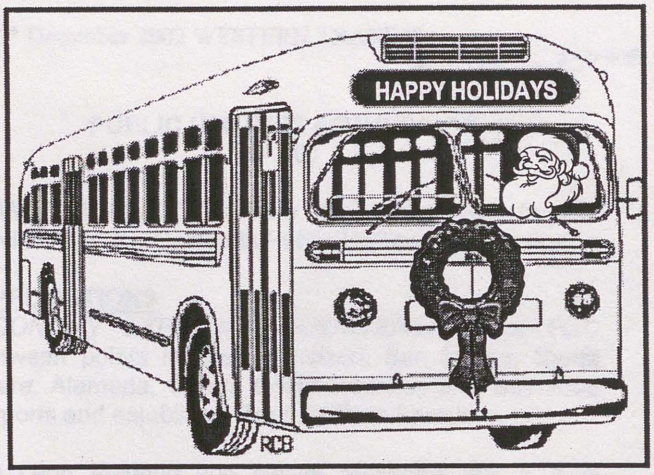


Western Transit

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VOL. 40, NO. 12 **December 2002**

YUMA COUNTY AREA TRANSIT (YCAT)

YUMA, AZ: The Yuma Metropolitan Planning Organization unveiled, on October 14, the community's new transit program and operator, **YCAT,** whose buses and vans are emblazoned with graphics of sleek felines.

Limited transit, in the form of the FOOTHILLS - AWC-YUMA route, had operated in parts of greater Yuma for about 18 months *(WT 10/01)* in addition to the YUMA-SAN LUIS line *(WT 1/01)*, operated by **VALLEY TRANSIT, INC.** under contract to YMPO.

YCAT has now introduced the two-directional CENTRAL CITY CIRCULATOR (clockwise Central A and counterclockwise Central B) that travels through Yuma's central business district and connects with the other two lines.

CCC operates as a two-directional loop (one bus each way operating hourly) – from Southgate Mall via 32nd St, Avenue A, 8th St, 18th Avenue, 1st St, 1st Ave, 3rd St, 4th Avenue, 24th St, Pacific, 32nd, Arizona and Southgate roadways.

YCAT
Yuma County Area Transit

All services, generally pulse scheduled, connect at the City Transfer Center, adjacent to the Southgate Mall at 32nd Street and 4th Avenue.

YUMA-SAN LUIS was shortened to operate no farther north than 16th Street no longer serving downtown, now served by CCC, and combined with FOOTHILLS-AWC and routed to Arizona Western College. Headways were improved from two hourly to 90 minutely with an additional morning peak hour round trip.

Fares were also changed – SAN LUIS now charges $3 for regular, $2 for students/seniors, $1.25 for seniors and disabled between 100PM and 300PM and transfers to the CIRCULATOR are free.

CIRCULATOR fares are $1 regular, 75 cents seniors and students, 50 cents for seniors and disabled 100PM-300PM with transfers to SAN LUIS-AWC at $2.

Day Passes ($5 regular, $4 student/seniors) are now offered as are monthly passes, each with their own price, for SAN LUIS-AWC and CIRCULATOR. SAN LUIS passes are $80 regular, $60 students/seniors and CIRCULATOR passes priced at $50 regular and $40 students/seniors.

YUMA DIAL-A-RIDE was changed to focus on seniors and the disabled and continues to offer door-to-door transportation on a reservation basis.

YMPO is a policy-making organization, responsible for establishing and coordinating the transportation planning process in Yuma County and includes representatives from the cities of San Luis, Somerton, Wellton, Yuma, Yuma County, Cocopah Indian Tribe and Arizona Department of Transportation.

In This Issue

Los Angeles County MTA	3
Foothill Transit	3
Monrovia Transit	3
Thousand Oaks Transit	4
California News Briefs	4
Redwood Coast Transit System	4
Visalia City Coach	4
Tulare County Transit	5
Golden Gate Transit	5
Amtrak California	5
Greyhound Lines, Inc. (TX)	5
Midland-Odessa Urban Transit District (TX)	5
Dallas Area Rapid Transit (TX)	6
Whatcom Transportation Authority (WA)	6
NAFTA Provisions Implemented	6
ROTM – Montebello Bus Lines	7

PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

ECONOMY EXPRESS AIRPORTER/LIMO for PSC between points in San Francisco, San Mateo, Santa Clara, Alameda, Contra Costa Counties and Bay Area airports and establish a Zone Of Rate Freedom.

As Leon Valentin and Naomi Mekediak dba L & N CHARTERS for Charter Party authority in TCP-15934-A with a home terminal in San Jose.

Ju-Cheng Ho dba GOOD DAY SHUTTLE for on-call PSC between various points in Orange County and John Wayne Airport.

Mohmed Taha and Hohamed Mamdouh dba ALL COUNTIES AIRPORTER for PSC between points in Marin, San Francisco, Santa Clara, Alameda, Contra Costa Counties and Bay Area airports.

Gurmail Singh dba SUNLIGHT AIRPORT SHUTTLE for PSC between points in Contra Costa, Alameda, Santa Clara, San Mateo, San Francisco Counties and Bay Area airports and to establish a ZORF.

Bart Mulvihill dba MALIBU CANYON AIRPORTER for authority to operate as a scheduled PSC between points in the western San Fernando Valley and Malibu Canyon area and Los Angeles International Airport.

DECISIONS

SAN FRANCISCO MUNICIPAL RAILWAY authorized to construct 13 at-grade crossings along Segment B of the Third Street Light Rail Project.

The application of *COAST SHUTTLE, INC.* to transfer and Abader, Inc. to acquire *COAST's* On Call PSC was dismissed at the request of the applicants.

2003 "WESTERN TRANSIT" renewals are now due

Please send news from your area to Western Transit, 11112 Ivanhoe Street, Garden Grove, CA 92840-1133

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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)

DECEMBER 1997 – SAN DIEGO TROLLEY extended the NORTH/SOUTH LINE from Old Town across Mission Valley to Mission San Diego and two new mid-size bus routes, 990-CARMEL MOUNTAIN RANCH-HILLCREST and 992-DOWNTOWN SAN DIEGO-SAN DIEGO AIRPORT opened.

DECEMBER 1992 – LADOT's SAN PEDRO TROLLEY, a community circulator using three SVMC battery powered trolley style vehicles (a variation of model 3000T) began operations – every half hour 1100AM-700PM charging 25 cents.

DECEMBER 1987 – FOOTHILL TRANSIT assumed operation of former **SCRTD** Lines 492 and 494 in November and the four Pomona local lines (192/194, 291/293) as the first two phases of a three phase takeover of selected San Gabriel Valley bus lines.

DECEMBER 1982 – Former **CITY OF THOUSAND OAKS BUS SERVICE** was renamed **THOUSAND OAKS TRANSIT,** a fourth route was added with all buses on a two hour headway with The Oaks Mall as the main bus stop/transfer point.

DECEMBER 1977 – SANTA CLARITA VALLEY BUS SERVICE, a two route system serving Saugus, Newhall, Valencia and northern San Fernando Valley operated by ANTELOPE VALLEY BUS, INC for the County of Los Angeles, was in danger of being discontinued if the subsidy per passenger could not be reduced to a maximum of $1.25.

WT STAFF FOR THIS MONTH

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(Continued from page 1)

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: Last September the **MTA** Board adopted the Metro Rapid Five-Year Implementation Plan which recommends dedicating over $92 million of regional funds to implement 24 Rapid lines on an accelerated schedule by 2008. The funding will be used to construct bus signal priority, stations and related communications equipment.

The plan includes both **MTA** and municipal operator corridors where this service would best meet needs of transit patrons. VERMONT and SOUTH BROADWAY were implemented this month with VAN NUYS and FLORENCE expected to start next June.

The Winter Shake Up took place December 15th and included two new Metro Rapid lines (745-SOUTH BROADWAY and 754-VERMONT), three new Limited lines (370-GARVEY, 380-HOLLYWOOD-PASADENA and 381-FIGUEROA), several alignment changes and shifting of a number of lines between divisions to better align division services to Service Sector boundaries.

745-SOUTH BROADWAY RAPID is based at Division 1 with a fleet of 25 buses. It operates between Gateway Transit Plaza and Harbor/I-105 GREEN LINE Station via Vignes, Cesar Chavez, Broadway, Imperial and Figueroa to 117th (GREEN LINE Station). The line, which replaced former Line 345-BROADWAY LIMITED, operates between 500AM and 800PM on weekdays with 15 minute midday and 10 minute peak headways. On weekends, the 745 operates between 600AM and 700PM, generally on a 15 minute headway.

754-VERMONT AVENUE RAPID, which replaced the 354-VERMONT LIMITED, operates from Division 5 with a fleet of 40 buses. It travels along Vermont between Hollywood Blvd and 120th Street. Line 754 operates between 500AM and 815PM on weekdays with an 8 minute midday headway and peak headways as close as 3 minutes. On Saturday the line operates between 600AM and 815PM with an 8 minute midday headway. On Sunday, the 754 operates between 700AM and 815PM on a 12 minute midday headway.

Line 370 operates during weekday rush hours over the alignment of the 70 with Limited Stops between El Monte Station and Atlantic & Garvey.

Line 380 operates during weekday peak hours (600-800AM and 300-600PM) over the 180 routing with Limited Stops between Vermont & Prospect and Colorado & Lake.

Line 381 also operates during weekday peak hours in both directions with its Limited Stop area between Figueroa & York and Figueroa & Century.

Line 333-VENICE BLVD LIMITED now operates on Saturday, westbound in the morning and eastbound in the afternoon. Alternate trips on 426-WEST VALLEY-WILSHIRE EXPRESS were shortened at North Hollywood RED LINE Station while 439-LA-LAX-REDONDO BEACH EXPRESS was rerouted to serve the Howard Hughes Center.

A number of lines were shifted between divisions. Division 2 operation of Lines 2/3-SUNSET BLVD AND 4-SANTA MONICA BLVD was shifted to Division 10 in trade for Lines 55 and 60. 30/31-WEST PICO-EAST 1ST moved from D1 to D10 as 45/46-BROADWAY moved from D10 to D1. The D3 portion of 204-VERMONT was moved to D5 and the 176 line was divided between D3 and D9. A number of 4400 series 35 foot RTS were shifted to D9 for the 170 and 176. 250/253-BOYLE/EVERGREEN and 620-BOYLE HEIGHTS SHUTTLE were moved from D10 to D3.

Current assignments of the red and white Rapid Buses are: D1 – 7000-7008, 7900-7915; D5 – 7009-7024, 7643, 7646, 7916-7937; D7 – 7025-7123, 7617-7618, 7628; D8 – 7619-7627, 7629-7633, 7939-7949.

FOOTHILL TRANSIT (FT)

WEST COVINA: **FT** Directors recently voted to amend their Orion V CNG bus procurement to allow Stanislaus County CA (for **STANISLAUS REGIONAL TRANSIT)** to purchase seven buses from the option for 66 and then okayed purchase of the remaining 43 buses for themselves.

The Board also authorized a sealed bid sale of 54 Gilligs (likely remaining 200 and 600 series buses) and to dispose of any remaining buses via auction through Nationwide Auction Systems.

MONROVIA TRANSIT (MT)

MONROVIA: **MT** recently took delivery of two EBus, Inc. brand hybrid propane/electric motorized trolleys to operate the new OLD TOWN TROLLEY, a two route free fare system in the general downtown area.

The weekday daytime route connects the "high tech crowd" on Huntington Drive with the Old Town area and the second route will circulate around the shopping district on Friday and Saturday evenings.

(Continued on page 4)

(Continued from page 3)

The fixed routes will complement the present nine-vehicle Dial-A-Ride system within the city.

SOUTHLAND TRANSIT, INC., (formerly R & D TRANSPORTATION) is the **MT** contract operator. **FOOTHILL TRANSIT** oversees the operations for the city through a management contract that includes quarterly vehicle inspections, reviewing contractor records and checks of the DAR's safety and appearance practices.

THOUSAND OAKS TRANSIT (TOT)

THOUSAND OAKS: **TOT** instituted major changes to its system including adding NEW Route 3-WESTLAKE (BLUE) and discontinuing the Smart Shuttle service area by rerouting Route 2.

All buses serve the Thousand Oaks Transportation Center and the Oaks Mall. There is still only weekday service with all lines on average 90 minute headways.

1-NEWBURY PARK (GOLD) covers the Newbury Park area and the new Dos Vientos neighborhood (school trips only) and was extended along Moorpark Road between Janss and Thousand Oaks Blvd.

2-CENTRAL THOUSAND OAKS (GREEN) was revised into a large clockwise loop including much of the former Smart Shuttle area east of Moorpark Road.

3-WESTLAKE (BLUE) is a new route running counter clockwise serving Thousand Oaks Blvd eastbound, west on Hillcrest Drive to Oaks Mall and Borchard Road and back to TOTC along Thousand Oaks Blvd.

4-WESTLAKE (RED) now includes Hillcrest Dr. east of Rancho Road and runs clockwise opposite 3 west on Thousand Oaks Blvd to Oaks Mall and Borchard Road, then east on Hillcrest to Westlake (including Westlake Plaza area) and then returning to TOTC.

CALIFORNIA NEWS BRIEFS

With the opening of the METROLINK Corona-North Main Station, **RIVERSIDE TRANSIT AGENCY** Line 3-CORONA-NORCO was rerouted to serve the station.

On September 28th **WHITTIER TRANSIT SYSTEM** rerouted both of its lines in the downtown area to service the new Whittier Depot, located on Greenleaf between Penn and Mar Vista.

TRI DELTA TRANSIT increased its fares on July 1st. Regular fare is now $1, seniors and disabled 50 cents.

Operators and maintenance staff employed by FIRST TRANSIT, INC. for the **SAN LUIS OBISPO TRANSIT** contract recently voted to be represented by Teamsters. Contract negotiations will begin soon.

REDWOOD COAST TRANSIT SYSTEM (RCTS)

CRESCENT CITY: The Del Norte County Board of Supervisors are now considering significant changes to services and pricing structure of **RCTS.**

Begun as a Dial-a-Ride system, **RCTS** has evolved into a fleet of buses operating a one direction loop route around Crescent City, to Smith River and the Howland Road area, in addition to DAR.

(Ed. Note – Del Norte County is in the northwest corner of California on the Pacific Coast with Oregon as its northern neighbor).

Fixed route fares are $1.50 and DAR fares are $1.75. Although DAR was intended to serve seniors and the disabled who had difficulty getting to regular bus stops, the small price differential has caused many others to use the DAR instead of the fixed route. This has overtaxed the DAR system, while the lower cost fixed route has unused capacity.

Proposals under consideration would reduce the fixed route fare to $1.00, increase the DAR fare for able-bodied adults to $2.50 and charge $1.00 for elderly and disabled persons on DAR.

In addition, fixed route service would be doubled with buses operating the loop in both directions.

RCTS is overseen by the Local Transportation Commission, made up of two members of the Crescent City City Council, two County Supervisors and the local Commander of the California Highway Patrol. LTC makes their recommendations to the Council and Supervisors for final actions.

PARATRANSIT SERVICES, INC. is the contract operator of both the fixed route and DAR.

VISALIA CITY COACH (VCC)

VISALIA: **VCC** recently took delivery of three EBus brand electric powered motorized trolleys (which joined a Specialty Vehicle Manufacturing unit) to begin the three route VISALIA TOWNE TROLLEY.

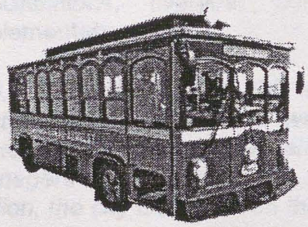
The system includes the north/south GREEN ROUTE, the east/west BLUE ROUTE and the evening/weekend

(Continued on page 5)

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GOLD ROUTE.

GREEN operates on weekdays every 15 minutes from 730AM to 530PM (1 bus) in a one way loop from Bridge via Oak, Court, Lincoln Oval (traffic circle), Locust, Noble, Court, Acequia and Bridge to Oak.

BLUE also operates on weekdays between 730AM and 530PM, every half hour before 1000AM and after 200PM (1 bus) and every 15 minutes (2 buses) midday. From Bridge & Oak buses travel via Oak, Garden, Center, Hall, Main, Mooney, Burrel (Tulare County Civic Center), Woodland, Main and Bridge to Oak.



GOLD operates on Friday and Saturday between 530PM and 1100PM and on Saturday 930AM-530PM on a shortened version of BLUE. From Bridge & Oak, buses run along Oak, Garden, Center, West, Main and Bridge to Oak.

Twenty minute headways are now offered on 1-MOONEY BLVD/7-NORTH VISALIA while the Dial-A-Ride system has received five new CNG powered Econoline/Aerotechs (6248-6252).

TULARE COUNTY TRANSIT (TCT)

VISALIA: **TCT** operates eight fixed routes and three Dial-A-Ride systems connecting many of the communities in Tulare County.

In October, **TCT** implemented one new route and extended two others. SOUTH COUNTY was rerouted to serve the Methany Tract area in south Tulare, which had been formerly served by **TULARE TRANSIT EXPRESS,** who had discontinued the route.

DINUBA-LONDON was extended southwesterly to the community of Traver via Road 60, Avenue 368 and Merritt Drive.

The new SPRINGVILLE-PORTERVILLE route was established providing two weekday round trips, at 830AM and 330PM, using the bus from the POPLAR-PORTERVILLE route.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: Service reductions will be made next March *(WT 10/02)*. Included are all eight Ferry Shuttle lines, Transbay Lines 30, 78 and 90, Marin Locals 21 and 33, Commuter 71 and 63-MARIN CITY-STINSON BEACH and 65-SAN RAFAEL-POINT REYES.

AMTRAK CALIFORNIA/GREYHOUND LINES (AC/GLI)

SACRAMENTO: Recently **GREYHOUND LINES, INC.** was granted a direct subsidy (Federal 5311F Rural Service Grant) to operate service between Modesto, Oakdale and Sonora for a two year period.

On December 2nd **GL** began operating the MODESTO-SONORA route with two daily round trips departing Modesto at 900AM and 650PM and departing Sonora at 800AM and 705PM with 75 minutes running time.

Buses used on this route will be AMTRAK painted buses from the AMBUS Dedicated Route 34-SAN FRANCISCO-OAKLAND-STOCKTON (Bay Area connections for the Sacramento San Joaquins). Upon arrival in Stockton, the buses will continue south to Modesto and then provide the service to Sonora.

AMTRAK is selling tickets as a coordinated service (bus and train connect, but there may be a wait).

GREYHOUND LINES, INC. (GLI)

DALLAS, TX: Following receipt of a Federal 5311F Rural Service Grant, **GLI** inaugurated service on the MODESTO-OAKDALE-SONORA route December 2nd.

*(Ed. Note – years ago this was a **GLI** route, but was discontinued during one of their financial crisis. It was also offered as an **AMBUS** route in 1994-1995).*

GLI took delivery of two Van Hool C2045L coaches in March for testing (this follows a two year test of about 40 Van Hools by subsidiaries **VALLEY TRANSIT COMPANY** in Texas and **GOLDEN STATE TRANSPORTATION COMPANY** in California).

The buses will operate between Laredo, TX and Chicago and their performance will be monitored by **GLI** along with ABC Bus Sales and Van Hool. These coaches are equipped with S-60 DDC 370 HP engine, B-500 Allison transmission, Carrier HVAC system and a S&S "Baylift" wheelchair lift.

MIDLAND-ODESSA URBAN TRANSIT DISTRICT (MOUTD)

MIDLAND, TX: The two cities have established **MOUTD** in preparation for future fixed route and paratransit service, a system of 19 buses operating on 11 routes.

(Continued on page 6)

(Continued from page 5)

They also awarded McDonald Transit Associates a five year contract, beginning next fall, to implement and manage the system.

During the interim period, MTA will perform a number of consulting tasks including development of routes and schedules, five year facility and equipment needs, fare recommendations, a marketing plan, vehicle specifications, five-year budgets and a detailed implementation plan.

*(Ed. Note – Between 1980 and 1986, the **MIDTRAN** system served Midland. It was a complete flex route system that suffered from relatively low ridership, four managers in six years and after investing about $3 million, the city discontinued the system.*

Based on the 1980's experiences, political support in Midland is relatively low and seems concentrated on the south side and the major goal seems to be helping workers from the south side traverse the city to Midland's retail epicenter on North Loop 250).

DALLAS AREA RAPID TRANSIT (DART)

DALLAS, TX: November 18th brought light rail to Garland with the 4.6 mile extension of **DART's** BLUE LINE to the northeast. Two new stations, Forest/Jupiter and Downtown Garland, were also opened.

Three weeks later, on December 9th, the RED LINE extension to Plano opened with three new stations, Bush Turnpike, Downtown Plano and Parker Road.

The **DART** Board recently approved a fare increase, the first since 1995, for bus and rail service to become effective on March 3rd.

The basic local fare will rise from $1 to $1.25 (Day Pass from $2 to $2.50) while the premium fare will increase from $2 to $2.25 (Premium Day Pass to $4.50). Monthly passes and paratransit fares will also be increased.

The current 50 cent fare for seniors, non paratransit disabled, high school students with valid ID and children will remain unchanged.

DART funds 80 percent of its operating budget from the one-percent transit sales tax collected in its 13 member cities. Declining sales tax returns following the current recession has caused need for the fare increase.



WHATCOM TRANSPORTATION AUTHORITY (WTA)

BELLINGHAM, WA: **WTA** inaugurated two new routes into eastern Whatcom County, 71X-EVERSON-NOOKSACK-SUMAS and 72X-KENDALL VIA MOUNT BAKER HIGHWAY *(WT 10/02)*.

On both routes, the morning and afternoon weekday peak hour trips operate in regular fixed route mode. In addition to those trips, three Fixed Route Flex Service trips are offered midday on weekdays and on Saturday.

Flex Service allows passengers to board the bus at all regular bus stops, but also allows passengers to be picked up closer to their homes. Riders must call two hours in advance if they want to utilize the Flex Service option.

NAFTA PROVISIONS IMPLEMENTED FOR MEXICAN BUSES AND TRUCKS

WASHINGTON, D.C.: U. S. Secretary of Transportation Norman Y. Mineta recently directed the DOT's Federal Motor Carrier Safety Administration to act on the 130 applications received so far from Mexico domiciled truck and bus companies seeking to transport international cargo in cross-border services in the United States or to provide regular route services between Mexico and the United States.

Mineta's action was prompted when President Bush modified the moratorium on granting operating authority to Mexican motor carriers. The change affects only the international service between the United States and Mexico. Left in place was a moratorium on permits for providing service between points in the U. S.

Under NAFTA, Mexico is obligated to provide expanded access for United States carriers.

To drive in the U. S., commercial drivers from Mexico must have a *Licencia Federal*, the Mexican equivalent of a U. S. commercial drivers license. While in this country, drivers will be subject to the same drug and alcohol rules, hours of service and maintenance of a Log Book as U. S. bus and truck drivers are.

The FMCSA, which regulates interstate truck and bus safety, will grant authority only to those carriers that comply with all U. S. safety standards and insurance requirements.

To receive authority, all Mexico domiciled carriers must undergo a safety audit by the FMCSA. Carriers who operate beyond the border commercial zones will also receive a formal compliance review within the first 18

(Continued on page 7)

MONTEBELLO BUS LINES

Montebello, California

FLEET #'S.	BUILDER	MODEL	SERIAL #'S.	YEAR	NOTES
330-336, 338	GMC	T80204	810603-609, 611	04/81	
8639-8645	Flxible	40102-6T	FD097105-111	08/85	1
8846-8850	GMC	T8J206	GV824972-976	06/87	2
9152-9153	TMC	T80606	LR827551-552	12/90	3
9154-9155	TMC	T80606	LR827554-555	12/90	3
9156	TMC	T80606	LR827553	12/90	3
80358	Ford/Collins	Econoline/Diplomat	NHA88795	05/92	4
80359-80360	Ford/El Dorado	Econoline/Aerotech	YHB42756-757	2000	4
80384-80385	Dodge/El Dorado	Ram/Aerotech	VR449607-608	1998	5
9291-9298	TMC	T80206	MR828294-301	09/91	6
9201-9213	TMC	T80206	MR828425-437	01/92	7
9214-9221	TMC	T70206	MR828438-445	01/92	8
9901-9907	Gillig	G18D102N4	Y1070286-292	1999	
2001-2005	Gillig	G18D102N4	Y1071490-494	2000	
2101-2115	Gillig	G18D102N4	11071977-991	2001	

NOTES:

1. Ex 339-345
2. Ex 346-350
3. Ex 352-356
4. Ex 358-360
5. Ex 384-385
6. Ex 391-398
7. Ex 501-513
8. Ex 514-521

Information provided by Allan Pollock, **MBL's** newly appointed Director of Transportation

(Continued from page 6)

months. Carriers that receive and maintain satisfactory compliance ratings will be awarded permanent operating authority at the end of the 18 month period of operating under provisional operating authority.

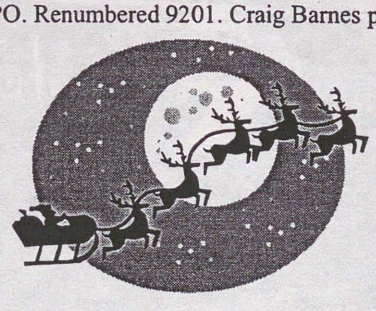
COMMUNITY TRANSIT (WA) is seeking proposals from firms for a five year contract to provide low floor buses beginning with 21 40-foot and 29 60-foot buses and up to 133 additional units over the next four years.

ORANGE COUNTY TRANSPORTATION AUTHORITY has awarded a $5.2 million contract to Complete Coach Works for the refurbishment of their fleet of 1989 Gillig Phantoms (4201-4269). Work will include body work and bus repainting, replacement of driver seats and all windows, fire suppression system, destination sign replacement, interior sign and communication system, bike rack deployed indicator on the dash, new wheelchair lifts and upgraded engines. Up to 45 buses would be upgraded by June 2003 with the remaining 24 in the following year.

OCTA will also be purchasing 68 paratransit vehicles (Ford/El Dorado-National Econoline/Aerotechs) by joining the State of California, Department of General Services statewide procurement for small vehicles. These will likely replace the remaining units of the 8101-8191 and 8201-8245 series Aerotechs.



Montebello 501 at the Anaheim Convention Center as a shuttle for the EXPO. Renumbered 9201. Craig Barnes photo.



EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Downey Link	001-005	Bluebird	CSRE3403/2F210300,—,301,—,—	2002	
	006	Ford/Supreme	Econ/Startrans/—		
Tulare Transit Express	2009	El Dorado Natl	RE-32/3CO84056	2002	
Visalia City Coach	6248-6252	Ford/El Dorado	Econ/Aerotech/—	2002	
Culver City MBL	7080-7091	New Flyer	C40LF/1U023170-181	2001	
Tri Met (OR)	2561-2562	New Flyer	DE40LF/1U023422-423	2001	
Fort Worth Trns Auth (TX)	301-331	New Flyer	C35LF/1U023424-454	2001	
	332-343	New Flyer	C35LF/2U023999-010	2002	
	401-432	New Flyer	C30LF/2U024011-042	2002	
Chula Vista Transit	7016-7025	New Flyer	C40LF/1U023468-477	2001	
San Diego MTS (ATC)	2601-2614	New Flyer	C40LF/1U023550-563	2001	
-USED-					
All West Coachlines	6237	MCI	102D3/RP046658	1994	1
	67007-67008	MCI	102DL3/VP049517-518	1997	1

-NOTES-

1. Ex Gray Line/Salt Lake City (UT), same numbers.

-DISPOSITIONS-

In late September the **UTAH TRANSIT AUTHORITY** conducted an auction of 25 surplus transit buses for itself plus 88 more for **SAN DIEGO TRANSIT CORP, NIAGARA FRONTIER TRANSIT SYSTEM** and **HOUSTON METRO.** These were all members of the Winter Olympics fleet *(WT 04/02).*

SAN DIEGO buses included 502-505, 507, 509-510, 512-513, 515-517, 519, 521, 525, 527-529, 531, 533, 536, 541-544 which are 1983/84 Gillig Model 40TB1026V92 VINs D1080760-763, 765, 767-768, 728-729, 731-733, 735, 737, 741, 743-745, 747, 749, 752, 757-758, E1081204-205. 502-510 are 01/84, 512-542 are 12/83 and 543-544 are 1984.

NIAGARA FRONTIER buses included 1986 Orion 01.508s 707-VIN G6001385, 7/86; 719-VIN G6001399, 7/86; 722-VIN G6001403, 7/86; 735-VIN G6001418, 8/86; 739-VIN G6001423, 8/86; 740-VIN G6001425, 8/86; 745-VIN G6001431, 9/86; 750-VIN G6001437, 9/86; 763-VIN G6001452, 9/86; 766-VIN G6001456, 10/86; 769-VIN G6001460, 10/86 and 771-VIN G6001462, 10/86.

In mid December, a bankruptcy auction was held in Las Vegas and Chicago to sell 45 tour buses and ten mini buses for **VEC TOUR, INC.** Included in the sale were two 1996 Setra S215HDH and 43 Van Hools – two 2001 model T2145, one 1997 T940, one 1991 and one 1992 T815, six 1995 T800-45, one 1998 T-800-40, nine 1996, three 1995, one 1992, eight 1991, five 1990 and five 1989 T800s. Mini buses – two 1997 and three 1999 Econoline/Krystal Coach, one 1996 Metro, two 1995 and two 1996 Econoline/Aerotechs.



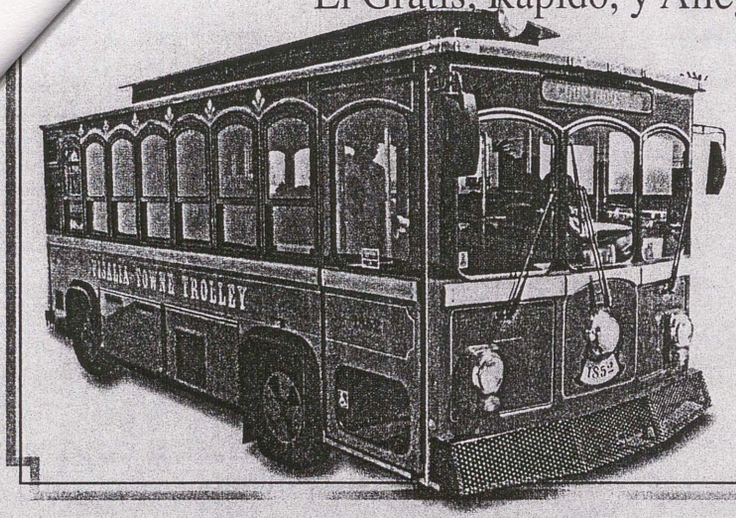
WISHING YOU A MERRY CHRISTMAS AND A PROSPEROUS NEW YEAR FROM THE STAFF AT WESTERN TRANSIT.



Santa Monica Municipal Bus Lines 5174 at Pico & Broadway on December 10, 2002. Russ Jones photo.

The Fun, Fast and FREE way to get around Downtown

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Visalia Towne Trolley

Rider's Guide

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Para más información, llame 713-4950

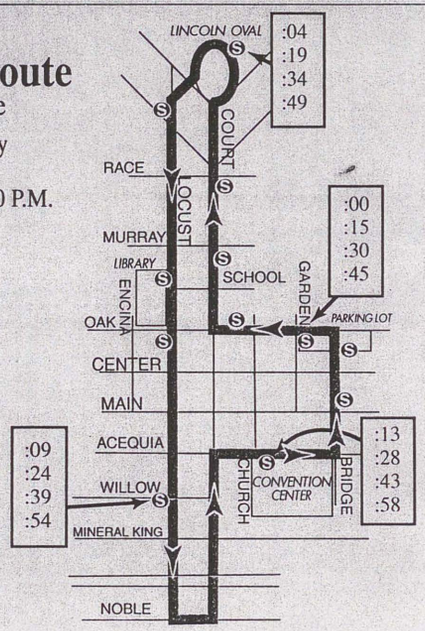
Green Route

Ruta Verde

Monday - Friday

Lunes - Viernes

7:30 A.M. - 5:30 P.M.



Gold Route

Ruta Oro

Friday & Saturday Evenings

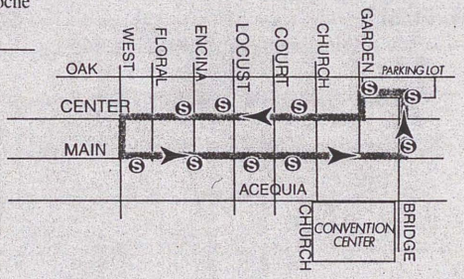
Viernes y Sabado Por La Noche

5:30 P.M. - 11:00 P.M.

Saturday

Sabado

9:30 A.M. - 5:30 P.M.



Ⓢ Trolley Stops

Paradas de Tranvías

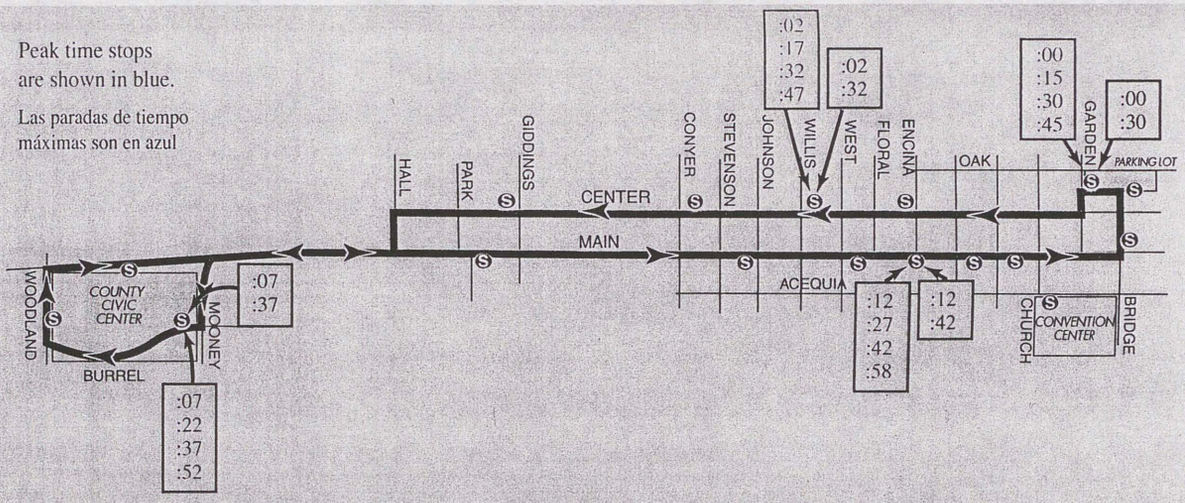
...day
...mes
...alf hour
...media hora
...0 A.M. - 10:00 A.M.

every 15 minutes
cada 15 minutos
10:00 A.M. - 2:00 P.M.

every half hour
cada media hora
2:00 P.M. - 5:30 P.M.

Peak time stops
are shown in blue.

Las paradas de tiempo
máximas son en azul



System Map

Blue Route
Ruta Azul

Gold Route
Ruta Oro

Green Route
Ruta Verde

Ⓢ Trolley Stops
Paradas de Tranvías

