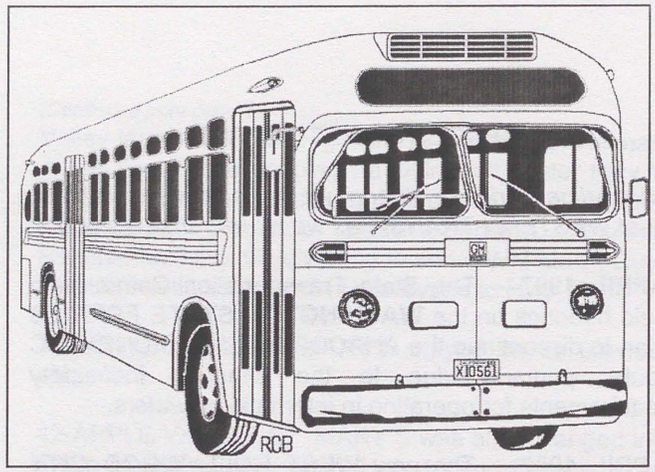


Western Transit

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VOL. 40, NO. 4 **April 2002**

VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

VICTORVILLE: February 25th brought **VVTA** service and fare changes, the first of a five-phase series of recommendations, developed in response to the recent Comprehensive Operations Analysis *(WT 6/01)*. **VVTA**'s service has not changed significantly in five years while population, ridership and traffic congestion have all increased.

On the Fixed Routes, use of paper transfers (15c) was discontinued in favor of expanded use of the $3 Day Pass ($1.50 senior/disabled) or a cash fare of $1 per boarding, 75c student, 35c senior/disabled.

Adelanto fares were increased to match the rest of the system ($1/75c/35c) with $3/$1.50 Day Passes.

County cash fares were also increased — $2 adult, $1.50 student and $1 senior/disabled. Day Passes now cost $5/$4/$3 and 31-Day Passes are $70/$60/$30.

The **VVTA** operating day was expanded by two hours. Previously, the last weekday bus departed at 600PM, now it is at 800PM. Saturday hours were extended until the last bus at 700PM.

On Time performance, particularly in the afternoon hours, had been a constant issue. As the **VVTA** system was/is pulse scheduled at five different transfer points, the entire network could be effected. With the changes, pulse scheduling remained, but afternoon times were adjusted. Buses now depart hourly 600AM-1100AM, then a period of 70 minute headways occurs – 1210PM, 120PM, 230PM, 340PM, 450PM, then 600PM, 700PM and 800PM.

The former TRI COMMUNITY ROUTE was numbered 21-TRI COMMUNITY and was shortened to now operate between the Mall of Victor Valley and Phelan (at Phelan Road and Sheep Creek). Service to and from Pinon Hills and Wrightwood is now available by reservation only.

Buses operate every 90 minutes departing the Mall between 630AM and 800PM (1 bus). Previously, there were only four weekday round trips, three on Saturday.

HELENDALE ROUTE became 22-HELENDALE and, keeping the same alignment, it operates on a 3-hour headway – departing Helendale's Silver Lakes Market at 645AM, 930AM, 1230PM, 330PM and 645PM and from Victorville (Lorene/Rite Aid) at 800AM, 1100AM, 200PM and 515PM.

31-SOUTH ADELANTO (GREEN LINE) and 32-NORTH ADELANTO (RED LINE) remained on their previous alignments but have extended operating days (two more round trips until 900PM).

40-APPLE VALLEY NORTH was changed from a one way loop into a two-directional line. From the new Apple

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

DIVERSIFIED PARATRANSIT, INC. to transfer and *INLAND EXPRESS SHUTTLE, INC.* to acquire a Passenger Stage Certificate and certain other assets.

Cynthia Sanders dba THE LINK SHUTTLE SERVICE for On Call PSC between and among points in the City and County of San Diego.

Appellation Tours, Inc. dba BEAU LIMOUSINE SERVICE for TCP-14726-B, home terminal in Novato.

Rahim Faraji dba SUPERFLY SHUTTLE to transfer PSC-10919 (San Francisco Bay Area airport shuttle) to *Abdolkakrim Nouranian.*

Daniel Mittow dba DAVIS AIRPORTER for TCP-15132-B with a home terminal in Davis.

THE CLASSIC STATUS LLC for TCP-15134-B with a home terminal in Visalia.

Sie Dukes and Jeanetta Dukes dba ALL-N-ALL CHARTER for PSC-15225-B with a home terminal in Rancho Dominguez.

El Sayed Elhamaki dba SUPERPORTER EXPRESS to transfer PSC-11569 to *El Sayed Elhamaki* and to establish a Zone Of Rate Freedom.

DECISIONS

David Smith dba SHUTTLE PRO authorized to transfer PSC to *SHUTTLE PRO, INC.* and the latter to extend service to between points in Sonoma, Solano, Contra Costa, San Joaquin and Monterey Counties and San Jose, San Francisco and Oakland Airports.

WT BACK ISSUES AVAILABLE

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

NCTD EXCURSION

Saturday June 1st – Joint excursion with Southern California Transit Advocates. Spend the day sampling the new "Breeze" services. Expected to depart Union Station on AMTRAK, returning in the early evening.

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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)

APRIL 1997 – The State Transportation Commission held hearings on the **WASHINGTON STATE FERRIES** plan to discontinue the ANACORTES, WA-SIDNEY, BC route, primarily due to the changes in safety requirements for operating in international waters.

APRIL 1992 – The new **WEST HOLLYWOOD CITY LINE** started. DAY ROUTE was a two directional local circulator on streets previously without transit while the NIGHT ROUTE was designed to provide frequent and convenient transportation during night time activities.

APRIL 1987 – **SOUTH COUNTY AREA TRANSIT** began operating four local routes in the Shell Beach, Pismo Beach, Grover City, Oceano and Arroyo Grande area of San Luis Obispo County with a fleet of three, new, lift equipped 30 foot Gillig Phantoms.

APRIL 1982 – **GOLDEN GATE TRANSIT** lost a battle with the PUC concerning whether ferry service operated under contract for **GGT** by BLUE AND GOLD FLEET also needed a Certificate of Public Convenience and Necessity. Their ten MAN/AMG articulated buses were in line to get rear door lifts and Line 66-19TH AVENUE was discontinued following extension of **MUNI** Line 28 to both the Bay Bridge Plaza and BART/Daly City.

APRIL 1977 – **GREYHOUND LINES-WEST** applied to the PUC to discontinue Peninsula local service routes B, C, F, G, L, M, N, O, S and Z (both Bayside and Coastside) with replacement by **SAMTRANS.**

WT STAFF FOR THIS MONTH

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(Continued from page 1)
Valley terminal (Outer Highway 18 South and Quinnault at the Post Office) looping via Quinnault, Outer Hwy 18 North, Pawnee, Ramona, Central, Thunderbird, Wannaque, Rimrock East, Serrano, Carlisle, Rancherias, Hwy 18 (diverting to serve Wal Mart), Outer Hwy 18 North, Wakita and Dale Evans to Hwy 18.

41-VICTORVILLE-ST. MARY'S stayed on its previous alignment.

42-APPLE VALLEY-ST. MARY'S was also changed into a two directional line. From Hwy 18 and Quinnault, the line travels via Outer Hwy 18 North, Wakita, Dale Evans, Hwy 18, Thunderbird, Rancherias, Serrano, Rimrock East, Hwy 18 North, Kasota (St. Mary's), Kokanee, Kamana, Apple Valley Rd, returning via Outer Hwy 18 South, Kiowa, Pah-Ute, Navajo, Powhattan and Quinnault to Hwy 18.

43-MALL OF VICTOR VALLEY-BEAR VALLEY ROAD-APPLE VALLEY is still divided at Victor Valley College with VICTORVILLE operating the Mall-College segment and ATC/FORSYTHE operating the College-Apple Valley portion. *(Ed. Note – the COA recommended rejoining the two segments on both 43 and 45).*

From the Mall, the line travels Mall Blvd, Bear Valley Road, Balsam, Nisqually, 7th Ave and Bear Valley to VVC. 43 and 45 were both altered to replace parts of 52 which now operates only west of Interstate 15.

The Apple Valley segment travels via Bear Valley Road, Kiowa, Wren, Mohawk, Bear Valley, Central, Powhattan, Quinnault to Hwy 18, returning on Hwy 18 and Navajo to Bear Valley.

44-MALL-MAIN STREET-HESPERIA travels via Mall Blvd, Bear Valley Rd, Cottonwood, west on Main looping via Pyrite, Juniper, Topaz, returning on Main, 7th Ave, Pine, 8th Ave, Cajon, 7th Ave, Main, 3rd Ave, Lemon, 1st Ave, Mesa, 3rd Ave, Main, E Ave, Olive, I Ave, Sultana, Main and Arrowhead Lake Road to Hesperia Lake.

45-VICTORVILLE-HESPERIA is also divided at VVC with VICTORVILLE operating the Victorville segment and ATC/FORSYTHE operating the Hesperia portion.

From Lorene/Rite Aid, the 45 travels Lorene, Valley Center, La Paz, Hughes, Rodeo, Greentree, Arrowhead, Nisqually, Hesperia Rd, Jasmine, Industrial, Bear Valley Rd to VVC, continuing south on Bear Valley, I Ave, Main, G Avenue, Sultana, E Ave, Muscatel, C Ave, looping Ashe, Santa Fe, Mission and C.

Inbound, the 45 runs quite differently from VVC — on Bear Valley, Industrial, Jasmine, 2nd Ave, Bear Valley, Cottonwood, Monarch, Mariposa, 7th St and Lorene.

51-VICTORVILLE CIRCULATOR was only changed in the Greentree area. From Lorene/Rite Aid, the bus travels as before as far as Hesperia and Greentree, then via Greentree, Rodeo, Pebble Beach, Arrowhead, Hughes, Avalon, Molino, La Paz and Lorene.

52-SOUTH VICTORVILLE runs along Lorene, Valley Center, 7th/Palmdale Rd, Park Ave East, Park, Chalome, Amargosa, Palmdale, El Evado, La Mesa, Jade, Northstar, El Evado, Ponderosa Ranch, King Ranch, Amargosa, Mall of Victor Valley roadways, Bear Valley, Amethyst, North Star, Jade returning to Lorene.

The Down-The-Hill commuter service *(WT 3/00, 10/01)* is now scheduled for a June implementation. The fleet will include five Neoplan AN345A suburban buses with reclining seats, electrical outlets for cell phones and laptop computers and restrooms.

VVTA operating contracts will be coming up for renewal within the next year *(WT 4/98, 6/98).*

Presently, McDonald Transit Associates, with a staff of four, manages the system. ATC/FORSYTHE receives a flat rate for their overhead costs plus hourly rates for the services they operate – 21, 22, 40, 42, 43A, 44, 45A and all paratransit. The Cities of Victorville (41, 43V, 45V, 51, 52) and Adelanto (31, 32) each operate service under Memorandums Of Understanding with **VVTA** and are reimbursed for their direct expenses.

In the next two years, 6 fixed route buses are scheduled for replacement along with 8 paratransit buses. There are also plans for 4 expansion fixed route buses.

CITY OF BEAUMONT TRANSIT SYSTEM (COBTS)

BEAUMONT: **COBTS** established a third line, 3-CHERRY VALLEY, on February 4th, which operates Monday thru Saturday between 800AM and 500PM on a rough 50 minute headway, normally using Bus 2803, a Bluebird Handy Bus.

Like all **COBTS** routes, Line 3 operates in a one-way loop type fashion and connects at Highland Springs Hospital with **RTA, BANNING TRANSIT SYSTEM** and **SUNLINK.**

The **COBTS** fleet, both fixed route and Dial-A-Ride, was recently modernized with the purchase of 2816-2817, Bluebird CSFE2409s for Lines 1 and 2, and 2818-2822, Econoline/Goshens for paratransit service.

(Continued on page 4)

(Continued from page 3)

RIVERSIDE TRANSIT AGENCY INLAND EMPIRE CONNECTION (RTA/IEC)

RIVERSIDE: On February 18th Line 42-ESTUDILLO EXPRESS begin operations within San Jacinto, a route especially designed to target seniors and others in the city's many mobile home parks. The cutaway bus assigned is painted forest green with an impressive sketch of the historic Francisco Estudillo mansion.

Service operates on a 65 minute headway (1 bus) between 745AM and 745PM weekdays and 1000 AM to 700PM on Saturday. The routing is from Stater Bros Center via La Entrada, San Jacinto, Esplanade, Santa Fe, West 7th/East 7th, Mistletoe, Main and Lake Park Drive as far as Soboba Springs Mobile Home Estates.

Demonstration routes 51-UCR-BLAINE-SPRUCE and 52-UCR-WATKINS-BIG SPRINGS *(WT 11/01)* were discontinued March 22nd with operations returning to UCR's **HIGHLANDER HAULER.** Although these were regular **RTA** routes open to all riders, patronage was almost exclusively UCR students.

The 9501-9517 series CNG Flxible Metros (and likely the 9301-9317 Flxible diesels) are being repainted to match the NABI 2101-2147 CNG low floor series with white around the front windows, all white backs and white below the rub rail instead of medium blue. 9501, 9509 and 9513 have been so splashed.

Next month, **RTA** plans to increase frequencies and/or extend a number of contract lines including 23-TEMECULA, 24-MURRIETA, 30-PERRIS LOCAL and 41-MEAD VALLEY-PERRIS. A NEW contract line, 99-METROLINK EXPRESS, will begin between Moreno Valley, Riverside METROLINK Station and Riverside County Administration Building.

The **RTA** part of the **INLAND EMPIRE CONNECTION** fleet now includes four (9211-9212 and 9216-9217) 1992 model diesel TMC RTS 06s. They replaced GMC RTS 04s, rehabbed 2306 and 2313 in **IEC** colors and 2308 and 2311 in regular **RTA** colors. *(Ed. Note – the purple and white of **IEC,** which also covered the three Super Buses, is now a fond memory).*

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: The Contract Lines Shake Up took place March 24th and included changes on Lines 58-ALAMEDA-LOS ANGELES STREETS, 214-MAIN-BROADWAY LOOP, 603-RAMPART-HOOVER-COLORADO and 605-LORENA-COUNTY HOSPITAL.

Line 58 was extended into a two-way loop serving both Alameda and Los Angeles Streets, also serving the GREYHOUND Station, Garment and Toy Districts, Civic Center and Olvera Street areas.

Weekday headways are 24 minutely each way all day with weekends half hourly after 1000AM, hourly before.

From Gateway Transit Plaza Line 58 travels via Vignes, Alpine, Alameda, Los Angeles, 12th Street, Hooper, Washington, Alameda, 7th, Mateo, 6th, Alameda and Busway roadways to Gateway Plaza.

Line 214, continuing as a two way loop, was rerouted and extended. From Artesia Transit Center, buses travel 182nd/Albertoni, Main, 120th, Broadway, looping 117th, Figueroa, Imperial Hwy and Broadway to Albertoni/182nd to ATC. A reverse loop is also offered. Weekend operations were discontinued.

The downtown terminal of Line 603 was changed from 23rd and Olive to Terminal 28 while the "temporary" shuttle added to Line 605 to serve the new USC Out Patient Clinic became permanent. Service includes one weekday bus traveling in a clockwise loop via Marengo, Mission, Zonal, Clinic driveways and Cornwell.

The Service Sector concept continues toward summer implementation. The **MTA** bus system (but not the rail) would be divided into five distinct regions, each with between 400 and 500 buses, 2 or 3 operating divisions and headed by a General Manager who would report directly to John Catoe, Deputy Chief Executive Officer.

Each Sector would be staffed with planning, scheduling, community relations, human resources and operational staffs. Many of these positions would be shifted from their current Gateway headquarters.

Functions remaining downtown would include Customer Information, Marketing, Administrative Services, Info Technical Services, Finance, Audit, Governmental Relations, Construction, Regional Planning, Procurement and service planning staff to concentrate on countywide services.

The Board will appoint Sector Councils of up to 9 members, to include elected officials and/or private citizens, and delegate certain Board responsibilities to them. Sectors could retain the governance structures already in place, such as The San Fernando Valley Interim Joint Powers Authority Board. Sectors would continue to work under the **MTA** budget, labor agreements and service standards including Consent Decree issues and administrative policies.

(Continued on page 5)

(Continued from page 4)

New NABIs (7600-7949 series CNG models) *(WT 11/01)* continue to arrive and have placed into service from Divisions 2, 9 and 15. At the same time, all 1100-1189 and 3300-3714 series diesel Neoplans have been retired, the number of active Flxible Metros, except for 2900-2932, continues to drop and some of the 2000-2266 series TMC RTS 06s of 1988 are now inactive. The active fleet totals 2340 including 1696 CNGs.

The United States Supreme Court decided not to review the federal Consent Decree to improve bus service *(WT 2/02)*. Underscoring its intent to continue to comply with the Decree, the **MTA** Board continues to be concerned with clarifying how compliance should be measured and to define the authority of both the Federal Court and Special Master have in deciding how **MTA** needs to comply.

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS (SBCAG)

SANTA BARBARA: Last October SBCAG assumed the management of the **CLEAN AIR EXPRESS** commuter bus program from Santa Barbara County Air Pollution Control District *(WT 11/01)*.

CAE has been administered under a Grant Agreement dating from January 1999 between APCD and **SANTA BARBARA AIRBUS, INC.** Acting as grantee, **SBA** was responsible for operating and maintaining the buses, managing subscribers and marketing the program. Cost sharing between the bus firm and the public agency caused both to have varying monthly costs.

An RFP was recently issued for a new **CAE** contract to be administered in a more traditional fashion. SBCAG, thru Traffic Solutions, will assume responsibility for fare collection and reservation management, marketing and route and schedule planning. The service provider will operate under a traditional cost per revenue hour basis.

Four proposals were received – **SANTA BARBARA AIRBUS, MELNI BUS SERVICE, AMERICANSTAR TOURS** and **SILVER STATE TOURS.** As a result of their strength in all four categories (cost, qualifications and experience, operational plans and maintenance plans), the evaluation committee recommended award of the contract to **SBA** as of April 1st.

TRES ESTRELLAS DE ORO (TEDO)

LOS ANGELES: **TEDO** recently started two new routes, LOS ANGELES-FRESNO and LOS ANGELES-EL PASO, TX, each with two daily round trips.

The FRESNO route also serves Bakersfield, Delano, Tulare and Goshen Junction. Buses depart Los Angeles at 300PM and 700PM. Fares are $25/$45.

The EL PASO route will also serve Phoenix and Tucson, AZ. This route has two buses with trips leaving Los Angeles at 500PM and 600PM. Fares to all three cities were advertised at $35 one way/$60 round trip.

CARSON RIDGECREST EASTERN SIERRA TRANSIT (CREST)

BISHOP: On February 18th **INYO-MONO TRANSIT** inaugurated **CREST,** advertised as "Your Eastern Sierra Transportation Lifeline" which provides service three days per week between both Bishop and Ridgecrest and Bishop and Carson City, NV serving the last stretch of U. S. Highway 395 without bus service since **GREYHOUND LINES, INC.** discontinued the Mojave-Reno portion of its former LOS ANGELES-BISHOP-RENO route last August.

*(Ed. Note – **KERN REGIONAL TRANSIT** offers three trips on its MOJAVE-RIDGECREST EXPRESS route Monday, Wednesday, Friday and **PUBLIC RURAL RIDE** runs daily between Carson City and Reno, NV).*

BISHOP-RIDGECREST departs the Bishop terminal at 201 S. Warren (M/W/F) at 945AM, serving Big Pine, Aberdeen, Independence, Lone Pine, Olancha, Coso Junction, Pearsonville arriving Ridgecrest at 1215PM. The return trip leaves Ridgecrest at 300PM arriving Bishop at 520PM.

BISHOP-CARSON CITY leaves Bishop (T/TH/F) for Carson City at 700AM, serving Tom's Place, Crowley Lake, Mammoth, June Lake, Lee Vining, Mono City, Bridgeport, Walker, Coleville, Topaz, Gardnerville, NV and arriving Carson City Wal Mart (**PRIDE** Terminal) at 1045AM. The return trip leaves Carson City at 145PM and arrives Bishop at 530PM.

Passengers are requested to confirm their ride one day in advance. **CREST's** bicycle rack equipped, accessible buses will deviate up to 3/4 mile for mobility impaired riders with advance notice. Some of the communities are served on an On Call basis only.

Distance based one way fares are sold at either the Bishop terminal or on the bus from the bus operator using exact change. Bishop-Carson City is $20.00 while Bishop-Ridgecrest is $15.50. Discounted fares are available for those over 60, disabled or those under 16.

(Continued on page 6)

(Continued from page 5)

SANTA MARIA AREA TRANSIT (SMAT)

SANTA MARIA: **SMAT** introduced a redesigned and expanded fixed route system on January 14th featuring extended operating hours each day, expanded service to Tanglewood and the Airport Industrial Park area and two new bus routes.

Routes 1A/1B, 2, 4 and 5 all were extended to serve the Town Center Mall while 4 was also extended to the Santa Maria Airport.

7-TANGLEWOOD's operating day was extended three hours in the morning and three in the afternoon and was also extended to the Tanglewood subdivision in unincorporated Santa Barbara County (prime area from most recent TDA Unmet Needs Hearings), moved to Mc Coy from Betteravia between Miller and Bradley and shifted to Jones and Miller.

20 is a NEW route operating over the same streets, but in a clockwise (reverse) direction from Route 2.

45 is a NEW Saturday only line serving the southbound Route 4 and northbound Route 5 stops.

FRESNO COUNTY RURAL TRANSIT AGENCY (FCRTA)

FRESNO: Rural bus service provided by **FCRTA** faces a possible 50 percent cut in its funding as Fresno County contemplates how to deal with the loss of state and federal funds spent on three-dozen contracted programs to help people get off and stay off welfare.

FCRTA, a joint powers agency between the County and the 13 rural cities, received funds in the last two years to expand hours and days that bus service operated.

With funding reductions, plans have been developed to reduce the service day to 10 hours, eliminate Saturday operations, increase the number of no-service holidays from 4 to 14 and lay off employees.

VALLEY TRANSPORTATION AUTHORITY (VTA)

SAN JOSE: January 7th brought more frequent all night Owl service on 22-EL CAMINO-SANTA CLARA AVE and BAYPOINTE-SANTA TERESA LIGHT RAIL, earlier operating hours on 10-AIRPORT FLYER and a host of other minor changes throughout the system.

Faced with reductions in sales tax revenues and a small decline in patronage, **VTA** has held public hearings to receive testimony on a package of fare increases, the first in over three years, and service reductions across the system. If approved, they would occur in July.

The adult cash fare would increase from $1.25 to $1.40, a Day Pass would rise from $3 to $4 and a monthly pass would increase $6 to $45. Similar increases are planned for other fare categories.

7 lines would be discontinued – 14-WATSONVILLE ROAD, 41– LAWRENCE CALTRAIN-SUNNYVALE INDUSTRIAL, 43-LAWRENCE CALTRAIN-ALVISO, 87-VALLEY FAIR-EL CAMINO & SCOTT, 122-SOUTH SAN JOSE-LOCKHEED, 328-ALMADEN EXPWY-LOCKHEED and 345-EASTRIDGE-MOUNTAIN VIEW.

AMTRAK CALIFORNIA (AC)

SACRAMENTO: **AC** added a sixth SAN JOAQUIN train, the second Sacramento round trip, a NEW stop in Lodi and two NEW bus routes on March 18th.

The sixth SAN JOAQUIN is a Bakersfield-Sacramento round trip train leaving Bakersfield at 715AM arriving Sacramento at 1230PM, returning from Sacramento at 425PM and arriving in Bakersfield at 943PM.

Bus Route 33-FRESNO-VISALIA-PORTERVILLE was added, meeting both Sacramento trains (two daily round bus trips) and also serving Sanger, Parlier, Reedley, Dinuba, Tulare and Lindsay.

Bus Route 34-STOCKTON-SAN FRANCISCO was established, also connecting with both Sacramento trains at Stockton and providing buses for two round trips between Stockton, Oakland and San Francisco.

CALIFORNIA NEWS BRIEFS

ARCATA & MAD RIVER TRANSIT SYSTEM, whose fleet is now serviced and maintained by **HUMBOLDT TRANSIT AUTHORITY,** using money from the Rural Transit System Grant Program, will soon buy two new Gillig Phantom buses to replace two 1986 similar units.

The **SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY** is considering a system wide five per cent fare increase to begin next fall. Public meetings have recently been held.

PACIFIC COAST SIGHTSEEING's SOUTH COAST PLAZA EXPRESS was reduced to three daily round trips (from 5 weekday, 2 weekend) and also dropped service to/from The Block At Orange. Round trip fares of $8 adult and $6 junior remained the same.

(Continued on page 9)

ASSIGNMENT OF LINES TO SECTORS

San Fernando Valley Divs. 8 & 15

Line #	Branch	Tier	Buses
90	91	2	17
92	93	2	21
94		1	26
150	240	1	24
152		1	21
154		2	8
156		1	20
158		2	6
161		3	6
163		1	15
165	164	2	32
166		2	20
168		3	2
169		3	5
230	239	2	13
234	183	2	20
236		3	5
243		2	8
245		3	4
418		2	8
426		2	9
561	233	1	26
750		1	21
			337

San Gabriel Valley Divs. 3 & 9

Line #	Branch	Tier	Buses
30	31	1	13
65		2	7
66		1	52
68		1	15
70		1	22
71	38	3	6
76		2	16
78	79	2	25
81		1	17
83	28, 84	2	44
170		3	4
176		3	3
180	181	1	22
188		2	5
201		3	4
250	253	3	2
255		3	2
259	258	3	5
260		1	14
264		3	1
267		3	6
268		2	9
401		2	10
471		2	3
483	485	2	13
484		2	19
487	491	2	13
489		2	6
490		2	11
620		3	1
			369

West-Central Divs. 6, 7 & 10

Line #	Branch	Tier	Buses
2	3	1	46
4		1	56
10	48	1	18
14	37	1	16
16		1	41
20		1	36
22		3	2
26	51	2	21
28	83, 84	1	21
30	31	1	26
33		1	53
68		1	15
175		3	4
200		2	13
217		1	21
434		2	17
720		1	80
			486

South Bay Divs. 5 & 18

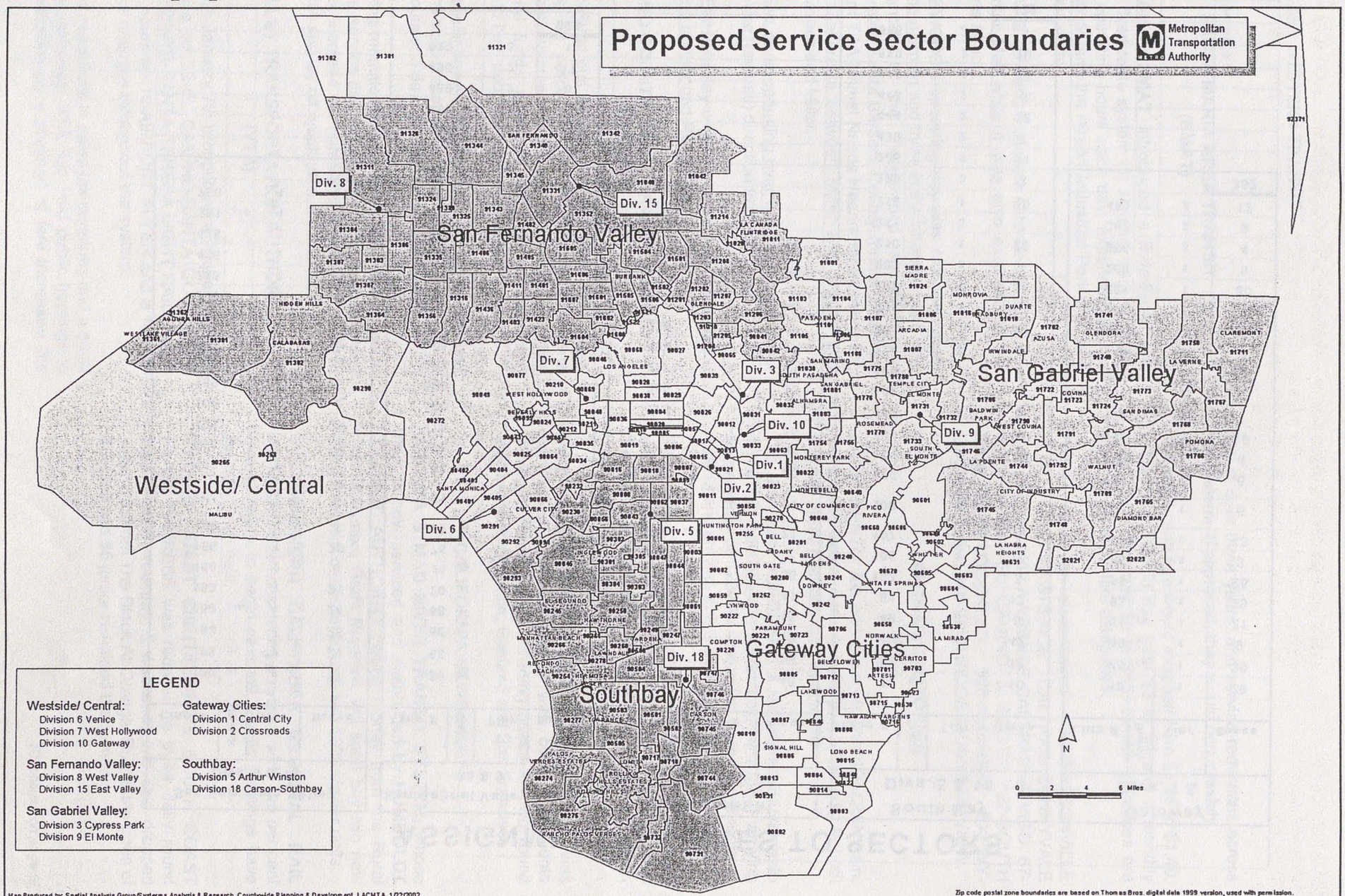
Line #	Branch	Tier	Buses
37	14	2	16
38	71	2	12
40	442	1	42
42		2	8
81		1	12
102		3	3
105		1	18
107		3	4
108		1	18
110		2	12
111		1	14
115		1	21
117		2	8
119	126	3	4
120		2	8
124		3	4
204		1	50
206		1	17
207		1	34
209		3	4
210		1	28
211	215	3	7
212		1	19
220		3	3
305		2	11
439		2	7
444		2	12
445		2	6
446	447	2	12
550		2	10
576		2	5
			429

Gateway Divs. 1 & 2

Line #	Branch	Tier	Buses
18		1	29
45	46	1	39
48	10	1	9
51	26	1	21
53		1	23
55		1	25
56		3	3
60		1	43
105		1	6
108		1	6
110		2	4
111		1	10
112		3	1
115		1	7
117		2	3
120		2	3
127		3	3
202		3	4
251	252	1	30
260		1	9
265	275	3	4
362		2	9
460		2	12
			302

= Lines Shared Between Sectors

Approximate Service Sector Areas



LEGEND

Westside/ Central:
- Division 6 Venice
- Division 7 West Hollywood
- Division 10 Gateway

San Fernando Valley:
- Division 8 West Valley
- Division 15 East Valley

San Gabriel Valley:
- Division 3 Cypress Park
- Division 9 El Monte

Gateway Cities:
- Division 1 Central City
- Division 2 Crossroads

Southbay:
- Division 5 Arthur Winston
- Division 18 Carson-Southbay

Map Produced by: Spatial Analysis Group/Systems Analysis & Research, Countywide Planning & Development, LACMTA, 1/22/2002.

Zip code postal zone boundaries are based on Thomas Bros. digital data 1999 version, used with permission.

THE 2002 WINTER OLYMPIC GAMES IN SALT LAKE CITY – THE FLEET PART 2

SALT LAKE CITY, UT: To transport the residents and visitors attending the games, an extensive public transit network, the SALT LAKE COUNTY OLYMPIC SPECTATOR TRANSPORTATION SYSTEM, was developed. SLCOST, including the **UTAH TRANSIT AUTHORITY,** operated a fleet of 764 buses and 29 light rail vehicles.

The bus fleet included 121 **UTA** buses, 537 donated from other transit agencies, 90 buses leased from Shuttle Bus Leasing/Transit Sales International and 16 **MARTA** (Atlanta) Ford Cutaways for ADA service. The 29 LRVs were from **DALLAS.**

While some of the buses were brand new, others were scheduled for sale following their Olympic duties. The **SAN DIEGO** Gilligs, **HOUSTON** GMC RTS and **BUFFALO** Orion Is were not scheduled to return home and would be sold. The **UTA** GM Classics and 1987 model Gilligs were also to be surplused.

The fleet: **UTA** – 8304-06, 8309-16, 8318-19, 8327, 8329-30, 8332-35, 8338, 8422-63 – GMC TC40102N (Classics). 8701-03, 8705-06, 8709, 8714, 8717-18, 8725-29, 8731, 8733, 8735, 8738, 8741-42, 8746-52, 8754-64 – Gillig 40102TB6V92T. 9514-15, 9517-21, 9523-24, 9532, 9534, 9536, 9538, 9540, 9542-45, 9560-61 – Gillig M11T40102 (9514-24), S50T40102 (others).

MARTA (Atlanta) - 1701-03, 1707-08, 1710-13, 1715-20, 1722, 1724-25, 1727, 1729, 1734, 1743, 1745, 1761, 1777, 1782, 1785, 1787-88, 1790-94, 1796-98, 1801-02, 1807-08, 1815, 1827, 1829, 1838, 1840, 1842-43, 1845, 1856 – New Flyer D40, 1990.

MUNI (San Francisco) - 8803, 8808, 8811, 8813, 8815-17, 8819-20, 8825, 8827-31, 8833, 8835-39, 8841-42, 8847, 8850, 8905, 8910-12, 8917-18, 8921, 8924, 8928-30, 8936-37, 8941, 8944 – New Flyer D40, 1988-89.

WMATA (Washington, D.C.) - 2301-04, 2306-10, 2312-14, 2316-22, 2327-34, 2337-39, 2341, 2346, 2349, 2353-55, 2357, 2359, 2362, 2376 – New Flyer D40LF.

CULVER CITY BUS (CA) – 7064-67, 7078 – New Flyer C40LF, 1998.

MTA (Baltimore) - 9803, 9814, 9821, 9831, 9835, 9837, 9843, 9853, 9857, 9859 – NABI 1998.

VIA (San Antonio) - 934, 938, 944-46 – NABI 40LFW, 2000.

NIAGARA-FRONTIER (Buffalo) - 707, 719, 722, 735, 739-40, 745, 750, 763, 766, 769, 771 – Orion 01.506, 1986.

PIERCE TRANSIT (Tacoma) - 401, 403-04, 407, 409-10, 413-19 – Orion 01.508, 1987.

PACE (ILL) - 8703, 8717, 8724, 8726, 8730, 8754, 8758, 8768, 8778, 8783, 8794, 8796, 8802, 8811, 8840, 8877, 8880, 8893-94, 8896-97, 8899 – Orion 01, 88-90.

RTD (Denver) - 2274-2303 – Orion V, 2000.

METRO (Minneapolis) - 1704, 1708, 1710, 1714-15, 1717-18, 1720, 1722-24, 1728, 1731, 1733, 1735, 1737-38, 1740-41, 1743, 1745-50, 1754-57, 1759-64, 1766, 1768-69, 1771-72, 1774, 1776, 1779, 1781-85, 1789-91, 1795-96, 1801-02, 1804-12 – Gillig 40102TB, 1989.

OCTA (CA) - 4202-52, 4254-55, 4260-61, 4264-65, 4267-69 – Gillig 4096TBL10, 1989-90.

SAN DIEGO (CA) – 502-05, 507, 509-10, 512-13, 515-17, 519, 521, 525, 527-29, 531-33, 536, 541-44 – Gillig 40102TB6V92, 1983-84.

FOOTHILL TRANSIT (CA) – 1040-45, 1056-59 – Gillig S50T4096, 1995-96.

BI STATE (MO) - 3105, 3109, 3143, 3145-46, 3153, 3160, 3162, 3165-67, 3191-99 – Gillig Phantom, 2001.

VALLEY TRANSP AUTHORITY (CA) - 9021-22, 9025-26, 9028-30, 9032-34 – Flxible 40102-6C, 1991.

DART (TX) - 8205, 8208, 8210-11, 8213, 8219, 8225-26, 8232, 8238-39, 8242, 8244-48, 8254, 8258, 8265, 8268, 8274, 8278, 8282, 8294, 8303, 8311, 8326, 8506, 8535 – MCI 102A3, 1988.

ROCK ISLAND MTD (IL) - 201-210, El Dorado National EZ Rider, 2001.

VALLEY METRO/PHOENIX (AZ) - 4401-02, 4405-15, 4553-56, 4558-60 – GMC RTS T8J204, 1981-82.

HOUSTON METRO (TX) - 1903, 1905, 1915, 1920, 1924, 1926, 1939, 1947, 1951, 1954, 1963, 1982, 1986, 2005, 2017, 2023, 2027, 2039, 2088, 2090, 2093, 2100, 2110, 2117, 2121, 2128, 2150, 2155-56, 2159, 2175, 2179, 2184 – GMC RTS T80204, 1982-83.

OMNITRANS (CA) - 2694-98, TMC RTS T80206, 1994.

GOLDEN GATE TRANSIT (CA) - 1251, 1255 – Nova Bus RTS 82-NV, 2001.

CITIFARE (NV) - 302 – Nova Bus RTS RTNFD66; 475, RTS RTNFD86, 2000.

CLEVELAND RTA (OH) - 2103, 2105-07, 2109, 2111, 2116-18, 2122, 2126-32, 2134-35, 2138 – Nova Bus LFS, 2001.

The following buses were leased from Shuttle Bus Leasing/Transit Sales International of Riverside, CA and are listed by their most recent owner.

MONTEREY-SALINAS TRANSIT (CA) - 1201-13, 1215 – Flxible 45096-8-0, 1976.

SPOKANE TRANSIT (WA) - 189-190, 193, 196-199 - GMC RTS T80604, 1983.

VIA (San Antonio, TX) - 200-01, 203, 206-08, 210, 214, 218, 224-25, 233, 236-38, 242-45, 247, 249-50, 256, 259, 263, 266, 271, 283, 289-90, 294-95, 297-98 – GMC RTS TH8201, 1977. — 323, 325, 331, 333-34, 336, 340-41, 345-46, 355-58, 369, 375, 378, 386-87, 390, 400-01, 403-04, 412, 415-16, 421-22, 430, 434, 438, 440-41, 453 – GMC RTS T70204, 1980.

DART Light Rail Vehicles – 103-04, 106, 108, 110-113, 115-117, 119, 122-25, 127-32, 134-40.

(Ed. Note – Data for this listing provided by Les Hoffman via Alan Fong with additional information from Edmund Buckley, Ron Downing, Alan Fong, Andy Goddard, Norm Spaulding and Zack Willhoite).

SALEM AREA TRANSIT (CHERRIOTS)

SALEM, OR: **SAT**'s number one priority has been the replacement of its aging fleet.

Last September, the **SAT** Board approved the $7.5 million purchase of twenty four 35 and 40 foot Orion VII low floor, CNG powered buses with an option to buy up to 25 additional buses over the next five years. The first group of buses is due in the fall/winter this year.

Buses to be replaced include all GMC RTS 1500-1508, three of the 1529-1541 series, three of the 1711-1719 series and the nine 900 series RTS from **TRI MET.**

COMMUNITY TRANSIT (Snohomish County PTBA dba)

EVERETT, WA: The **CT** Board recently awarded COACH USA TRANSIT SERVICES another five-year contract to provide commuter service and SOUND TRANSIT sub contracted service. COACH USA has had the contract since 1997.

COACH USA and FIRST TRANSIT, INC. (contractor prior to C-USA) were the two bidders.

The Everett Station at 33rd and Smith opened for business February 3rd and **CT** and **SOUND TRANSIT** bus routes were modified to serve the new multimodal center. Service to downtown Everett continued along Colby and Wetmore Avenues, but the major bus stop at Hoyt and Hewitt was closed down. **EVERETT TRANSIT SYSTEM** is now operating a circulator shuttle between Everett Station and the CBD.

After a two year hiatus (caused by the effects of lose of I-695 related funding), Sunday and Holiday bus service was reinstated on February 3rd.

WASHINGTON STATE FERRIES (WSF)

SEATTLE, WA: **WSF** is recommending fare increases as the second step in a multi-year process designed to eventually cover 80% of ferry operating costs with farebox revenue to stabilize the **WSF** operating budget.

Most fares would be raised 12.5% rounded to the nearest 0 or 5. In the San Juan Islands, fares would be adjusted an additional 5%.

A new San Juan Islands Day-of-Week Pricing would also begin. Early week fares (Monday-Wednesday) would be discounted by 15%. Summer surcharges would be increased to 35% (from 25%) on car and driver fares and a new 20% passenger surcharge would begin. Coupon books are exempt from surcharges.

Commercial User discounts of 20% would be reduced to 15% as the first step in a gradual phase out. Bicycle surcharges would be increased to the nearest full dollar, vanpool registration fees would be increased and Vashon Island passenger-only fares would return to one-point toll collection.

GRANT TRANSIT AUTHORITY (GTA)

EPHRATA, WA: **GTA,** operating since mid 1995, is the PTBA for Grant County and operates several routes in the Ephrata/Moses Lake/Quincy area. Grant County is located in the east-central part of Washington.

PEOPLE FOR PEOPLE is the contract operator using a fleet of seven 2000 Bluebirds and two 2001 Gilligs.

Still feeling the effects of a loss of 51% of its funding from the I-695 vote *(WT 1/00, 3/00),* **GTA** is considering changes to its Worker/Driver program.



VICTOR VALLEY TRANSIT AUTHORITY

Victorville, California

FLEET #S	BUILDER	MODEL	VIN #S	YEAR	NOTES
38-41	Ford/Supreme	Econ/Senator	SHB40111,30,13,10	1995	
49-52	Ford/Supreme	Econ/Senator	VHB67613,11,12,10	1997	
53-59	Ford/El Dorado	Econ/Aerotech	mixed	1998	
60	Ford/Goshen	Econ/GC II	WC905393	1998	
100-105	Ford/Supreme	Econ/Senator	mixed	1998	
106-113	Ford/El Dorado	Econ/Aerotech	mixed	1999	
301-302	Bluebird	CSFE2409	XF089744, 743	1999	
401	Goshen	Sentry ML2000	VC902174	1997	Ex Adelanto T-1
402	Bluebird	CSRE3408	RF058969	1994	Ex Victorville 8930
403-404	Bluebird	QBRE3703	1F096210, 214	2001	
405	Chevy/Supreme	HD30/Startrans	S3324690	1995	Ex Adelanto T-7
501-508	El Dorado/National	TRE-32	YC084128-135	2001	
701-705	Bluebird	QBRE3703	1F096211,12,13,16,15	2001	
706-707	Bluebird	QBRE2903	VF077871-872	1997	Ex Victorville 8743,8747
708	Ford/Supreme	Econ/Senator	SHB40107	1995	Ex ATC/F & A 43
0001	Thomas	Transit Liner	P0005064	1993	
0005	Thomas	Transit Liner	P0005068	1993	
8933	Bluebird	CSRE3408	RF058967	1994	

NOTES:
The VICTORVILLE fleet includes 701-708 and 8933.
The ATC/FORSYTHE & ASSOCIATES fleet includes 38-60, 100-113, 301-302, 501-508, 0001 and 0005.
The ADELANTO fleet includes 401-405.

(Continued from page 6)

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: In January the world famous Griffith Observatory closed its doors for a three year renovation effort affecting Line 203-OBSERVATORY.

The line now operates daily every 15 minutes 700AM-700PM using one bus over what had been its weekday morning route – Sunset & Vermont via Vermont, Hollywood, Hillhurst, Franklin, Vermont, Los Feliz, Hillhurst and Sunset to Vermont.

DASH/WATTS and DASH/WATTS NORTH have been combined (February 18th) into one somewhat larger routing incorporating most of the previous alignments. M. V. TRANSPORTATION still operates the line.

The alignment is a two directional loop with three buses on a 25 minute headway each way 700AM-700PM weekdays and 900AM-600PM on Saturday.

Buses no longer go inside Kenneth Hahn Plaza, but serve the shopping center from stops on 119th.

From Hahn Plaza the line runs via 119th/120th, Avalon, Imperial, Central, 108th, Avalon, Century, McKinley, Manchester, Central, 92nd, Wilmington, Century, Central, 103rd, Weigand (Gorman northbound), 108th, Mona Blvd and 119th to Wilmington (Hahn Plaza).

LADOT has issued an RFP for continued operation of the COMMUTER EXPRESS (409, 413, 419, 422, 423, 430, 431, 437, 438, 448, 534, 549, 573, 574, METROLINK BUNKER HILL) and COMMUNITY CONNECTION (142, 147, 203) routes. **COACH USA TRANSIT SERVICES, INC** is the current contractor.

A few changes in operations are proposed. Line 448 is scheduled for reverse direction commute service and three new Orion V CNG powered buses, scheduled for delivery early in 2003, are intended for the 448.

The current bus rehab program *(WT 12/01)* would be expanded to include Gilligs 14419-14450, 14501-14508, Neoplans 92001-92038 and Stewart & Stevenson 91002-91003 and 92039-92058.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Valley Transp Authority	1001	Gillig	G18D102N4/Y1071760	2000	
	1002-1052	Gillig	G22D102N4/11072799-849	2001	
Benicia Transit System	2000-2001	Gillig	C20B096N4/Y110159-160	2000	
	2002	Gillig	C20B096N4/Y110846	2000	
Tri Delta Transit (ECCTA)	0182	Gillig	C20D102N4/Y1110882	2000	
	0183-0199	Gillig	C20D102N4/11110883-899	2001	
	0094-0096	MCI	102EL3/YP0061051, 61359, 392	2000	
	0097-0099	MCI	102EL3/YP0061395, 398, 401	2000	
Citizens Area Transit (NV)	504-509	Neoplan	AN460L/2L013005-010	2002	
	660-666	New Flyer	D60LF/1U023227-233	2001	1
Fort Worth Transp Auth	201-204	Orion	02.501/X6200091, 108-110	1999	
	205-210	Orion	02.501/Y6200112-117	2000	
	211-215	Orion	02.501/Y6200119-123	2000	
	216-220	Orion	02.501/Y6200127-131	2000	
	921-930	Orion	02.501/Y6200132-141	2000	
Citifare (NV)	301-304	Nova Bus	RTNFD66/YR834918-921	7-8/00	
	472-477	Nova Bus	RTNFD86/YR834912-917	07/00	
Laredo Muni Transit (TX)	0024-0026	Nova Bus	82VN-CNG/YR835193-195	07/01	
Golden State Transp Co	60012	Van Hool	C2045L/12045673	2001	
-USED-					
Yosemite Transp System	136-138	Gillig	4096TBL10/J1082149-150, 153	1988	2
	139-142	Gillig	4096TBL10/J1082155-158	1988	2
	143-144	Gillig	4096TBL10/J1082160-161	1988	2
	145-147	Gillig	4096TBL10/J1082163-164, 166	1988	2
Tri Delta Transit (ECCTA)	9996	Gillig	G19E102R2/X1090250	1999	3
	9997	Gillig	G26E102R2/X1090291	1999	3
Inland Empire Connection	9211	TMC	T80206/NR828623	06/92	4
	9217	TMC	T80206/NR828629	06/92	4
Lane Transit District (OR)	761	MAN	SG220-18-2/297-0025	1978	5
	762	MAN	SG220-18-2A/297-0107	11/78	6
	763	MAN	SG220-18-2A/297-0134	12/78	7
	764	MAN	SG220-16.5-2A/297-0139	01/79	8
	765	MAN	SG220-16.5-2A/297-0160	01/79	9
-DISPOSITIONS-					
Valley Coach (AZ)	3002-3008	Gillig	3596TB6V92T/K1082602-08	01/89	10

-NOTES-

1. Renumbered 670-676.
2. Ex OCTA 4102-4103, 4106, 4108-4111, 4113-4114, 4116-4117, 4119
3. Ex Demonstrators.
4. Ex RTA, same numbers.
5. Ex Seattle Metro 1422.
6. Ex Golden Gate 451 via RTD 9250.
7. Ex Metro Transit Comm (MN) 1017.
8. Ex PATransit (PA) 3002.
9. Ex CTA (IL) 7003.
10. To Madison Metro Transit (WI) 713-719.

ADDITIONAL INFO FOR GREEN TORTOISE LINES ROSTER (ROTM 03/02):

902 Prevost Champion/C1001346, 03/82
ex All West Coachlines 138, ex Arizona Southern 814.
903 Prevost Champion/C1001202, 10/81
ex All West Coachlines 136, ex Arizona Southern 804.



Yosemite Valley Visitor Shuttle 138 (ex OCTA 4106), Gillig 4096TB resting in the snow in Yosemite.

Jeremy Dickson photo