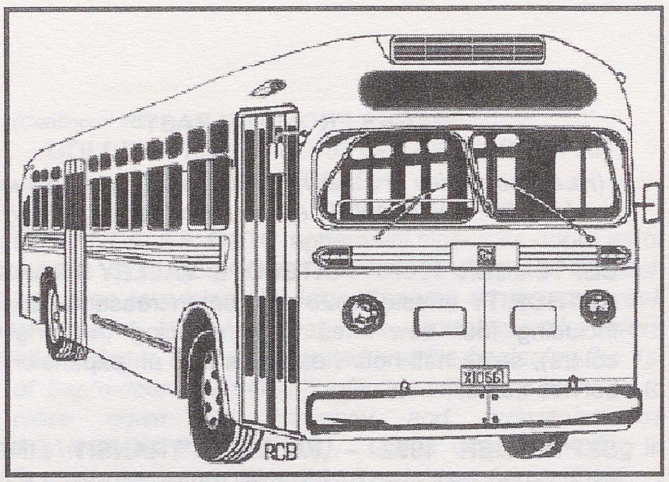


Western Transit

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VOL. 40, NO. 9 September 2002

FOOTHILL TRANSIT
(FT)

WEST COVINA: New buses, new service and a new Irwindale operating facility are the latest events at **FT.**

During July, the first of sixty-six CNG powered Orion V buses (F1200-F1265) entered service, primarily on the express lines like 493-PHILLIPS RANCH, 495-DIAMOND BAR, 498-GLENDORA, 499-FAIRPLEX PNR, 690-MONTCLAIR-PASADENA and 699-MONTCLAIR-POMONA-LA although they have been spotted on weekends on 486 and 488 The standard floor Orions are assigned to **FIRST TRANSIT, INC.** and maintained at the Pomona Division.

The CNG powered, front door accessible buses seat 41 in mostly forward facing cloth covered seats with overhead package racks and individual reading lights.

Another 43 buses, of the 51 available from the original option order, are scheduled to arrive during 2003.

On September 29th five new lines (189-PASADENA-CLAREMONT VIA FOOTHILL & BASELINE, 281-SUNSET AVE-CITRUS AVE, 283-GLENDORA AVENUE, 284-WEST COVINA-GLENDORA and 289-PUENTE HILLS MALL-CAL POLY) were started.

Former Glendora short turns on 187 were extended east to Claremont (NEW 189) and rerouted thru a new commercial area in south Glendora primarily via Glendora, Gladstone, Lone Hill, San Dimas, Gladstone, Foothill and Indian Hill. Lines 178 and 179-EL MONTE-WALNUT-CAL POLY were shortened to operate between El Monte and Puente Hills Mall with the NEW 289 replacing them east to Cal Poly traveling along Colima, Nogales, La Puente Road, Grand and Temple. The NEW 281 replaced the Glendora to West Covina segment of 274 and the West Covina-Puente Hills Mall segment of 276 with a 30-minute headway. NEW 283 runs hourly along Glendora Avenue between West Covina and Glendora. NEW 284 replaced the former northern segment of 276 between West Covina, San Dimas and Glendora. 283 and 284 are interlined at both terminals. Line 479 was renumbered as 190. FasTrax Rail Connectors 701-INDUSTRY and 721-EL MONTE-ARCADIA were discontinued.

Five weekday peak hour lines (851-855) replaced all or portions of others. 851-EASTLAND-GLENDORA covers streets formerly served by 488. 852 replaced 191A in Pomona while 853 and 854 are new between portions of Diamond Bar and Diamond Ranch High. 855 replaced the Pomona-Baseline & Indian Hill segment of 195.

COACH USA TRANSIT SERVICES was recently awarded a three year with two one-year options contract *(WT 8/02)* to operate service from the new Irwindale Division at Peck Road and Live Oak Avenue, to be dedicated on October 11th, with a first year cost of $39.74 per vehicle hour and an average 2.7% increase in the following years.

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

SAN FRANCISCO MUNICIPAL RAILWAY for an order to construct 13 at-grade crossings along 3rd Street on the THIRD STREET LIGHT RAIL PROJECT.

Mohammed Husain Abu-Hamdi dba NAPA VALLEY VIP for TCP-15615-B with home terminal in Napa.

Manuchehr Vand dba A CLASSY RIDE LIMOUSINE for TCP-15624-B with home terminal in Newport Beach.

Bart Mulvihill dba THE WEST VALLEY AIRPORTER to operate as a scheduled passenger service between points in the Western San Fernando Valley and LAX.

NORTH BAY AIRPORT EXPRESS SHUTTLE, INC. for a PSC between points in Marin, Sonoma, Napa and San Francisco Counties and Bay Area airports and to establish a Zone Of Rate Freedom.

Mohammad Azam dba BABA SHUTTLE COMPANY for PSC between points in Marin, Contra Costa, Alameda, San Francisco Counties and San Jose Airport.

PHOUNG TRANSPORTATION, INC. for a PSC between Pomona, San Jose and Oakland, one daily trip each via Westminster and San Gabriel with a fleet of Econoline/Krystal Coach cutaways.

DECISIONS

MAMMOTH MOUNTAIN SKI AREA granted PSC for scheduled service authority between Yosemite Valley and Mammoth Lakes.

William Singer dba BILL'S BUS granted PSCs between Isla Vista and Santa Barbara and between San Diego and Pacific Beach.

SACRAMENTO TRANSPORTATION SYSTEMS, INC. granted PSC for on-call, door to door service between Sacramento Airports and area points and a ZORF.

BLUE & GOLD FLEET, L. P. authorized to increase fares on its San Francisco Bay ferry routes.

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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)

SEPTEMBER 1997 – ANTELOPE VALLEY TRANSIT AUTHORITY effected a 28 per cent increase in service including four new lines (1-9 replacing the original colors), some half hour headways and an expansion of service hours.

SEPTEMBER 1992 – VALLEJO TRANSIT LINES established two new BARTLINK routes (70-VALLEJO-HILLTOP MALL-BART and 90-SUISUN-FAIRFIELD-BART/DEL NORTE) and one new city route, 11-CATALINA CIRCLE.

SEPTEMBER 1987 – YELLOW & PINK BUS LINES (AMARILLO Y ROSA) began operating MTS 932-SAN YSIDRO-SAN DIEGO that replaced the **YAPBL** route of the same name and **SAN DIEGO TRANSIT CORP.** 32-CHULA VISTA-SAN YSIDRO.

SEPTEMBER 1982 – EXPRESS TRANSIT DISTRICT and **MAXI TAXI,** two jitney operators who received rights from the Public Utilities Commission to operate on selected Los Angeles streets in competition with **SCRTD,** began operations during the month. *(By the following April, **ETD,** which apparently was a form of a pyramid, closed down amid a series of violations involving employee pay issues, vehicles and safety).*

SEPTEMBER 1977 – FRESNO TRANSIT revised its entire system and was expanding bus service on the geographical edges of the system. North/South lines were identified by even numbers and East/West lines by odd numbers (*that system is still in place today).*

WT STAFF FOR THIS MONTH

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(Continued from page 1)

GOLDEN STATE TRANSPORTATION COMPANY (GSTC)

LOS ANGELES: **GSTC** apparently closed its doors as of August 31st. *(Ed. Note – a news story on Spanish language television Univision Channel 34 the last week of August indicated that bus operators who were attempting to organize planned a strike beginning the 1st of September while **GSTC** officials said they planned to close down the company and reorganize as **TRANSPORTES AZTECA).*** **GSTC** was advertising in Spanish language newspapers as late as August 31st.

By the weekend of September 7/8, the Los Angeles Station at 605 South Maple Avenue, on the back side of the former Greyhound Station, was closed as was the **GSTC** owned East Los Angeles Station on Olympic west of Eastern Avenue.

At the same time, many members of the **GSTC** fleet were at **GREYHOUND LINES, INC.** Los Angeles garage (including Dinas 60151 and 60157, MCI 102DL3s 51159 and 51176, MCI MC-12s 60172, 60174, 60175, 60180, 60184 and 60185). Other **GSTC** buses, including about two dozen 102DL3s and all five 102A3s were in the Vernon and Hawthorne yard *(WT 8/02),* which facility was locked up.

*(Ed. Note – Following the INS raids on **GSTC** operations earlier this year, their buses disappeared from the Los Angeles **GLI** garage. WT is unaware of the location of the interim **GSTC** maintenance facility, but the bus storage yard was the one on Vernon).*

NORWALK TRANSIT SYSTEM (NTS)

NORWALK: September 1 saw establishment of **NTS** Line 5-ROSECRANS-LA MIRADA, which is the former Norwalk Green Line Station-La Mirada segment of **MTA** Line 125-ROSECRANS, which was shortened and now operates between El Segundo and Norwalk *(WT 7/02).*

First day buses were 7048 and 7049, NovaBus RTS 06.

NTS Line 5 honors **MTA** passes and tokens and free transfers are available between **NTS** 5 and **MTA** 125.

"GET AROUND", a van service for registered Dial-A-Ride patrons began July 1st. GA is a service route with designated stops at seven senior residential facilities and stops at eight shopping centers and social centers.

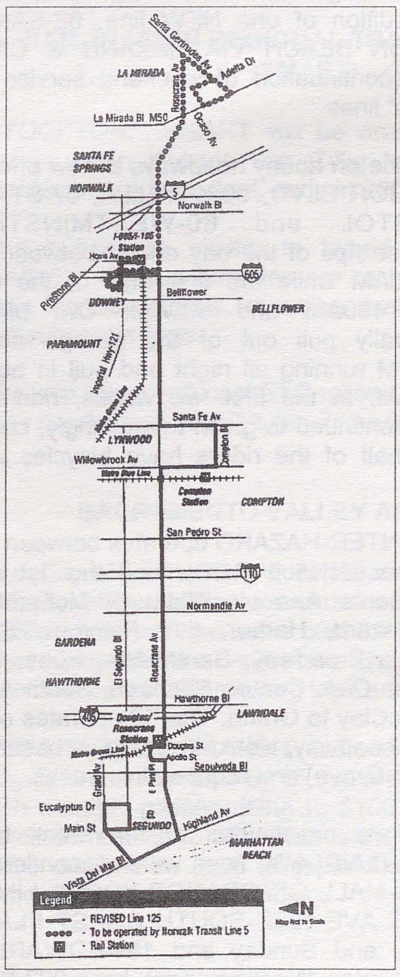
One bus operates weekdays only on a rough two-hour headway between 700AM and 700PM charging regular **NTS** fares.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: August 31st was the last day of the El Segundo to La Mirada alignment of 125-ROSECRANS *(WT 7/02).* The next day, the Norwalk-La Mirada segment was transferred to **NORWALK TRANSIT SYSTEM** as Line 5 with the El Segundo-Norwalk portion continuing as Line 125 still operated for **MTA** by FIRST TRANSIT, INC.

Last day buses on the full line were Orion VIs 11003, 11009, 11013, 11020, 11041, 11047, 11048, 11050, 11054 and 11060.

The final three service sectors, Westside/Central, South Bay and Gateway Cities, became fully operational on September 1st. The San Fernando Valley and San Gabriel Valley sectors were started on July 1st. There is a sixth organization, Corporate, housed at Gateway with responsibility for agency wide issues (Metro Rail, Rapid Bus, Consent Decree and selected Tier 1 bus lines) and coordination of the sectors.



NTS Line 5 & MTA Line 125 map

MTA has negotiated a 70 year ground lease with MJW Investments for MJW to lease the Terminal 17 (Maple Avenue Lot) property and construct a seven story parking structure, the first floor designed to accommodate ten buses including an **MTA** Operator's Lounge with the remaining floors to operate as a commercial parking lot.

Added information on the procurements for articulated buses *(WT 5/02)* – the order for up to 72 CNG-electric or CNG-hybrid has been increased to add 20 for San Diego while the order for 200 CNG buses includes two options for up to 200

(Continued on page 4)

(Continued from page 3)
additional for each option. All proposals were due on September 16th.

EZ Pass debuted September 1st. The $58 pass ($29 S/D) allows the pass holder unlimited local travel on **MTA, COMMERCE, CULVER CITY, FOOTHILL TRANSIT, GARDENA, LADOT, LONG BEACH, MONTEBELLO, NORWALK, SANTA CLARITA, SANTA MONICA** and **TORRANCE.** Many agencies have buses operating in express service and $15 premium/zone (to a maximum of five zones) stickers are available for purchase. All previously existing methods of fare payment, except the now discontinued Joint **MTA/LONG BEACH** and Joint **MTA/FOOTHILL** monthly passes, continue as before.

New Econoline/Aerotech 12551 for contract operations *(WT 5/02)* was on Line 625 the week of September 15-21. 12554 was on Line 218 in early October.

ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

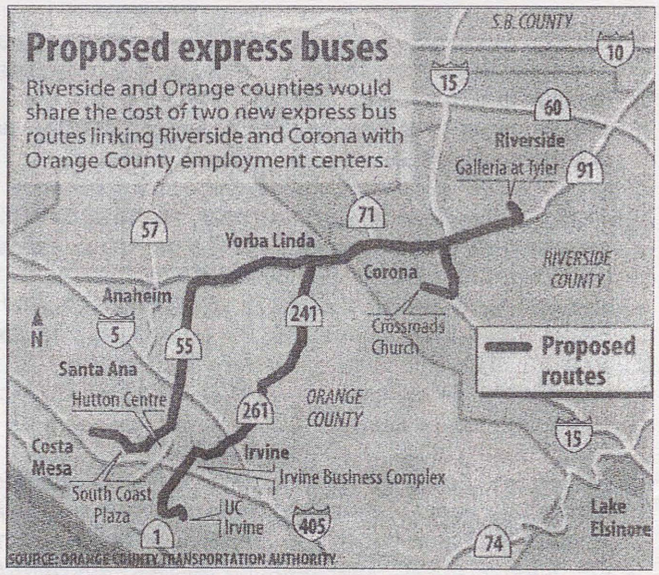
ORANGE: The September Shake up took place on the 8th and included inauguration of Owl Service on four lines plus the addition of one NEW line, 62-SANTA ANA-HUNTINGTON BEACH VIA HAZARD & CIVIC CENTER and discontinuation of weekend service on several "small bus" lines.

All night Owl service on hourly headways is now offered daily on 43-HARBOR BLVD, 50-KATELLA, 57-STATE COLLEGE-BRISTOL and 60-WESTMINSTER. Previously, the last trips of the day ended between 12 midnight and 100AM while the first trips of the day began between 400AM and 500AM. Owl buses generally pull out of the garage about 800PM running all night and pull in about 500AM. In the first few weeks, ridership has continued to grow. Interestingly, nearly one half of the riders have bicycles with them.

Line 62-CIVIC CENTER-HAZARD operates between the Golden West Transportation Center and the 1st and Grand area of Santa Ana via Gothard, McFadden, Golden West, Hazard, Harbor, 5th, Fairview, Civic Center, looping via Broadway, Santa Ana, Ross, 5th, Broadway, then via Civic Center, Santiago, Santa Ana, Grand, 1st and McClay to Grand. The 62 operates on a 20 minute all day headway, weekdays only, is based at Division 4 (Garden Grove) and requires five buses.

Weekend operations on several of the small bus, contract operated (LAIDLAW) lines were discontinued. This includes 131-MALL OF ORANGE-YORBA LINDA and 173-ORANGE AVE-19TH-SOUTH COAST PLAZA on both Saturday and Sunday and 164-EDWARDS-LAMPSON on Saturday. Weekday peak hour 203-SAN JUAN CAPISTRANO-CSUF-FULLERTON was also dropped. *(Ed. Note – 191-SADDLEBACK COLLEGE-SAN CLEMENTE is now the only small bus line operating on weekends).*

OCTA has issued an RFP for the State Highway 91 Express Bus Demonstration Project to provide peak hour express buses from origins in Riverside and Corona to several employment destinations in Orange County. The program envisions four bus lines, two for immediate implementation and two others dependent upon the success of the program.



OCTA has been working with **RIVERSIDE TRANSIT AGENCY** and the Riverside County Transportation Commission in the development of this program. **OCTA** would fund 60% and **RTA** 40% of the costs.

The service would be contractor operated using a fleet of accessible suburban/intercity style buses painted and/or logoed to indicate the Express Service and operating from a contractor provided facility. The start up date has yet to be set.

The first two routes would be 793-RIVERSIDE-CORONA-IRVINE BUSINESS COMPLEX-UCI and 794-RIVERSIDE-CORONA-SOUTH COAST METRO. The second pair would be 791-RIVERSIDE-CORONA-NORTH EAST ANAHEIM INDUSTRIAL AREA-CSUF and 792-RIVERSIDE-CORONA-ANAHEIM CIVIC CENTER-RESORT AREA. Consideration is also being given to including directly operated 701-HUNTINGTON BEACH-LOS ANGELES and 721-FULLERTON PARK/RIDE in the second year of this contract.

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(Continued from page 4)

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA)

LOS ANGELES: **SCRRA** and **AMTRAK** have entered into a one-year pilot program (RAIL 2 RAIL), effective September 1st and available only on the **METROLINK** ORANGE COUNTY LINE, to allow **ML** monthly pass holders the opportunity to ride **AMTRAK** trains in the same corridor without payment of additional fare.

Both agencies are contributing to the cost of the program.

The next **METROLINK** schedule change will take place October 27th and includes extending the VENTURA COUNTY LINE to Montalvo (two weekday peak hour trips) and opening of the North Main Corona Station on the INLAND EMPIRE-ORANGE COUNTY and RIVERSIDE-LOS ANGELES VIA FULLERTON lines.

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN CARLOS: **SAMTRANS** made service and fare adjustments on August 25th, many of them related to the downturn in both sales tax revenue and ridership.

The first fare increase since 1998 included increasing local fares from $1.10 to $1.25 (senior/disabled 50 to 60 cents), San Francisco Express rose from $3.00 to $3.50 and local fares from San Francisco increased from $2.00 to $2.50. Redi-Wheels fares increased to $2.00 and adult monthly passes are now $40.00.

Six bus routes were discontinued – 45, 63, 64, 282-PORTOLA VALLEY-PALO ALTO, RX-PALO ALTO-SF, and TX-SAN CARLOS-SF. P-PALO ALTO-SF was changed to have one trip to/from Palo Alto and four more to/from Redwood City traveling El Camino Real, 4th Ave and Highway 101 to and from San Francisco.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: Selected service changes were made September 9th including extension of Line 1-MARIN CITY-STRAWBERRY to the Novato Community Hospital and Vintage Oaks Shopping Center, rerouting 29-SAN RAFAEL-LARKSPUR FERRY onto Highway 101 and discontinuing all 93-MARIN-TOLL PLAZA-SAN FRANCISCO trips from Manzanita Parking.

GGT has been conducting public hearings to receive input on plans to reduce bus and ferry service to offset an anticipated $441 million deficit over the next five years *(Ed. Note – on September 1st the toll on the Golden Gate Bridge rose from $3 to $5 ($4 for Fast Trak users) as part of the action plan).*

Seven lines plus the entire Ferry Shuttle network (free shuttle buses to and from both the Larkspur and Sausalito ferry terminals) may be eliminated along with seasonal service on 63-STINSON BEACH-MARIN CITY and winter midday and summer extra trips on the SAUSALITO FERRY.

Transbay routes which could be dropped include 30-SAN RAFAEL-SAN FRANCISCO, 78-SEBASTOPOL-SAN FRANCISCO FINANCIAL and 90-SONOMA-SAN FRANCISCO. Recreation routes include 63-STINSON BEACH-MARIN CITY and 65-POINT REYES-SAN RAFAEL. Commuter 71-SANTA ROSA-SAN RAFAEL and Marin intracounty locals 21-COLLEGE OF MARIN-MILL VALLEY and 33-GLENWOOD-SAN RAFAEL HIGH are also candidates.

Ferry Shuttles 3-TAMALPAIS VALLEY-SAUSALITO, 13-EAST CORTE MADERA, 15-CORTE MADERA-LARKSPUR, 29-SAN RAFAEL TRANSIT CNTR, 31-SAN RAFAEL-PEACOCK GAP, 41-LUCAS VALLEY-MARINWOOD, 67-SAN FRANCISCO CIVIC CENTER and 69-SAN FRANCISCO FINANCIAL DISTRICT.

SAN JOAQUIN REGIONAL TRANSIT DISTRICT (SMART)

STOCKTON: **SMART** will be one of the first in the nation when it adds two Gillig hybrid gasoline-and-electric buses to its fleet, early in 2003.

The buses are similar to hybrid cars now on the market – the bus batteries are recharged by a smaller than normal engine, reducing fuel consumption and exhaust emissions.

The two buses will cost $1.2 million. The transit agency may purchase a third if it can find additional money.

SACRAMENTO VALLEY AREA NEWS

The City of Lodi **(GRAPE LINE)** is revising its charter transportation policies for churches, city officials, and politicians after those users cost the city over $24,000 in free transportation. Others are charged $35 per hour. The new policy will limit long trips and special requests.

YUBA-SUTTER TRANSIT increased Marysville-Yuba City-Sacramento fares by 25 cents each way August 1st with monthly passes rising to $100 and 20-ride punch cards increasing to $60. This is the first increase since 1996 and will be used to expand service and back fill expected cuts in state funding.

(Continued on page 6)

(Continued from page 5)

PLACER COUNTY TRANSIT has announced plans for a new Colfax to Sacramento commuter bus (to begin early next year) stopping at several park-and-ride lots along Highway 80.

LASSEN RURAL BUS (LRB)

SUSANVILLE: **LRB,** a county sponsored, LAIDLAW TRANSIT SERVICES operated system is now operating the SUSANVILLE CITY FIXED ROUTE, WEST COUNTY COMMUTER (Hamilton Branch-Susanville), SOUTH COUNTY COMMUTER (Doyle-Susanville) and SUSANVILLE DIAL-A-RIDE (door to door service for seniors and disabled).

LRB also connects with **PLUMAS COUNTY TRANSIT** to the south and Modoc County's **SAGE STAGE,** to the north. The systems will soon be conducting a three county transit study to find ways of providing better transit in the northeastern portion of California.

OMNITRANS (OT)

SAN BERNARDINO: In January 2001, the **OT** Board authorized purchase of a 28 acre site on Arrow Route near Etiwanda in Rancho Cucamonga for a third operating division *(WT 9/01)* and has issued an RFQ for an architectural and engineering firm to handle certain services from the preliminary stage to the completion of technical specifications for soliciting a Design/Build team to detail design and build the facility.

The September service change included adjustments to 12-REDLANDS-HIGHLAND-SAN BERNARDINO, 66-FONTANA-MONTCLAIR VIA FOOTHILL and 67-FONTANA-CHAFFEY COLLEGE *(WT 8/02).*

OT and the City of Redlands have entered into a cooperative service agreement for implementation, coordination of funding and operation of the REDLANDS RUBBER-TIRED TROLLEY PROJECT.

Redlands has secured a Federal Transit Administration Section 5309 grant for purchase of three replica trolleys and construction of a LCNG fueling station. **OT** will assist the city with grant administration, provide support for operations including overnight storage of the buses at the I Street facility (East Valley Paratransit bus yard).

Also included was an RFP to buy the vehicles. Four firms submitted proposals for up to ten CNG units – Specialty Vehicles, Dupont Trolleys, Chance Coach and Cable Car Concepts. Specialty was recently awarded an $538,358 contract, based on both price and product.

Redlands will provide funding for three vehicles with the remaining vehicles not considered as firm orders. They may be exercised or assigned at **OT's** discretion.

RRTTP will include a city-wide, clean fuel program with a four mile fixed route trolley system in and around the downtown area (including changes to **OT** Lines 30-NORTH REDLANDS and 31-SOUTH REDLANDS). The trolley would be operated by **OT** paratransit contractor, TRANSPORTATION CONCEPTS, INC,

This coming December, **OT** will conduct seven public hearings to gather public input on the FY 04-08 Short Range Transit Plan and FY 04-08 Fare Policy study (*Ed. Note – specific issues have yet to be published).*

PASADENA METRO BLUE LINE CONSTRUCTION AUTHORITY (PBLCA)

SOUTH PASADENA: The first two **MTA** GOLD LINE light rail vehicles (237 and 238) were delivered in mid August and are now being used in test service. The cars are stored on the right-of-way along Hawthorne, north of Monterey Road.

The GOLD LINE is scheduled for a start up next July. Plans call for a fleet of 26 cars covering the 14-mile long route between Union Station and Sierra Madre Villa Avenue in East Pasadena in 30 minutes.

PUBLIC RURAL RIDE (PRIDE)

CARSON CITY, NV: After the first two years of the **PRIDE** Carson City-Reno service demonstration *(WT 8/00),* two new stops were added while weekend service levels were reduced beginning August 25th.

New stops have been added at Damonte Ranch and South Meadows in Reno.

Saturday service was reduced to a three-hour headway using one bus operating four round trips (leaving Reno at 720AM, 1020AM, 120PM and 420PM and departing Carson City at 851AM, 1151AM, 251PM and 551PM. All Sunday operations were discontinued.

CITIFARE (CF)

RENO, NV: **CF** also made changes on August 25th including NEW routes 56-SOUTH MEADOWS and 57-DAMONTE RANCH operating from Meadowview Mall, replacing branches of former Line 6 *(WT 7/02).* A new 60-foot articulated bus (make and model unknown) has joined the **CF** fleet and been assigned to Line 14.

(Continued on page 7)

(Continued from page 6)

TRI COUNTY METROPOLITAN TRANSPORTATION DISTRICT (TRI MET)

PORTLAND, OR: **TRI MET** has placed two electric hybrid buses (New Flyer 40-foot low floor models) into service, one each on 8-NE 15TH AVE-JACKSON PARK and 17-HOLGATE-NW 21ST, as part of a two year test that will involve five other transit agencies.

The bus' diesel engine powers an electric generator which charges a battery pack on the roof, which then powers an electric motor that turns the wheels. The bus also uses regenerative braking – energy is sent to the batteries as the bus slows while braking.

MOTOR COACH INDUSTRIES (MCI)

WINNIPEG, MAN: **MCI** has announced the closing of all three plants in the city, by the fall of 2003, laying over about 1300 workers. The closures follow three years of heavy losses and declining product demand.

The Pembina, North Dakota plant will remain open and Canadian operations may be relocated to somewhere in the American south.

NOVA BUSES, INC. (NBI)

SCHENECTADY, NY: **NBI** will soon close the Schenectady Finish Plant putting nearly 100 employees out of work. The firm has cited a slow market for new transit buses. The former TMC plant in Roswell, NM (where the RTS model had been built) has also been closed, due to a slow market for standard floor buses. Only the plant in suburban Montreal, producer of the LFS series bus, will remain active.

TRANSPORTATION AND LEGISLATION

SACRAMENTO and WASHINGTON, D.C.: Several bills, some controversial and others tame, that affect transit agencies have recently been signed by California Governor Gray Davis.

SB 1856 (Costa, D-Fresno) will place a $9.9 billion general obligation bond measure on the November 2004 ballot that, if approved, would raise funds for the planning and construction of a high speed rail network in the state. SB 796 (Costa) repealed the termination date for the CALIFORNIA HIGH SPEED RAIL AUTHORITY and requires any legal action against HSR be filed in court in Sacramento County.

The SONOMA-MARIN AREA RAIL TRANSIT DISTRICT legislation, to become effective next January, forms a new agency that can place a sales tax measure before voters in Sonoma and Marin Counties and can operate a 68-mile commuter rail system between Cloverdale and San Rafael. With expected annual operating costs of $11 million and fares generating about $3.2 million, a new sales tax is needed to pay for the proposed rail system, which voters in both counties have historically snubbed. Rail proponents expect to place the tax increase on the ballot in 2004.

A bill (SB 1703, Peace, D-El Cajon) to consolidate transportation planning activities under the San Diego Association of Governments was signed. This will transfer the planning and programming activities of the **METROPOLITAN TRANSIT DEVELOPMENT BOARD** and **NORTH COUNTY TRANSIT DISTRICT** by July 2003 and construction by January 2004. Between 30 and 60 staff members, mostly engineers, architects and planners, will be transferred to SANDAG.

AB 1912 allowing prohibitions on the use of part time employees without restricting access to TDA funds was signed while AB 2189 imposing employee retention requirements on new transit contractors was vetoed (*WT 7/02*). Governor Davis also vetoed AB 1677 (Koretz, D-West Hollywood) which would have mandated rest and meal breaks for public transit bus and rail operators as costly and overly burdensome.

In July, U. S. District Judge Thelton Henderson ordered Bay Area transportation officials to increase transit ridership significantly by 2006 to comply with clean air laws. Specifically, he ordered the Metropolitan Transportation Commission to boost patronage by 15 per cent over 1983 levels no later than November 9, 2006. His ruling was prompted by a February 2001 lawsuit by a coalition of environmental and community groups that claimed **MUNI** and **AC TRANSIT** failed to increase ridership. In the past year, most Bay Area transit agencies have suffered losses in patronage, stimulated primarily by a sagging economy. It is unclear what will happen if transit ridership is not increased as directed.



AC Transit 2001, a new 2002 Van Hool AG300 artic at the EXPO 2002 show in Las Vegas.

Craig Barnes photo

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Orange County TA	8901-8978	Ford/ElDo	Econ/Aerotech/mixed	2002	
LADOT	02001-02033	ElDo Natl	EZ Rider/2C0—	2002	
	02034-02040	ElDo Natl	EZ Rider/2C084094-100	2002	
LACMTA	7816-7949	NABI	040.08/1A140752-886	2001	
	7980-7999	NABI	40C.02/2A140145-164	2002	Compo Buses
-USED-					
Coach USA/Goodall's	63009	MCI	102C3/PP045302	04/93	1
	63010	MCI	102C3/PP045383	05/93	1
Coach USA/Pacific Coast	63134	MCI	102D3/TP048695	1996	1
	63137	MCI	102D3/VP049245	1997	1
Lietzke Studio Rentals	1189, 1190	GMC	T8J604/DV821679-680	1983	2
	1193, 1196	GMC	T8J604/DV821668, 671	1983	3
-DISPOSITIONS-					
Valley Transp Authority	1584	Flxible	40102-6T/ED095934	05/84	4
	8665	Flxible	40102-6/GD097697	07/86	4
Santa Cruz MTD	8053, 8058	Gillig	3596T6V92/B1080041, 80046	06-07/81	4
Royal Coach Tours	555	TMC	102A3/HR005880	1987	5
Golden State Transp Co	60001-60002	Van Hool	C2045/—,—	2001	6
	60004, 60011	Van Hool	C2045/12045564,—	2001	6
	60012, 60016	Van Hool	C0245L/12045673, —	2001	6
	60018, 60019	Van Hool	C2045L/—, 12045716	2001	6

-NOTES-

1. Ex California Charters, Inc., same numbers
2. Ex Spokane Transit Authority 204-205.
3. Ex Spokane Transit Authority 193, 196.
4. For Sale in Weed, CA.
5. To San Jose State University.
6. To ABC Bus Sales in Garden Grove.

SAN DIEGO TRANSIT CORPORATION has issued an Invitation For Bid for the purchase of 50 intercity 45-foot CNG powered transit buses with the bid opening scheduled for mid-October.

At least six (three Neoplans and three Dennis) of the seven all red double deckers from *SAN DIEGO SIGHTSEEING (WT 5/02)* are now at the *COACH USA/PACIFIC COAST SIGHTSEEING* yard in Anaheim, having arrived just after Labor Day.



LACMTA 7984 at the EXPO 2002 show in Las Vegas. It is a NABI Compo Bus model 40C.02.

Craig Barnes photo



Eau Claire Transit (WI) 542 taken at UWEC on April 30, 1999. Ex OCTA 1125. OCTA had some 1100's rehabbed by Complete Coach Works in 1990-91 and remained active until 1993. The were later sold in 1994.

Photo submitted by Albert E. Meier