a number of Phoenix lines, weekend service hours on 44–44TH STREET-TATUM and YELLOW LINE, extension of 61-SOUTHERN along

(Continued on page 6)

(Continued from page 5)

Southern and Power Rd to Superstition Springs Center. 108-ELLIOTT (GILBERT) and 109-ELLIOTT (TEMPE) have been combined into a single line running between Arizona Mills Mall and Superstition Center via Priest, Elliott, Via Vista, Guadalupe and Power Road.

Other changes are new Line 71-PROFESSOR GUS that operates hourly on weekdays between American Graduate School of Management and Glendale Community College via 59th Ave, Thunderbird Rd (divert to ASU West), 51st Ave, Olive and 59th Ave to GCC. Also new is **SCOTTSDALE CONNECTION** 114-VIA LINDA that operates half hourly on weekday and hourly on Saturday between 90th & Shea and Mayo Clinic via 90th, Via Linda, 132nd and Shea to 134th.

The City of Phoenix Public Transit Department has been holding a series of public meetings to discuss the operating plan of the new Bus Rapid Transit Program. BRT is currently planned to begin operations in summer 2003 on several corridors linking outlying communities with downtown Phoenix. Several existing Express bus lines (500-PARADISE VALLEY, 501-PARADISE VALLEY, 580-NORTH MOUNTAIN, 591–DEER VALLEY and 592-DEER VALLEY) would be modified as part of this plan.

Five of the most heavily traveled corridors in the area will be served. They include I-10 (Papago Freeway), I-17 (Black Canyon Freeway), 51 (Squaw Peak Parkway), I-10 (Maricopa Freeway) and Central Avenue South. Service is expected to operate on weekdays between 500AM-900AM and 300PM-700PM about every 15 minutes using new buses with high back, forward facing seats and overhead storage racks. *(Ed. Note – the bus graphic used in the BRT promotional material seems to resemble the NABI 45' Compo bus).*

Later this year, the Phoenix City Council will conduct hearings before adopting the final Phoenix BRT Plan.

SUN TRAN
(ST)

TUCSON, AZ: Buses on Line 34 are again permitted to enter Davis-Monthan Air Force Base serving all stops on base. The Air Force now requires all persons entering the base to have appropriate U. S. military identification. Any bus passengers without necessary ID will be unable to proceed on the bus.

D-M Air Base was closed to **SUN TRAN** following the World Trade Center bombings and buses were boarding and discharging passengers on 30th at Craycroft. Should the base close again, use of that stop would resume.

FOOTHILL TRANSIT
(FT)

WEST COVINA: **FT** implemented a number of changes on March 3rd. 185-IRWINDALE AVE-HACIENDA BLVD was extended from La Monde & Hacienda via Hacienda and Colima to Puente Hills Mall, Line 272 was shifted to Merced instead of Pacific and the Puente Hills Mall branch of 486-CAL POLY-EL MONTE-LOS ANGELES VIA AMAR ROAD was discontinued due to increased service on 280-AZUSA AVENUE. All 486 trips now go to Cal Poly Pomona.

482-POMONA-HACIENDA HEIGHTS-LOS ANGELES VIA COLIMA ROAD was rerouted between El Monte Station and Puente Hills Mall via Valley Blvd, 7th Ave, Gale, Hacienda, Halliburton, and Colima. On Valley Blvd, buses stop only at Puente and 7th Avenues.

The Santa Anita segment of 482 was picked up by NEW 269-EL MONTE-MONTEBELLO TOWN CENTER which operates along Santa Anita, Durfee, San Gabriel, Plaza and Montebello Town Center roadways. Half hour headways weekdays (2 buses) and hourly weekend service (1 bus) is offered. 1181-1187 series 30 foot low-floor Gilligs are assigned.

FT will issue an RFP for a three year, with two one-year options, contract for maintenance and operation of the El Monte based lines. LAIDLAW TRANSIT SERVICES currently holds the contract with operations based at an LTI owned facility on Baldwin. The new contract will see operations garaged at the new **FT** owned Irwindale Division near Peck Road and Arrow Highway. New contract requirements include a CNG management plan and the establishment of living wage requirements based on the Los Angeles County ordinance.

The **FT** Director's Ad Hoc Subcommittee has recommended a new management services agreement be awarded to ATC/VANCOM with no issuance of an RFP for a new contract *(WT 2/02)*.

FT recently held several public meetings to receive comments on changes planned for September. These include revising current Lines 274 and 276 into three new lines centered at West Covina Plaza; NEW Line 283 along Glendora Avenue; reconfiguration of 178/179 into one line between El Monte and Puente Hills Mall and NEW Line 289 between Puente Hills and Cal Poly.

Other changes include extension of 280 from Puente Hills Mall to Beach & La Habra replacing **MTA** Line 471 and discontinuation of FasTrax Lines 701 and 721.

(Continued on page 7)

GREEN TORTOISE LINES
Lowell, Oregon

FLEET #S	BUILDER	MODEL	VIN #S	YEAR	NAME
101	GMC	TDM-4801	023	1954	The Ark
102	GMC	TDM-4801	037	1954	Guon
104	GMC	TDM-4801	069	1954	Mission Trails
303	GMC	TDM-5303	048	1965	Sammy
402	GMC	PD-4104	2334	1957	Vamos
502	GMC	TDM-4515	092	1955	Hijo de la Playa
506	GMC	T8H-5303	028	1967	Starship
507	GMC	T8H-5303	047	1967	Abiogenesis
601	GMC	PD-4106	1116	1962	Flagship
701	MCI	MC-7	7475	1971	Mad Max
802	GMC	TDM-5108	028	1954	*Unknown*
902	Prevost	Champion	C1001346	1982	Pawnee
903	Prevost	Champion	C100——	1982	Devo

NOTES;
101. Ex PGL K1452/WGL 9452, Western Charter Tours 861, Mark IV Charter Lines 452 I.
102. Ex PGL K1486/WGL 9486, Guiton Charter Lines 207.
104. Ex PGL K1518/WGL 9518, Gray Rabbit — (WA).
303. Ex WGL 9647, SAMTRANS 9847.
402. Ex -, Utah Transit —.
502. Ex MCL 263/LAMTA 2020, Seattle Metro 467/Metropolitan Transit Corp 2549.
506 & 507. Ex Seattle Metro 727, 746.
601. Ex WGL —.
701. Ex WGL7014, GLOSF 214 II.
802. Ex U. S. Government —.
902. Ex Western ———
903. Ex Western ———

(Continued from page 6)

CALIFORNIA NEWS BRIEFS

On January 14th **CULVER CITY BUS** extended Line 6-SEPULVEDA BLVD from the LAX City Bus Center to Aviation GREEN LINE Station via 96th, Airport Blvd, Century and Aviation Blvds.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY is seeking bids to provide diesel buses in both standard and low floor designs for 30, 35 and 40 foot buses. This would be a five year agreement with a minimum delivery of 34 buses.

M V TRANSPORTATION, INC. has been awarded two new contracts — **GLENDALE BEELINE** with a fleet of city owned buses and **DOWNEYLINK** with a fleet to include new contractor owned Bluebirds.

SANTA CLARITA TRANSIT opened the McBean Transfer Station in mid January. Located near Valencia Boulevard and McBean Parkway, the new transit center caused minor reroutings of bus lines.

The facility replaced the temporary Citrus Transit Center which had been located just east of the Valencia Town Center.

The **POINT DUME SHUTTLE SERVICE,** provided by the City of Malibu, is now operating on weekends every half hour between 1100AM and 500PM. Buses leave from Westward Beach and take passengers to the top of scenic Point Dume State Preserve.

MONTEREY-SALINAS TRANSIT has approved an MOU with the Cities of Gonzales, Soledad, Greenfield, King City and Monterey County to provide fixed route and ADA services for a one-year demonstration period.

This service will be funded primarily with an AB 2766 CMAQ grant and Welfare-To-Work Jobs Access Reverse Commute (JARC) funds.

Fixed route service (five round trips Monday through Saturday) will run between King City, Greenfield, Soledad, Soledad Correctional Facility, Chular, Gonzales and Salinas, primarily along Highway 101.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
The Bus (HI)	30-39	Chance	Opus/1W535067-076	2001	
Orange County TA	2201-2217	NABI	040.09/1A140337-353	07/01	
	2218-2272	NABI	040.09/1A140354-408	08/01	
	2273-2299	NABI	040.09/1A140409-435	09/01	
	2301-2322	NABI	040.09/1A140436-457	09/01	
	2323-2372	NABI	040.09/1A140458-507	10/01	
LADOT (First Transit)	9719-9721	Ford ElDo	Econ/Aerotech/1HA11128-130	2001	
-USED-					
Dahlia Express	unnumbered	ElDo Natl	RE-32/RC084111	01/94	1
	198	Prevost	H3-40/R1001395	1994	2
LADOT (First Transit)	9728-9729	Ford ElDo	Econ/Aerotech/—	1999	3
Inland Empire Connection	9212	TMC	T80206/NR828624	06/92	4
	9216	TMC	T80206/NR828628	06/92	4
Coach USA/All West	68220	TMC	102A3/KR007465	1989	5
Coachlines	68221-23	TMC	102A3/KR006909, 7013, 7043	2-3/89	6
	68224	MCI	102C3/LP043568	8/90	7
	68226	MCI	102C3/LP043464	5/90	8
-DISPOSITIONS-					
Utah Transit Auth (UT)	8487	Gillig	35TB966V92/E1081057	1984	9
-DEMONSTRATORS-					
Dennis Thomas	185	Thomas	SLF230/2JA02244	01/01	10

-NOTES-

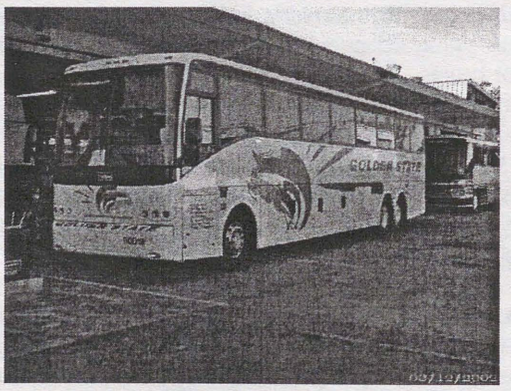
1. Ex —
2. Ex —
3. Ex LADOT 97021, 97020.
4. Ex RTA, same numbers.
5. Ex Ernie's Tours 816.
6. Ex KT Services (NV) 118, 157, 180.
7. Ex American Stage Tours 1057.
8. Ex American Stage Tours 1064.
9. For sale – Transit Sales International – Temecula.
10. At First Transit (Compton) - was AC Transit demo.

SUNLINE TRANSIT AGENCY has renumbered the former 519 , a 1994 Orion V, as 535.

The San Diego Association of Governments has announced an agreement to advance MTDB $25 million in federal funds to buy 33 new CNG powered, accessible, suburban/intercity style buses with multiple doors, restrooms and real time passenger travel information for use on the Interstate 15 corridor. Delivery is anticipated to be early in 2004.



LACMTA New Flyer C40LF 5486 in San Pedro. Guillermo Merino was awarded Photo of the Month for this photo. UTU News March 2002



Golden State Transportation Company 60012, a Van Hool C2045L at ABC in Garden Grove. Craig Barnes photo.