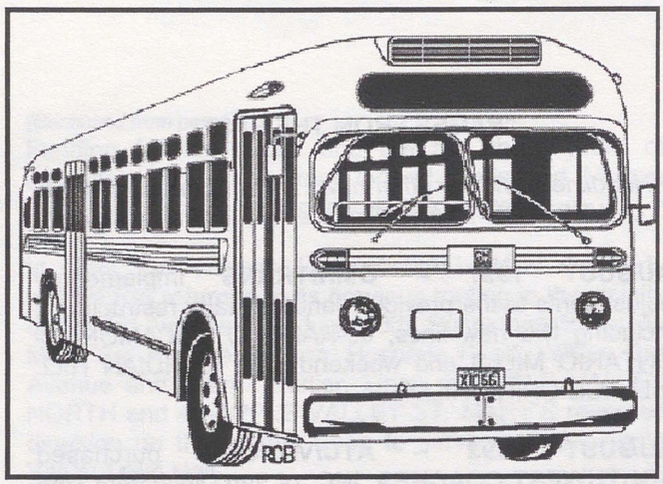


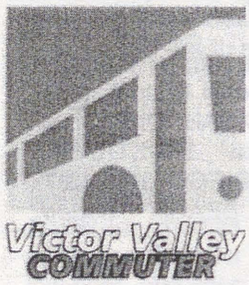
Western Transit

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VOL. 40, NO. 8 **August 2002**

VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

VICTORVILLE: .The VICTOR VALLEY COMMUTER made its debut on July 15th as about 50 passengers rode on eight trips between the High Desert and either Rancho Cucamonga or San Bernardino.



In the planning stages since 1994 *(WT 12/94, 12/95),* the peak hour weekday system includes two routes, VICTORVILLE-HESPERIA-SAN BERNARDINO and VICTORVILLE-HESPERIA-RANCHO CUCAMONGA-ONTARIO MILLS and uses a fleet of five (4 scheduled and 1 spare) Neoplan AN345A buses.

ATC/FORSYTHE operates VVC as part of its contract.

The five buses (1001-1005) are painted in either the solid salmon (1001, 1003, 1005) or solid teal (1002, 1004) with the VVC logo in the opposite color. The CNG powered buses feature 44 forward facing, reclining, cloth seats, individual reading lights and hook ups for lap top computers, a Ricon wheelchair lift near the back of the bus just ahead of the accessible restroom, electronic head and side signs and rear route number.

From the downtown Victorville Transportation Center (6th and D), the RANCHO CUCAMONGA bus travels D St, Interstate 15 (exiting at Bear Valley Road to serve the Applebee's Park and Ride lot), Joshua, Highway 395 (serving South Hesperia Park and Ride), I-15, 4th Street, Milliken to Rancho Cucamonga METROLINK Station, returning on Milliken to Ontario Mills Mall (**OMNITRANS** connections).

The SAN BERNARDINO buses travel from Victorville to the junction of I-15 and I-215 as the others and they then continue on I-215 and operate thru downtown San Bernardino via 6th Street, Arrowhead, 4th into 3rd to the METROLINK Station.

To reduce deadhead mileage, **VVTA** and **OT** initially had an agreement to allow the four VVC buses to park at **OT's** Metro Division in San Bernardino during the day with a **VVTA** van, parked overnight in the yard, to shuttle the four morning operators back to the ATC garage and then bring the afternoon operators to San Bernardino to pick up the buses. *(Ed. Note – since the third week, the buses have not parked at **OT** midday).*

The one way cash fare is $9.00, a ten-trip ticket is $85.00 and a monthly pass is $150.00. Monthly pass holders can transfer free to **OT** and other **VVTA** buses.

(Ed. Note – by bus standards, the commuter fares are high. Only ANTELOPE VALLEY TRANSIT AUTHORITY charges in this range).

Monthly pass holders are eligible to participate in the **VVTA** Guaranteed Ride Home program which provides complimentary taxi or shuttle service under certain conditions to qualified participants.

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LETTER FROM THE EDITOR

This month I begin my 31st year as the Editor of *WESTERN TRANSIT.* I was Associate Editor to the four people who served as Editor during our first nine years and believed I was ready for the challenge.

Much has changed in the world of transit during that time. Transit is funded and operated quite differently than in 1972. In many communities local taxes help to fund the transit system, making it much more political than before. Transit has been given more of a social service function and the passage of the Americans with Disabilities Act in 1990 furthered that role. Service contracting and environmental issues that have lead to alternative fuels are other issues.

Our readers employed in the industry are aware how these differences have effected how they perform their jobs. Service changes and fare policies can have social, political or financial implications. These are not always apparent to the transit passenger.

The mission of *WESTERN TRANSIT* is to observe and record transit events as they become part of history.

Part of the recording is to explain, as best we can, the behind-the-scenes issues affecting the decisions made.

I will continue to sample the products of as many stories as possible to be able to give the news a personal perspective, rather than relying only on press releases.

Reporters are very important to a newsletter and *WT* is fortunate to have about one dozen regular contributors. But, we can always use additional sources – why not add your name to the list?

The look of the publication has changed gradually over the years. *WT* has been computerized since May 1988, thanks to the efforts of Associate Editor and Webmaster Craig Barnes.

Our website went online in March of 1997. In March 2000 we got our own domain name, www.western-transit.com and it underwent major changes. In February 2001 we added the Bus Store, from which you can order back issues, models and manuals.

With plans to serve as Editor for many more years.

EAB

WT BACK ISSUES AVAILABLE

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

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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)

AUGUST 1997 – OMNITRANS implemented adjustments to the previous January major restructuring including two new lines, 69-RANCHO CUCAMONGA-ONTARIO MILLS and weekend only 73-INDIAN HILL VILLAGE-CHINO HILLS.

AUGUST 1992 – ATC/VANCOM purchased **SOUTHWEST COACHES, INC.** of San Diego from Tom Evans and received a new operations contract from **MTDB** for Lines 901, 902, 903, 904, 932, 933/934 and evenings/weekends on 13 and 36.

AUGUST 1987 – GREYHOUND LINES, INC. filed an application with the Interstate Commerce Commission to purchase all operating rights of **TRAILWAYS LINES, INC.** together with its principal operating assets. August 5th brought a takeover of **TWI.**

AUGUST 1982 – Sponsored by the Strand Express Agency (cities of Coronado and Imperial Beach), Line 901-IMPERIAL BEACH-CORONADO-SAN DIEGO, a combination of the former **CIRCLES'** 170-STRAND STREAKER and a portion of **SAN DIEGO TRANSIT CORP.** 9-CORONADO-PACIFIC BEACH began operations.

AUGUST 1977 – NORTH COUNTY TRANSIT DISTRICT Directors approved arrangements for a $1.4 million UMTA grant to be used to purchase 20 buses designed by Gillig-Neoplan and manufactured at the Gillig plant in Hayward.

WT STAFF FOR THIS MONTH

EDITOR:	Edmund Buckley
ASSOCIATE EDITOR:	Craig Barnes
SENIOR CORRESPONDENT:	Jim Moore
SENIOR STAFF:	Alan Fong Chares Hobbs
REPORTERS & SOURCES:	Gary Boughton Jim Husing Russ Jones Marvin Martin John McKane Andrew Novak Scott Page Charles Powell Ed Von Nordeck

(Continued from page 1)
Funding for the buses and the first three years of operations will come from federal funds and Mojave Desert Air Quality Management District grants.

In other **VVTA** news, Line 44–MALL-MAIN STREET-HESPERIA returned to its previous routing in the vicinity of the 3rd Avenue loop June 10th. Buses now travel via Main, 3rd Avenue, Lemon, Hesperia Road, Willow, 3rd Avenue and Main. Earlier, Lines 40-APPLE VALLEY NORTH and 42-APPLE VALLEY-ST. MARY'S reversed direction on the Library Loop to serve the new Apple Valley Town Hall.

Under discussion are plans for **VVTA** to take over *(Ed. Note – actually, resume – WT 10/97, 4/98)* the County of San Bernardino sponsored **LUCERNE VALLEY BUS** this fall. Presently, the LUCERNE VALLEY ECONOMIC DEVELOPMENT ASSOCIATION, using an Econoline/ Aerotech, provides six trips on weekdays and four on Saturday between the community of Lucerne Valley, east of Apple Valley on Highway 18 and AV with buses stopping at the new **VVTA** Apple Valley terminal (Outer Highway 18 South and Quinnault at the Post Office).

OMNITRANS (OT)

SAN BERNARDINO: **OT** has awarded Southern California Thomas Bus Sales of Ontario, CA a $3.7 million contract for an initial order of twelve thirty-foot, low-floor, two-door CNG buses (likely model SLF 230) with delivery to begin in early 2003. Options for up to 42 more are included in the order. *(Ed. Note – these buses will cost of $313,957 per vehicle).*

Current **OT** service plans call for 12 (8 scheduled and 4 spare) mid size buses with a possible increase of twelve more over the next four years. The balance of the buses have been reserved by other transit agencies in this joint procurement including **NORTH COUNTY TRANSIT DISTRICT, RIVERSIDE TRANSIT AGENCY, NORWALK TRANSIT SYSTEM** and **CULVER CITY.**

In an attempt to resolve neighborhood issues about its CNG fueling station *(WT 6/01, 9/01),* **OT** converted the stations in San Bernardino and Montclair to liquefied compressed natural gas (LCNG). They have operated for about three months and have reduced the fueling time per bus from seven to four and one half minutes. A consultant has been retained to test the occasional vapor cloud, which is mostly condensation, that rises during fueling or in the evening. Test results are also pending on the station's noise level and modifications.

The Service Element for FY 03 of the 2002-2006 Short Range Transit Plan maintains a status quo service level, deferring addition of six expansion buses, due to financial uncertainties at the state and federal levels, but there are major recommendations for Line 66 and **INLAND EMPIRE CONNECTION** Lines 90 and 100.

Line 66-FONTANA-MONTCLAIR VIA FOOTHILL will serve Upland's San Antonio Hospital via Hospital Pkwy, 11th and Campus and offer two-way service on Foothill between Euclid and Grove.

Presently, Line 90 operates hourly and Line 100 every half hour weekdays with consistent running times. Line 90-MONTCLAIR-SAN BERNARDINO RAPID will run on a variable headway, based on patronage and with different running times by direction and time. Line 100-RIVERSIDE-SAN BERNARDINO will also be changed to a variable headway and rerouted to serve both the Riverside and San Bernardino METROLINK depots.

OT and **RIVERSIDE TRANSIT AGENCY** will soon sign a new Memorandum Of Understanding for a reciprocal service agreement, set to begin in April 2003, for inter county bus service which includes **OT** wholly funding **IEC** Line 100 ($169,800 per year) while **RTA** will totally fund its new RIVERSIDE-MONTCLAIR EXPRESS Line 92 ($144,800). Each agency may operate within the other's area with agreed upon criteria for passenger boarding and alighting and honoring of fare media.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: The **RTA** Board recently approved the establishment of four NEW Regional Flyer bus routes, weekday peak hour type lines serving Riverside County.

Depending upon the arrival of new buses, these lines could begin as early as next January.

TEMECULA-MURRIETA-ELSINORE-CORONA and SUN CITY-PERRIS-MORENO VALLEY-RIVERSIDE, both ending at METROLINK Stations, are planned along with RIVERSIDE-MONTCLAIR (Montclair Trans Center terminus) and TEMECULA-ESCONDIDO, the first public transit between Riverside and San Diego Counties and with **NCTD** and **SDCTS** connections).

ORANGE COUNTY TRANSPORTATION AUTHORITY and **RTA** have signed an additional one year agreement for continued operation (through June 30, 2003) of **IEC** Line 149-RIVERSIDE-MALL OF ORANGE at its current service levels. It is also anticipated that any future intercounty express bus service will be incorporated into the overall strategy for State Route 91 transit solutions *(WT 11/01, 12/01).*

(Continued on page 4)

(Continued from page 3)

CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: Another **LADOT** Community DASH began operations on July 15th with a week of free rides - DASH/KING-EAST, a two directional circulator in the area south and east of downtown and north of the DASH/SOUTHEAST route. Service operates weekdays 700AM-700PM and Saturday 900AM-600PM, two buses each way on a 15 minute headway.

From Adams & Figueroa, the line travels via Figueroa, 23rd, Trinity, 21st, San Pedro, Washington, Griffith, Adams, Central, King. Hill, 39th, Grand, 37th, Hill, Jefferson, Grand and Adams to Figueroa.

KING-EAST is operated by **CONNEX TCT, LLC** from its Vernon yard on Bandini Blvd with a fleet of second hand (from SMART SHUTTLE) Econoline/Aerotechs including 21, 106, 111 and 113. The 18 passenger, accessible units are painted all white with black window effect and the new DASH logo.

LADOT has issued an RFP (Community DASH Package 4) for operation of current DASH/PICO UNION-ECHO PARK and DASH/EL SERENO-CITY TERRACE and new DASH/ROWAN (basically a route covering the south end of **MTA** 255-ROWAN-GRIFFIN) The service would be operated with a fleet of 23 new 2002 model El Dorado National 30-foot EZ Riders. The 98000s and 99000s currently used will be transferred elsewhere within **LADOT.**

SEAL BEACH SENIOR MOBILITY PROGRAM

SEAL BEACH: The **SMP** began earlier this month, partially replacing the Leisure World-Rossmoor Center Trolley that ended earlier this year.

Funded by the city, the County of Orange and **OCTA** and using a former **OCTA** Econoline/Aerotech cutaway, the primary function of the bus will be daily transportation (930AM-1230PM) to and from Seal Beach's Congregate Meal Program held at the Senior Center near the Mary Wilson Library. Anyone in Seal Beach can make an advance telephone request.

LWRCT, operated by **PACIFIC COACHWAYS** with a red and green replica trolley vehicle, was discontinued when half of the funding for the program stopped with the disbanding of the Rossmoor Center Merchants Association, due to a massive remodeling project that is still ongoing.

LOW EMISSION SCHOOL BUSES

Local school districts have received money from the Adopt-A-School Bus Foundation and Mobile Source Air Pollution Reduction Review Committee to assist in the purchase of new school buses. The groups are affiliated with the South Coast Air Quality Management District.

Garden Grove Unified is buying eight 84-passenger CNG powered buses and will receive money for a ninth, Placentia-Yorba Linda Unified plans to buy four CNG buses and Fullerton Joint Union High School six buses. Anaheim Union High School District received grants to buy 12 low-sulfur-diesel buses while Anaheim City and Newport-Mesa got money to buy two each.

Several school districts in Los Angeles, Riverside and San Bernardino Counties also received similar funds.

FOOTHILL TRANSIT (FT)

WEST COVINA: **FT** awarded COACH USA TRANSIT SERVICES the contract to operate the lines from El Monte Division, most recently held by LAIDLAW. These include 178, 184, 185, 187, 189, 269, 272, 275, 280, 281, 283, 284, 289, 480, 481, 482 and 851. When the new **FT** owned Irwindale garage opens, operations will be shifted there. LAIDLAW is now advertising the property on Baldwin Avenue for sale.

COACH USA, who will hire the bus operators and service workers, has teamed with PENSKE who will employ the mechanics. While Operators had to reapply for their jobs, they retained seniority, vacation and sick pay benefits and will get a 75 cent an hour increase.

CALIFORNIA NEWS BRIEFS

METROLINK fares were increased five per cent across the board on July 1st, the third in a three-phase fare increase program started in 1998.

The **ANTELOPE VALLEY TRANSIT AUTHORITY** is celebrating ten years of operations this summer *(WT 3/93)* highlighting its continuing expansion, relatively low cost per mile and high cost recovery.

DUMBARTON EXPRESS (Palo Alto-Menlo Park-Union City) fares and service levels (with possible increases to fares and decreases in service caused by revenue shortfalls) was the subject of recent hearings.

BAY AREA RAPID TRANSIT DISTRICT have voted to include a $1.7 billion bond measure on the November ballot for seismic, safety and security improvements.

(Continued on page 5)

Victor Valley Commuter
Serving Rancho Cucamonga and San Bernardino

The Victor Valley Commuter (VVC) is your ticket to Rancho Cucamonga, San Bernardino, and beyond. With convenient morning and evening departures travel in comfort, arriving at your destination relaxed and refreshed. Commuting to work is easy, fun, and less costly than driving. Don't be stuck in traffic behind the wheel. Use that time to sleep, read a book, or catch-up on world events with your morning paper. Connections to Metrolink.

Each Victor Valley Commuter coach features airline-style reclining seats, individual climate controls, laptop connections, and a fully accessible on-board restroom.

Monthly pass holders receive free membership in Victor Valley Transit's *Guaranteed Ride Home* program. Details below.

FARES

Riding the Victor Valley Commuter makes sense. Dollars and Cents! Fare options include one-way cash, 10-trip Tickets, and the VVC monthly pass.

One-Way Cash $9 | 10-Trip Ticket $85 | Monthly Pass $150

10-Trip Tickets and Monthly Passes may be purchased at Adelanto City Hall, Apple Valley Town Hall, Hesperia City Hall, Victorville City Hall, Victor Valley College, and the VVTA Administration Office. Passes may not be shared among riders and are non-transferable.

CONNECTING SERVICE

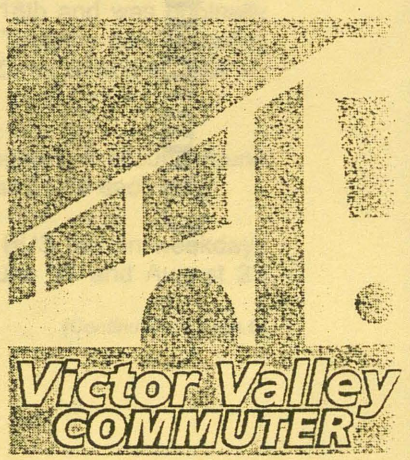
Convenient connections to other transit services available at the Victor Valley Transportation Center, Ontario Mills Transit Center, the Omnitrans Center on Fourth Street, and the Rancho Cucamonga and San Bernardino Metrolink Stations. VVC ticket holders are eligible for free transfer to Omnitrans. Ask your driver for details.

GUARANTEED RIDE HOME

Monthly pass holders receive free membership in Victor Valley Transit's *Commuter Club*. Club members are eligible to participate in VVC's *Guaranteed Ride Home* program which provides complimentary taxi/shuttle service to qualified participants. Ask your driver or call (760) 948-3030 for program details.

GENERAL GUIDELINES

- Fare is due at time of boarding. Exact fare is required. If using a monthly pass, insert into farebox reader.
- Service does not operate on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas.
- Midday service to San Bernardino is available via Greyhound. Call (760) 245-2041 for details.
- Arrive at your boarding point five minutes prior to the time shown in our schedule. (see reverse)
- All Victor Valley Commuter coaches feature a smoke-free environment.
- Only service animals (guide dogs) will be permitted onboard.



Leave the drive behind!

Commute in comfort aboard the *Victor Valley Commuter.*

RANCHO CUCAMONGA

	MORNING SERVICE	
6th & D Street	Mall/Applebees	395/Joshua
4:40	4:52	5:06
5:00	5:12	5:26
5:25	5:37	5:51
	ARRIVE RANCHO CUCAMONGA	
Rancho Metrolink Station	Metrolink Train Departure	Ontario Mills *
5:46	5:55	5:56
6:06	6:15	6:16
6:31	6:40	6:41
	EVENING SERVICE	
Ontario Mills *	Metrolink Train Arrival	Rancho Metrolink Station
4:16	4:24	4:26
4:46	4:54	4:56
5:18	5:26	5:28
7:53	8:01	8:03
	ARRIVE	
395/Joshua	Mall/Applebees	6th/D St
5:06	5:18	5:30
5:36	5:48	6:00
6:08	6:20	6:32
8:43	8:55	9:07

* Connections to Omnitrans

SAN BERNARDINO

	MORNING SERVICE				
6th & D Street	Mall/Applebees	395/Joshua			
5:55	6:07	6:21			
6:40	6:52	7:06			
7:00	7:12	7:26			
7:30	7:42	7:56			
	ARRIVE SAN BERNARDINO				
6th St. (Greyhound)	SB Library	5th/Arrowhead	Omnitrans Bus Stop C	Metrolink Station	Metrolink Train Departure
6:57	7:00	7:03	7:06	7:12	7:19
7:42	7:45	7:48	7:51	7:57	
8:02	8:05	8:08	8:11	8:17	8:25
8:32	8:35	8:38	8:41	8:47	
	EVENING SERVICE				
6th St. (Greyhound)	SB Library	5th/Arrowhead	Omnitrans Bus Stop C	Metrolink Train Arrival	Metrolink Train Departure
5:10	5:13	5:16	5:19		5:25
6:25	6:28	6:31	6:34	6:36	6:40
6:55	6:58	7:01	7:04	7:01	7:10
7:20	7:23	7:26	7:29	7:19	7:35
	ARRIVE				
395/Joshua	Mall/Applebees	6th/D St			
6:01	6:15	6:27			
7:16	7:30	7:42			
7:46	8:00	8:12			
8:11	8:25	8:37			

(Continued from page 4)

SANTA MONICA MUNICIPAL BUS LINES (SMMBL)

SANTA MONICA: **SMMBL** ordered 37 NABI LNG powered buses (4001-4037) which they have received and placed into service over the last several months. The order included a 22 bus option which will not be exercised in order for the agency to buy a number of articulated buses for 3-LINCOLN BL and 7-PICO BL. (order expected in about two years).

On July 30 Fox Home Video sponsored "Fare Free Day" on **SMMBL** Line 10-LOS ANGELES VIA FREEWAY to promote the release of "Speed" on DVD *(Ed. Note – it has been ten years since the movie was released).*

A film crew was stationed at 3rd & Santa Monica at 735 AM that morning to film passengers boarding 5180, a GMD T8H-5307A, the last New Look manufactured and now preserved by **SMMBL** as a historic bus.

The City Council has been asked to approve a change to shorten Line 14-BUNDY-CENTINELA from the Getty Center to Sepulveda and Church Lane following the museum's decision to discontinue funding bus service. In advance of its 1997 opening, the Getty approached **SMMBL** to pay for service to offset parking and traffic issues and encourage the use of public transit.

Contrary to earlier reports *(WT 6/02),* Stephanie Negriff, interim Director Of Transportation for **SMMBL** received the permanent position.

PASADENA AREA RAPID TRANSIT SYSTEM (ARTS)

PASADENA: The Transportation Advisory Commission has recommended the City begin development of a Short Range Transit Plan (a multi-year operating and funding plan) for the purpose of eventually becoming an "included operator". An IO is a public transit operator in Los Angeles County eligible to receive formula funds (a mixture of federal, state and regional money that may cover as much as 2/3 of the annual operating costs of transit) from the **MTA.**

In the short term, the TAC also recommended an expansion for **ARTS** to increase service coverage from four to nine routes to cost nearly $13 million annually.

City staff supported the TAC approach and developed a limited scope one-year plan to begin next July with the opening of **MTA's** GOLD LINE. This program would augment existing transit and include three elements – early morning service (700AM-1100AM) on **ARTS** Line 10, new service on Allen and Hill Avenues connecting Pasadena City College and Cal Tech to the Allen Avenue Station and a connection between the Art Center of Design/Linda Vista area and the Del Mar and Fillmore rail stations.

To fund the nearly $4 million additional annual expense, city staff recommended to the City Council funds from several new sources be considered – charging fares on **ARTS** buses, allocating revenue from parking meters, reallocating Prop. A and C funds from the Student Bus Pass Program, developer mitigation fees and imposing a city wide parking tax on privately owned garages. A study of all of these options is now underway.

DOWNEY LINK (DL)

DOWNEY: Since July 1st, **DL** has a modified route structure, a new terminal location and a new contractor with new buses.

All **DL** buses now begin and end at the Downey Depot Transportation Center, located on Nance Street, one block south of Firestone and one block west of Downey Avenue, on the site of the original SOUTHERN PACIFIC Depot.

DL's four routes (NORTHWEST, NORTHEAST, SOUTHWEST and SOUTHEAST) operate on weekdays between 630AM and 630PM on 40-minute headways, one bus on each line plus two tripper buses to offer additional trips at school start and end times.

MV TRANSPORTATION, INC. is the new contractor and is presently using a fleet of seven 30-foot Orion I buses, former **SAN DIEGO COUNTY TRANSIT SYSTEM** buses on lease from Complete Coach Works. The buses retain their **SDCTS** numbers - 001-007. 003 is still in its former colors. The buses will be replaced by new ones, later this year.

SUMMER BEACH BUSES

Beach buses were operated for summer 2002 from at least Moorpark and Calabasas (The AGOURA HILLS BEACH BUS was sighted on Pacific Coast Highway, but we have no specific information).

Operated by **MOORPARK TRANSIT,** the MOORPARK BEACH BUS returned on June 18th and was originally scheduled for one round trip on Tuesday and Thursday (leave Moorpark at 900AM and Zuma Beach at 300PM) through August 22nd.

Due to the popularity of the program, a second round trip was added on July 5. Fare was $1.00 each way.

CITY OF CALABASAS BEACH BUS ran on weekdays except Wednesdays between June 17 and August 23

(Continued on page 6)

(Continued from page 5)
offering three round trips between Calabasas High and Zuma Beach charging $1.00 each way. *(Ed. Note – an interesting note on the timetable stated that a Picture ID was required).*

SOUTH COAST AREA TRANSIT
(SCAT)

OXNARD: **SCAT** implemented a number of changes on July 7th including dividing the former 3-SOUTHSIDE/7-PLEASANT VALLEY/9-GISLER-ELM combination. Line 3 is now interlined with 2-COLONIA and both operate on 40 minute headways.

Lines 7 and 9 have been combined into a new 7-SOUTH OXNARD. From C Street Transit Center, the line runs via C St, Laurel. Saviers. Channel Islands, Gisler into Date, Commercial, Pine, Date, Gisler, Elm, Saviers, Channel Islands and C St, then operates over the same alignment as the former 7.

SACRAMENTO REGIONAL TRANSIT DISTRICT
(RT)

SACRAMENTO: Routes 30-J STREET and 31-J ST-CSUS resumed service to and from the downtown AMTRAK Station on June 16th.

THE NEIGHBORHOOD RIDE shuttle program *(WT 11/00, 04/01, 02/02),* in the second year of a three-year pilot program, has been deemed successful plans for its expansion into Oak Park, Tahoe Park and Elk Grove as the SOUTH LINE light rail program opens in the south Sacramento area in September 2003.

The first one of 40 Construcciones y Auxiliar de Ferrocarriles light rail vehicles went on public display on August 9th. The new and old cars will be compatible, but there are some differences. Both seat 64, but seats in the CAF cars will all face the same direction as opposed to the "parlor seating" in the current units, the seats will be slightly narrower to allow wheelchairs in the aisle. The fronts of the CAF cars are sloped giving them a sleek, bullet-train appearance.

MARIN COUNTY TRANSIT DISTRICT (MCTD)
GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: **MCTD** recently adopted a five-year program of fare increases corresponding to the annual rate of change in the Bay Area Consumer Price Index.

As of August 1st, the adult and youth cash fares rose from $1.50 to $1.65 with senior/disabled fares 80 cents.

The increase will affect **GGT** Routes 1, 7, 17, 21, 23, 27, 33, 35, 39, 43, 45, 63, 65 plus any other **GGT** line providing local service within Marin. *(Ed. Note – **MCTD** does not provide any bus service on its own, but rather contracts with **GGT** for service).*

KERN REGIONAL TRANSIT
(KRT)

BAKERSFIELD: With a two-year state grant of $2.1 million, **KRT** has doubled service on the NORTH KERN EXPRESS (Delano-Wasco-Bakersfield) and on Lamont Dial-A-Ride and also added Saturday hours. Service on ARVIN-BAKERSFIELD was also increased.

VALLEY TRANSPORTATION AUTHORITY
(VTA)

SAN JOSE: **VTA** implemented a fare increase and made major service changes on July 6th.

Adult local cash fares were increased to $1.40, Adult Local Daily Passes are now $4.00 with increases to youth, senior and disabled fares.

Service changes included four line discontinuations plus stretched headways and trip trimming and service span reductions on many others.

The LIGHT RAIL lines and 10-AIRPORT FLYER now all operate on 15 minute headways (was 10) on weekdays.

Totally discontinued were 14-WATSONVILLE RD-MAIN & PEAK, 43-LAWRENCE CALTRAIN-ALVISO, 87-VALLEY FAIR-EL CAMINO & SCOTT, 345-EASTRIDGE-MOUNTAIN VIEW LIMITED.

CITIFARE
(CF)

RENO, NV: **CF** operators, dispatchers and customer service representatives, employed by TRANSIT MANAGEMENT OF WASHOE and represented by Teamsters Union Local 533, overwhelmingly rejected a contract offer *(WT 6/02, 7/02)* and walked off the job on Sunday, August 4 at 645PM.

Funding agency Regional Transportation Commission prepared a plan to provide limited bus service with Sunday schedules using TMW management and non union drivers on Lines 1-SOUTH VIRGINIA ST, 2-NINTH-SILVERADA, 3-KINGS ROW-SKY MOUNTAIN, 5-SUTRO-SUN VALLEY, 7-STEAD, 11-4TH-PRATER, 15-SUTRO-WEDEKIND-TMCC, 21–WESTERN VILLAGE and 26-EAST PRATER expanding the program as additional operators became available. The entire system is now operating.

The Teamsters sought a wage increase of 20 percent over three years, increased pension payments and a

(Continued on page 7)

HAWAII COUNTY TRANSIT SYSTEM
Hilo, Hawaii

FLEET #S	BUILDER	MODEL	VIN #S	YEAR	NOTES
100-109	AM General	9635-6	000458-000467	08/75	1
201-207	Neoplan	AN440A	RL013080-086	1994	
210	Scania	CN112	FC098182	1985	2
212	Scania	CN112	FC098051	1985	3
213	Scania	CN112	FC098068	1985	3
214	Scania	CN112	FC098049	1985	3
215	Scania	CN112	FC098070	1985	3
218	Scania	CN112	FC098050	1985	3
219	Scania	CN112	FC098045	1985	3
221	Scania	CN112	FC098069	1985	3
300-303	International	—	XH213545-548	1999	4
401-404	Gillig	C20—	Y1111649-652	2000	
405	Gillig	C20—	Y1111136	2000	

NOTES:
1. Off Roster.
2. Ex The Bus (HI) 551.
3. Ex The Bus (HI) 825, 842, 823, 844, 824, 819, 843.
4. Mixed VINS.

This listing covers the period of the last several years and includes the AM Generals, now off the roster.

HCTS provides local and suburban service to the 50th State's second largest city of Hilo.

(Continued from page 6)

Teamsters health insurance plan. Just prior to the vote, they dropped the wage request to 15 percent (since reduced to 12%), but maintained the other points. TMW offered six percent over the three years. RTC officials said the demands would cost an additional $4 million at a time when sales tax revenues have declined 1.2 percent while patronage also dropped, by 1.3 percent.

On August 9th bus drivers offered to return to work and resume contract negotiations with the aide of a mediator, but TMW officials locked them out. Manager Michael Steele wrote the Teamsters that since they had already rejected contract offers, he believed the union would be willing to strike again *(Ed. Note – two walkouts had taken place, on June 10th for about eight hours and continuously starting August 4th).*

Although the two sides have yet to resolve the issues (wages and health insurance), TMW Manager Mike Steele invited the employees back to work on August 24th and they did return two days later. New meetings between the parties have yet to be scheduled.

CITY OF PHOENIX TRANSIT SYSTEM (COPTS)
VALLEY METRO (VM)

PHOENIX, AZ: A number of changes have taken place recently in "The Valley Of The Sun", mostly reductions related to a general reduction in sales tax revenues.

FLASH LITE in Tempe was discontinued in February while the last day for 124-WARNER was March 30th.

On April 15th the City of Tempe reduced service on the portions of 30-UNIVERSITY, 45-BROADWAY and 61-SOUTHERN that ran in Mesa, but were funded by Tempe.

In January, Tempe had considered reductions on portions of the RED LINE, 40-APACHE, 72-SCOTTSDALE-RURAL and 81-HAYDEN-MC CLINTOCK that operated in other cities, but decided against those changes.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

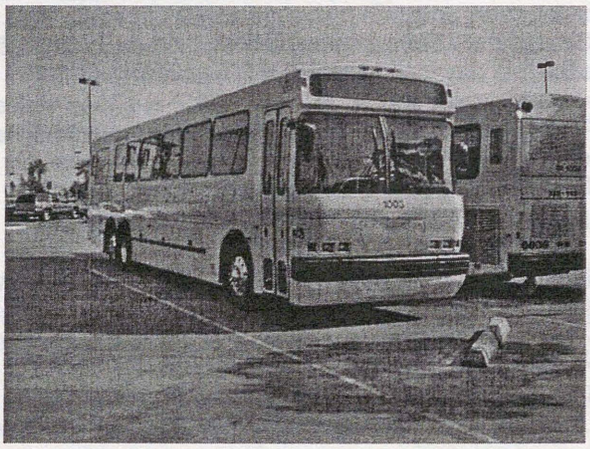
PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	
-NEW-					
Victor Valley Transit Auth	1001-1005	Neoplan	AN345A/2L013208-212	04/02	
	709-710	NABI	040.29/2A140165-166	2002	
Adelanto Local Transit	406-407	NABI	040.29/2A140167-168	2002	
Santa Monica Muni Bus	4001-4011	NABI	040.23/2A140006-016	2002	
	4012-4037	NABI	040.23/2A140018-043	2002	
-USED-					
LADOT (Coach USA)	5254	Neoplan	AN440A/HL013583	1987	1
LADOT (Connex TCT)	21	Ford/ElDo	Econ/Aerotech/VHB91583	1997	2
	106,111,113	Ford/ElDo	Econ/Aerotech/VHB84085, 090, 092	1997	3
Amador Stage Lines	1004	MCI	102D3/TP048010	11/95	4
	1005	MCI	102D3/TP049001	09/96	4
	1006	TMC	102A3/LR007811	10/90	5
	1008	MCI	102D3/YP053020	02/00	6
	1054 II	TMC	102A3/HR006306	12/87	7
	1055 II	MCI	102DL3/RP046185	03/94	8
	1056 II	MCI	102DL3/SP047399	04/95	9
Downey Link	001-007	Orion	01.502/F6001125-131	12/85	10

-NOTES-

1. Ex Denver RTD (CO) 5254.
2. Ex MacArthur Park Smart Shuttle 21.
3. Ex West Valley Smart Shuttle 106, 111, 113.
4. Ex Santa Rosa Airporter 4019, 4022
5. Ex EG&G (ID) 382, upgraded to C3 appearance.
6. Ex unknown.
7. Ex Greyhound Lines 2158, upgraded to C3 look.
8. Ex Lake Front Lines (OH) 94-55124.
9. Ex unknown.
10. Ex San Diego County Transit System 001-007.

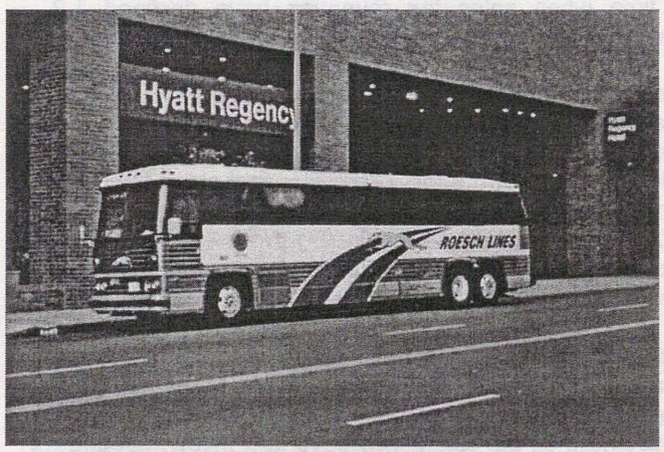
WESTERN TRANSIT SYSTEMS 401 II, a Goshen Sentry ML2000, painted and lettered for the MAIN PLACE SHUTTLE, has been renumbered as 160. Remaining 400 series Gillig Phantoms (35 foot 400, 404, 413 and 40 foot 402 II, 403 II, 405 II, 407 II, 408 II and 410) are now off the property. Many of the original 40 footers were sold to Transit Sales International about two years ago and most were part of the SDTC/MTS 1701-1714 fleet in San Diego *(WT 2/00)*.

Following the issues related to GOLDEN STATE TRANSPORTATION COMPANY and the Immigration and Naturalization Service *(WT 01/02)*, parking spaces for and maintenance work of GSTC buses was no longer performed at the GREYHOUND LINES Los Angeles garage. The Los Angeles area parking garage is now located on Vernon at Hawthorne Avenue, one block east of Alameda, in the City of Vernon. The five MCI/TMC 102A3s (60159-60163) are presently in storage at this yard.



VVTA Neoplan 1003 at Ontario Mills Mall on September 11, 2002 waiting to go to Victorville.

Photo by Craig Barnes



Roesch Lines MCI MC-9 at 7th & Hope in Downtown Los Angeles.

Photo by Andrew Novak