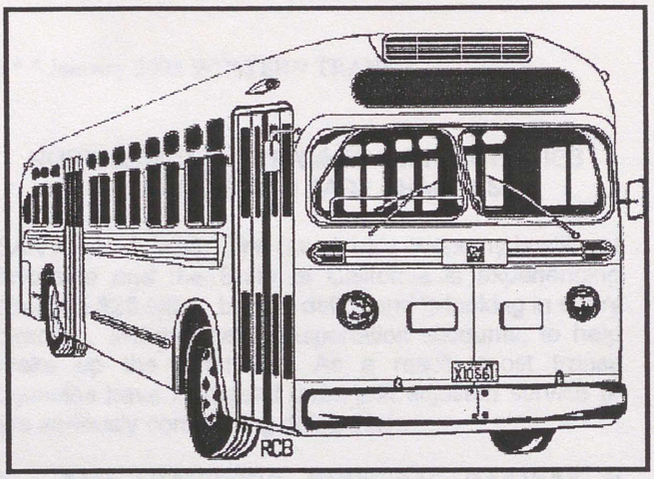


Western Transit

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VOL. 41, NO. 1 January 2003

2002 HOLIDAY BUSES AND SERVICES

Special holiday shuttle services, specially decorated buses and Free Rides on New Year's Eve highlighted the recent holiday season.



RIVERSIDE TRANSIT AGENCY operated two different "Holiday Trolleys" under the joint sponsorship of the cities involved — in Lake Elsinore on December 7, 14 and 21 and in Norco and Corona on December 14-15 and 21-22. Chance Trolleys No 10-No 15, operated by **TRANSIT WAYS** were used.

RTA offered Free Rides on Christmas Eve starting at 600PM until the close of service that evening.

Also offering Free Rides was **LACMTA** which offered Free Rides on both Christmas Eve and New Year's Eve between 900PM and 500AM on the bus system and from 900PM until service closing on all Metro Rail lines.

OCTA offered Free Rides on New Year's Eve beginning at 600AM until 400AM on New Year's Day. **CITIFARE** in Reno had Free Rides between 900PM and 100AM.

Decorated in "Happy Holidays" schemes were **SMMBL** 5174 (GMD T8H-5307A) in an overall gold with a white "Dove Of Peace" on each side, **CULVER CITY BUS** 7085 (New Flyer C40LF) appeared in standard forest green but with "Happy Holidays" on both sides above the window line and various decorations on the sides and back. Sacramento's **REGIONAL TRANSIT** painted Orion V 2002 in a festive holiday motif.

DOWNEY LINK and **THOUSAND OAKS TRANSIT** again both offered special service. **DL** ran each Saturday between Thanksgiving and Christmas 900AM-600PM with NORTHEAST and SOUTHEAST buses on their regular weekday schedules. NORTHWEST and SOUTHWEST ran on special 80-minute headways with a special routing to Stonewood Center.

TOT operated on both Saturday and Sunday December 14/15 and 21/22 with all four lines running between 900AM and 600PM.

TORRANCE TRANSIT SYSTEM provided a Free Ride SHOPPERS SHUTTLE along Hawthorne Blvd. Between Del Amo Center and Galleria At South Bay all day on Saturday and Sunday serving all **TTS** Line 8-HAWTHORNE BLVD. bus stops.

SANTA CLARITA TRANSIT routes to/from Downtown Los Angeles, Century City/UCLA and Warner offered special midday return buses on both Christmas Eve and New Year's Eve.

METROLINK's HOLIDAY TOY EXPRESS visited all of its stations during December providing a short performance of holiday music and also collecting toys for the annual Spark Of Love Toy Drive.

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NORTHERN CALIFORNIA TRANSIT AGENCIES FINANCES AND FARE CHANGES

SAN FRANCISCO: The Bay Area's economy is still not favorable and the State of California is experiencing almost a $25 billion budget deficit and is looking in every direction, including all transportation accounts, to help make up the difference. As a result, most transit agencies have increased fares and adjusted service or are seriously considering doing such.

The **SAN FRANCISCO MUNICIPAL RAILWAY** is considering a 25 cent increase in its present $1 basic fare (Monthly Fast Passes at $43.75) with Cable Car fares increasing 50 percent – to $3 each way. If the Municipal Transportation Agency and the Board of Supervisors approve the proposals (always a political challenge in "The City"), fares would rise in September.

The **BAY AREA RAPID TRANSIT DISTRICT** effected a five per cent increase on January 1st. Pricing is distance based. A ride within San Francisco rose from $1.10 to $1.15 while a 50-mile trip between Pittsburg-Bay Point and Colma increased from $4.70 to $4.95. **BART** expects a fiscal year deficit of nearly $60 million, mostly related to lower sales tax revenues and reduced farebox revenues from fewer riders.

GOLDEN GATE TRANSIT increased bus and ferry fares earlier this year and then bridge tolls *(WT 9/02),* but is still looking at a revenue shortfall and will effect service reductions this March *(WT 11/02).*

The state's finance troubles could curtail any appropriations from the Traffic Congestion Relief Program and negatively impact the Meadowview Road to Elk Grove rail line expansion plans of Sacramento's **REGIONAL TRANSIT** and the operation of **YOLOBUS'** Line 42-SACRAMENTO-SACRAMENTO AIRPORT-WOODLAND, among other projects.

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)

JANUARY 1998 – The **MTA** Board voted 10-3 to suspend, for at least six months, all work on rail line programs, except for the RED LINE extension to North Hollywood. This was a major portion of CEO Julian Burke's "Demobilization Plan", designed to put **MTA** finances in order.

JANUARY 1993 – CITIZENS AREA TRANSIT of Las Vegas, NV began operations (operated by **ATC/ VANCOM)** of a greatly expanded system (78 buses on 21 routes) replacing the privately owned and publicly funded **LAS VEGAS TRANSIT SYSTEM,** associated with **GRAY LINE TOURS**.

JANUARY 1988 – VALLEJO TRANSIT LINES began the new VALLEJO BARTLINK weekday express bus service connecting Vallejo, Curtola Park & Ride, Crockett, Richmond's Hilltop Mall and BART/El Cerrito.

JANUARY 1983 – GOLDEN GATE TRANSIT and Sonoma County officials continued to debate whether **GGT** or **SONOMA COUNTY AREA TRANSIT** should provide local bus service within Sonoma, particularly Santa Rosa and Petaluma as the City of Santa Rosa was trying to restrict **GGT** buses from SR streets.

JANUARY 1978 – LAGUNA BEACH MUNICIPAL TRANSIT LINES combined their previous five routes into three new ones — MONARCH BAY, ARCH BAY-BLUEBIRD CANYON and ALTA LAGUNA-NORTH COAST, with timed transfers at the Laguna Beach Bus Station, downtown.

WT STAFF FOR THIS MONTH

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(Continued from page 1)

CITY OF LOMPOC TRANSIT offered several programs – the now traditional SHOPPER SHUTTLE ran on the two weekends preceding Christmas along H Street, the city's primary retail corridor. On Friday and Saturday the SHUTTLE operated between 300PM and 900PM. On Sunday it ran from 1200 noon until 900PM. In addition, service on the four **COLT** fixed routes ran until final departures from Mervyn's Center at 830PM.

In Tulare, **TULARE TRANSIT EXPRESS** operated its "2002 FREE HOLIDAY SHUTTLE" on Sundays between December 1 and 22 serving downtown, major shopping areas and Horizon Factory Outlet Mall. Buses ran from 1200 noon until the last bus at 600PM.

VISALIA CITY COACH added a special holiday route, the MOONEY ROUTE, to the VISALIA TOWNE TROLLEY *(WT 12/02)* between Thanksgiving and Christmas and also operated the BLUE ROUTE on Saturday 930AM-530PM.

MOONEY ran from County Civic Center along Mooney Blvd, Visalia's major shopping street, between 1100AM and 500PM on Friday, Saturday, Monday and Tuesday.

In San Diego, the **METROPOLITAN TRANSIT SYSTEM** offered very late night service on several lines including 7-UNIVERSITY AVE, 11-IMPERIAL AVE-KENSINGTON and 34-LA JOLLA. BLUE LINE ran until the last train at 216AM, ORANGE LINE ran from Imperial Terminal until 221AM with last train from Santee at 330AM. GREEN LINE operated every half hour between 700PM and 300AM.

GREYHOUND LINES, INC. offered a new, experimental service, called HOLIDAY EXPRESS, to passengers buying their tickets online. This program was available to those traveling between December 18 and 23 on selected schedules from Los Angeles to Oakland or San Francisco and from New York City to selected cities in Florida.

Passengers bought their tickets online, then went to the designated ticketing areas to get their preprinted tickets without stopping at the ticket counter. Arriving one hour prior to departure was suggested to ensure the best seat selection. They also received priority boarding, faster check in and Rapid baggage check.

LACMTA had an in-house "Decorate The Bus" contest. All buses were on display at Gateway Plaza on December 23. Contestants included D1 – NABI 7445, D2 – NABI 7813, D3 – New Flyer C40 5064, D5 - New Flyer C40LF 5515, D6 – New Flyer D40LF 3010, D7 – NABI 7781, D8 - Neoplan 4570, D9 – NABI 7690, D10 -New Flyer C40LF 5517, D15 – NABI 7890 and D18 with Neoplan 4755.

TRANSIT OPERATIONS IN TULARE COUNTY

Transit in Tulare County is a mix of intercity and city fixed routes and Dial-A-Ride services, operated by seven public agencies and one private company, **ORANGE BELT STAGES.**

TULARE COUNTY TRANSIT provides 8 fixed routes with between two and five round trips each and three Dial-A-Rides, using a fleet of 9 county owned cutaways plus two **OBS** owned MC-9s, operating weekdays only between 545AM and 745PM.

DINUBA TRANSIT operates one weekday only fixed route on an hourly headway between 9 AM and 3 PM.

VISALIA CITY COACH, also serving Goshen, is the largest system with nine fixed routes plus the three-route TOWNE TROLLEY. Most lines operate half hourly 600AM-700PM Monday thru Saturday.

PORTERVILLE TRANSIT has five fixed routes, each 30 minutes in length and pulse scheduled at the 2nd & Thurman Transfer Center. Weekday hours are 700AM-600PM with Saturday 900AM-500PM.

TULARE TRANSIT EXPRESS offers six fixed routes within the city, pulse scheduled at the downtown Transit Center on K Street, weekdays 600AM-600PM and on Saturday 900AM-600PM.

EXETER DIAL-A-RIDE operates within the city on weekdays only between 830AM and 415PM.

WOODLAKE DIAL-A-RIDE operates within the city on weekdays between 730AM and 300PM.

ORANGE BELT STAGES operates VISALIA-PORTERVILLE and VISALIA-WOODLAKE routes under contract to **TCT** plus HANFORD-BAKERSFIELD intercity route and two **AMBUS** routes, 18-HANFORD-PORTERVILLE and 33-PORTERVILLE-FRESNO.

Each of the fixed route systems also offers a Dial-A-Ride and complementary paratransit.

There are transfer centers in Dinuba, Visalia, Porterville and Tulare for all buses. Generally, buses are pulse scheduled although there are presently no inter system transfer arrangements.

The first edition of The Tulare County Transit Guide, a county wide bus book for fixed routes and paratransit, was published this past October. *(Ed. Note – it is quite comprehensive and necessary for passengers who need to travel on multiple systems).*

(Continued on page 4)

(Continued from page 3)

MADERA COUNTY CONNECTION (MCC)

MADERA: In 2000 Madera County received a $250,000 Proposition 10 grant from the Madera County Children and Families Commission to fully fund and implement a new fixed route transit system in eastern Madera County, Chowchilla and Fairmead as a one-year pilot project.

July 2001 saw **MCC** starting operations and offering service to Oakhurst, Coarsegold, Yosemite Lakes Park, North Fork, Bass Lake, Chowchilla, Fairmead, Madera, Madera Ranchos, Madera Community College and Children's Hospital Central California.

Madera County is continuing to operate the system as a pilot program with increased marketing with another year's worth of funding (expires June 30, 2003). The county will assess continuation beyond that time after evaluating ridership.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (AC)

OAKLAND: **AC** made several changes in the Hayward/San Lorenzo/San Leandro area on December 22 with the inauguration of 81-SAN LEANDRO SHUTTLE and changes on 66-BART/ BAYFAIR-ADAMS TRACT, 87-CASTRO VALLEY LOCAL, 93–SAN LEANDRO-SAN LORENZO and 97-HESPERIAN BLVD.

Line 81 connects BART/San Leandro with the Main Library and Marina Community Center operating daily every 45 minutes between 900AM and 900PM.

Line 66 was expanded to operate all day and continues to serve the Adams Industrial Park in peak hours and 87 had its service span extended daily.

Line 93 was extended to serve the Alameda County Juvenile Court complex replacing 97, which received improved headways on its new, shorter alignment.

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: DASH/ VERMONT-MAIN commenced operations December 16th with a week of FREE rides.

VERMONT-MAIN is a two directional loop (two buses each way on 20 minute headways) beginning and ending at Slauson & Vermont. From Slauson, the bus travels on Vermont, Century, Main, Gage, Hoover and Slauson to Vermont.

Operated by **CONNEX TCT, LLC** with a fleet of new EZ Rider buses, this DASH operates on weekdays 700AM-700PM and on Saturday between 900AM and 500PM.

*(Ed. Note – the segment along Vermont between Slauson and Century, which could be said to compete with **MTA** 204 and 754 at a much lower fare, Is most of the original 604–SOUTHSIDE SMART SHUTTLE (WT 8/97) a fixed route with flexible destination service).*

Beginning November 11th, a new transfer system was implemented for DASH/CHESTERFIELD SQUARE. Riders who board buses on the westbound loop (including Holmes, Gage, Pacific, Broadway/Nadeau and Compton) may obtain a transfer that will allow them to transfer to an eastbound bus at Florence & Compton.

In mid November, the City Council authorized **LADOT** to execute a 5-year contract with **CONNEX** to assume operation of the COMMUTER EXPRESS/COMMUNITY CONNECTION and DOWNTOWN METROLINK SHUTTLE services. **COACH USA TRANSIT SERVICES** is the present contractor. *(Ed. Note – details on changeover dates and new operating garages and other issues are under discussion).*

On December 2nd, an RFP was issued for a contract to operate the six weekday and three weekend Downtown DASH lines, weekday only CITY HALL SHUTTLE, seven-day BUNKER HILL TROLLEY and summer only DASH/VENICE with a fleet including 60 El Dorado/ National EZ Riders, three El Dorado MSTs, three Ford/ Supreme Trolleys and three AVS battery powered buses, owned by the Los Angeles Department of Water and Power and operated as a demonstration project. **FIRST TRANSIT, INC.** and predecessors have had this contract since 1989.

In mid December, the City Council authorized extending the current **FIRST TRANSIT, INC.** contract to May 23, 2003 for DASH/PICO UNION-ECHO PARK and EL SERENO/CITY TERRACE while evaluation of the new bids for the next contract *(WT 8/02)* continues.

Plans called for Line 430-PACIFIC PALISADES-LA to be discontinued November 29th and its two buses given to 438-REDONDO-HERMOSA-LOS ANGELES. Current boardings average 22 per day over four trips.

Current riders banded together and, assisted by the Palisades Community Council, met with **LADOT** staff and City Council Cindy Miscikowski, who agreed to a Line 430 extension until June 30th. During that time, a

(Continued on page 5)

(Continued from page 4)

localized, low cost effort, with an assist from **LADOT,** to increase patronage will be taking place.

CORONA CRUISER (CC)

CORONA: Last July, **CC** added the RED LINE, discontinued the GREEN LINE and modified the BLUE LINE to operate on an all-day 50 minute headway on an extended routing north on Main to Target Plaza at McKinley instead of along River Road to West Corona METROLINK Station.

Both RED and BLUE are now flexible destination routes which allows passengers to be picked up and dropped off up to one-half mile on either side of the bus route. Advance reservations are required.

RED LINE begins at Wal Mart/California and travels via California, Old Temescal, Rimpau, 8th, Grand, 3rd, Main, 6th, Belle, 10th, Grand, 6th to Lincoln and then a one-way loop via Lincoln, 10th, Border, Via Del Rio, Del Vista, 6th, Smith, Sherman, D St, Lincoln to 6th and return to Wal Mart. During peak hours, RED is extended to METROLINK Station via 6th, Maple, Pomona Rd and Serfas Club Drive to the station.

OMNITRANS (OT)

SAN BERNARDINO: The **OT** Board recently gave preliminary approval to a plan to increase fares over the next five years. The plan is aimed at covering the rising cost of providing transit service against gloomy state and federal budget forecasts.

The basic cash fare ($1) would rise to $1.15 next September, $1.30 in July 2005 and $1.40 in 2007. Day passes and 31-day passes would also rise as would fares for students, seniors and the disabled.

INLAND EMPIRE CONNECTION 100-RIVERSIDE-SAN BERNARDINO would come under the local fare structure ($1 instead of the current $2) and the ten trip pass would be replaced by a 7-day pass.

OT will soon install 20 experimental "I-Stops", a device that allows a bus rider to press a button to start a light flashing atop a pole to alert a bus operator that someone is waiting at a stop.

The device includes a light to illuminate the area around the bus stop and a backlight for the posted bus information. Both lights can be activated by the rider. The lights are powered by batteries that are charged by solar cells.

During the day, the flashing signal will be visible for 1/4 mile and up to one mile at night.

The I-Stops cost $875 each and will be installed, ten each on 2-E STREET-LOMA LINDA and 61-POMONA-ONTARIO-FONTANA.

OT has awarded a $350,000 contract to Parsons, Brinckerhoff, Quade & Douglas for a Preliminary Basis for Design, with conceptual layouts and designs to be used as the agency seeks discretionary grant funds to cover the estimated $35,000,000 cost of building its new Mid Valley Division *(WT 9/01)* near Arrow Route and Etiwanda in Rancho Cucamonga.

SAN YSIDRO INTERMODAL TRANSPORTATION CENTER

SAN YSIDRO: Construction on the $21 million SYITC started in October 2001 and is scheduled for completion this fall.

The SYITC is located at the United States/Mexico border in San Ysidro, a community of San Diego, located across the border from Tijuana, Baja California, Mexico and adjacent to the Port Of Entry. On a typical day, more than 28,000 people use the current transit center area to access the various transit modes.

This project will include an enlarged pedestrian plaza, a separate bus and jitney turnaround area and an intercity bus terminal adjacent to McDonald's, a new Rail Court entrance (for **SAN DIEGO TROLLEY),** retaining wall along Rail Court and a new drainage system.

The transit center will be constructed on what has been a General Services Administration parking lot. It is expected to replace all "bus station areas" except for the **GREYHOUND LINES** station and the **TROLLEY** station, which will be relocated slightly further north.

METROPOLITAN TRANSIT DEVELOPMENT BOARD (MTDB)

SAN DIEGO: In November, the **MTDB** Board voted 13-1 (Poway Assistant Mayor Bob Emery voting no) to award a four-year contract to **ATC/VANCOM** to operate 955–SDSU-NATIONAL CITY (formerly Line 55 and operated by **SAN DIEGO TRANSIT CORP)** *(WT 10/02).* The change will take place this March 2nd.

George Thompson, Amalgamated Transit Union, stated his belief that the route was not competitively bid as required in **MTDB** Policy No. 32 and the pricing used for this award was offered as part of a larger **ATC** bid one year ago *(WT 11/01, 3/02).* **MTDB** staff stated the

(Continued on page 6)

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transfer will result in an savings of almost $1 million annually and, as part of the on-going service plan, they look to provide service cost effectively. Thompson stated the line is a high-performing route with high revenues and a low subsidy level and the action leaves less productive routes to be operated by **SDTC,** which makes their operations appear more expensive.

The following operating plan will begin with the opening of the Mission Valley East segment – BLUE LINE – San Ysidro to Qualcomm Station via Downtown, ORANGE LINE – Weld Blvd (El Cajon) - 12th & Imperial Station via C Street and Bayside and the new GREEN LINE between Santee Town Center and Old Town via Mission Valley.

BLUE would no longer operate to Mission San Diego, ORANGE would no longer travel to Santee and there would be two lines through a portion of Mission Valley.

LAIDLAW TRANSIT SERVICES, INC. was awarded a contract, formerly held by County of San Diego, Public Works, to provide vehicle maintenance and cleaning, driver training and driver uniforms for the RURAL BUS program (which **LTS** runs).

SOUND TRANSIT (ST)

SEATTLE, WA: **ST** began two routes September 28th, one to replace **KING COUNTY METRO** 307-WOODINVILLE-SEATTLE while the other is a demonstration route between Tacoma and the University of Washington campus area.

NEW 522-WOODINVILLE-SEATTLE EXPRESS runs every half hour between 530AM and 900PM and hourly until about midnight daily on a modified route south of Lake City along Lake City Way to Interstate 5 to downtown Seattle.

NEW 586-TACOMA – U DISTRICT operates three morning northbound trips departing 11th & Commerce in Tacoma at 614AM, 638AM and 708AM and four afternoon trips leaving NE 45th and University Way at 135PM, 305PM, 435PM and 505PM.

From Tacoma, 586 travels Commerce, 13th, Pacific, Puyallup (Tacoma Dome Station), Interstate 5, NE 45th, 15th Avenue NE and Pacific Street to Pacific Place.

Line 522 is operated by **KING COUNTY METRO** and the 586 is run by **PIERCE TRANSIT.**

In Tacoma, construction continues on TACOMA LINK, the light rail line in the downtown area. When complete, the line will run between the Tacoma Dome Station and Tacoma's Theatre District on Commerce at South 9th.

The line will be a single track surface route between the Tacoma Dome and Union Station/South 19th Station on 25th Street and Pacific Avenue. North of there, it will be a double track surface route along Pacific and Commerce as far north as South 9th.

The *free fare* TACOMA DOWNTOWN CONNECTOR, now operated by **PIERCE TRANSIT,** connects Tacoma Dome and downtown with two buses operating weekday peak hours. The TDC loop route is along Puyallup, Pacific, South 13th, A St, South 9th, Market, South 15th, Broadway, South 13th, Pacific and Puyallup.

ST and the Port of Seattle, each contributing about $10 million, will together establish a Central Link light rail station location and track alignment at Seattle-Tacoma International Airport with an expected opening in 2009.

KING COUNTY METRO-TRANSIT DIVISION (KCM)

SEATTLE, WA: Former Line 307-WOODINVILLE-SEATTLE was transferred to **SOUND TRANSIT** last September and both Lines 41 and 372 were expanded.

Line 41 was extended north between Northgate and Lake City to replace a portion of the former 307 via NE 103rd, 5th Avenue NE and NE 125th. Saturday and Sunday hours were also instituted.

Line 372 was also extended and now alternates with **ST** 522 between Bothell and Lake City offering an average 15 minute headway.

TRI COUNTY METROPOLITAN TRANSIT DISTRICT (TRI MET)

PORTLAND, OR: **TRI MET** also made changes during September as Sunday operation on the Foster/Harold loop of 17-HOLGATE was dropped and 25-GLISAN-ROCKWOOD was rerouted off 99th Ave. now traveling via 102nd and Pacific to the Gateway Transit Center.

Through the recently formed **CANBY AREA TRANSIT,** the City of Canby now operates local community bus service and connects with **TRI MET** at the Oregon City Transit Center.

Line 35-MACADAM continues to provide weekday peak hour service between Canby and Portland while 79-CLACKAMAS TOWN CENTER no longer travels to Canby, but instead travels in a loop from Oregon City TC to South End and Highway 99E, providing improved service in the South End Road area.

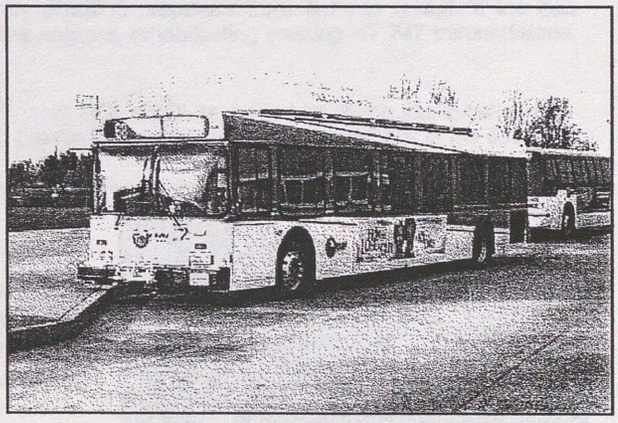
OMNITRANS

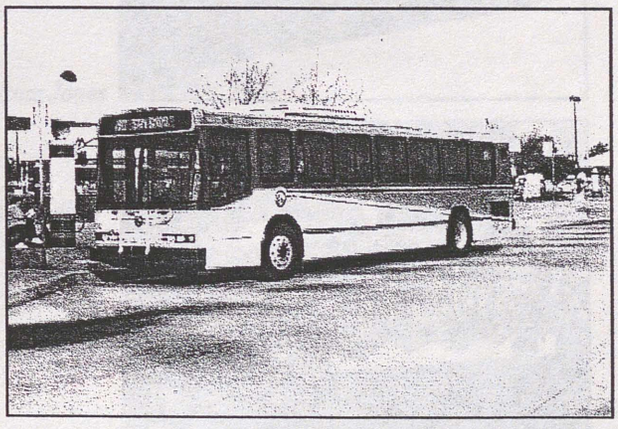
San Bernardino, California

FLEET NOS.	BUILDER	MODEL	VIN NOS.	YEAR	NOTES
602-632	TMC	T70206	KR826744-774	01/90	1
700-723	Orion	05.501	T6032940-963	12/96-01/97	
1639-1640	TMC	T80206	NR828963, 883	11/92	
1641-1665	TMC	T80206	NR828935-962	11/92	2
1667-1683	TMC	T80206	NR828964-980	11/92	
2684-2698	TMC	T80206	PR829810-924	1993	
9701-9707	Neoplan	AN440A	VL013223-229	05-06/97	3
0001-0044	New Flyer	C40LF	YU020636-679	2000	
0045-0047	New Flyer	H40LF	YU020791-793	2000	4
0101-0104	New Flyer	C40LF	YU021678, 675,688, 700	2001	
0105-0107	New Flyer	C40LF	YU021674, 676, 677	2001	
0108-0116	New Flyer	C40LF	YU021679-687	2001	
0117-0127	New Flyer	C40LF	YU021689-699	2001	
0131-0141	New Flyer	C40LF	1U023216-226	2001	5

NOTES:
1. 11 active buses – 602, 603, 606, 613, 615, 616, 619, 622, 623, 628 and 632.
2. 1649 off roster.
3. Ordered for and assigned to INLAND EMPIRE CONNECTION operations.
4. Electric/gasoline hybrid buses.
5. Have TwinVision LED headsigns.







Top: Omnitrans 1639 at the Montclair Transcenter on Route 68 on January 21, 2003.

Top Right: Omnitrans 0135 at the Montclair Transcenter on Route 68 on January 21, 2003.

Right: Omnitrans 9706 on IEC Route 90 at the Montclair Transcenter on January 21, 2003.

All photos by Craig Barnes.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

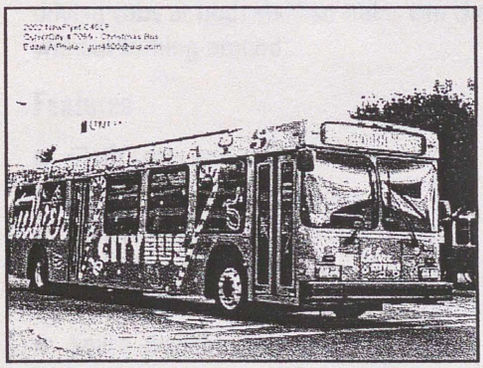
PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
LADOT (Connex TCT)	02067-02070	ElDo Natl	EZ Rider/3C084074-077	2002	1
	02071-02077	ElDo Natl	EZ Rider/3C084078-084	2002	
Valley Transp Authority	2301-2340	New Flyer	D60LF/2U23959-998	2002	
SFO Airporter Shuttle	712-715	New Flyer	C40LF/2U24043-046	2002	
Santa Cruz MTD	2201-2208	New Flyer	C40LF/2U24047-054	2002	
King County Metro (WA)	2599	New Flyer	DE60LF/2U24129	2002	
Long Beach Transit	2201-2227	New Flyer	D40LF/2U24170-196	2002	
	2228-2239	New Flyer	D40LF/2U24248-259	2002	
Honolulu Public Transit Authority (HI)	100-115	New Flyer	D60LF/2U24230-245	2002	
Sierra Pacific Tours	715	MCI	G4500/2S080203	02/02	
-USED-					
Imperial County Transit	B41-B42	Gillig	4096TB6V92/K1082884, 876	1989	2
LADOT (Coach USA)	5130	Neoplan	AN440A/GL013565	1986	3
-DISPOSITIONS-					
Gray Line/Salt Lake City	6282	Ford	Club Wagon/THA25410	1996	4

-NOTES-

1. Correction to previous information.
2. Ex Glendale Beeline, same numbers.
3. Denver RTD (CO), same number.
4. To CUSA/Bonanza Bus Lines (RI), same number.

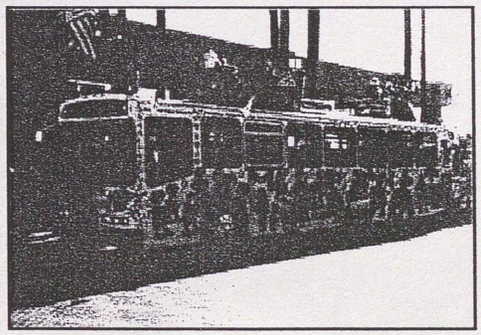
The City of Norwalk (CA), for **NORWALK TRANSIT SYSTEM,** is currently soliciting proposals from firms to complete the Bus Mechanical Rehabilitation Project of two Orion I buses including installing new engines, rehabilitating existing HT 747 transmissions, new LED destination signs, new paint and other work.

COACH USA/PACIFIC COAST SIGHTSEEING TOURS 65776 and 65777, both MCI 102DL3s, have had Ricon lifts installed mid-cabin and have also been reseated to 51 passenger units. MCI MC-9 63922, previously was the only lift equipped bus in the fleet



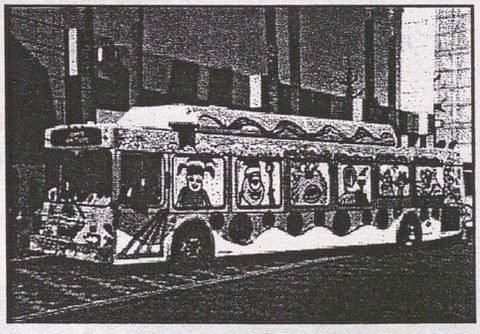
7085, a New Flyer C40LF, was Culver City's Christmas bus in December 2002.

Eddie Anthony photo



MTA 4570, a Neoplan AN440A from Division 8, was the First Place winner in MTA's Holiday Bus Contest.

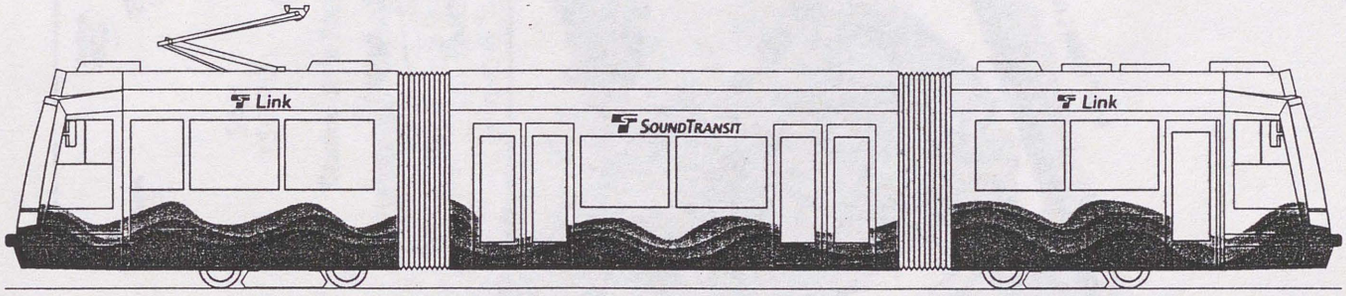
Both photos by Russ Jones



MTA 5515, a New Flyer C40LF from Division 5, came in at Third Place.

SOUNDTRANSIT

Tacoma Link



Tacoma Link's state-of-the-art trains will transport riders with convenience, comfort and style

Vital statistics

- Length: 66 feet
- Width: 8.1 feet
- Weight: 61,729 pounds
- Power source: Overhead electrical wires-750 volts D.C.
- Quantity purchased: 3
- Total cost: $9 million including spare parts, taxes and shipping

Configuration and capacity

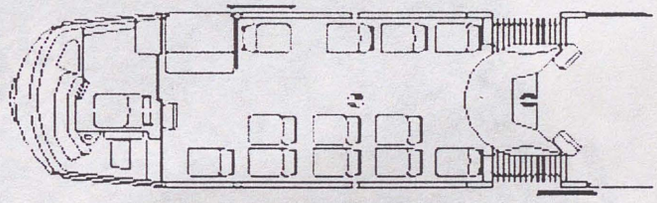
Each train holds up to 56 passengers (30 seated and 26 standing). Each train will operate as a single car, with driving cabs at both ends so trains can change directions without turning around.

Features

- Cloth seats and air conditioning
- Quiet and energy-efficient
- Low-floor design for smooth boarding
- A "bridgeplate" will slide out to help passengers with wheelchairs or strollers during boarding
- Space available for bicycles onboard
- Sleek design

Manufacturer

Skoda Dopravni Technica, based in the Czech Republic. The same manufacturer provides the cars for Portland, Oregon's successful streetcar system.



Testing and maintenance

The trains will undergo extensive testing before final approval by Sound Transit. Four technicians from Skoda Dopravni Technica will meet the trains in Tacoma for testing. Two will remain in Tacoma for two years to provide warranty repairs.

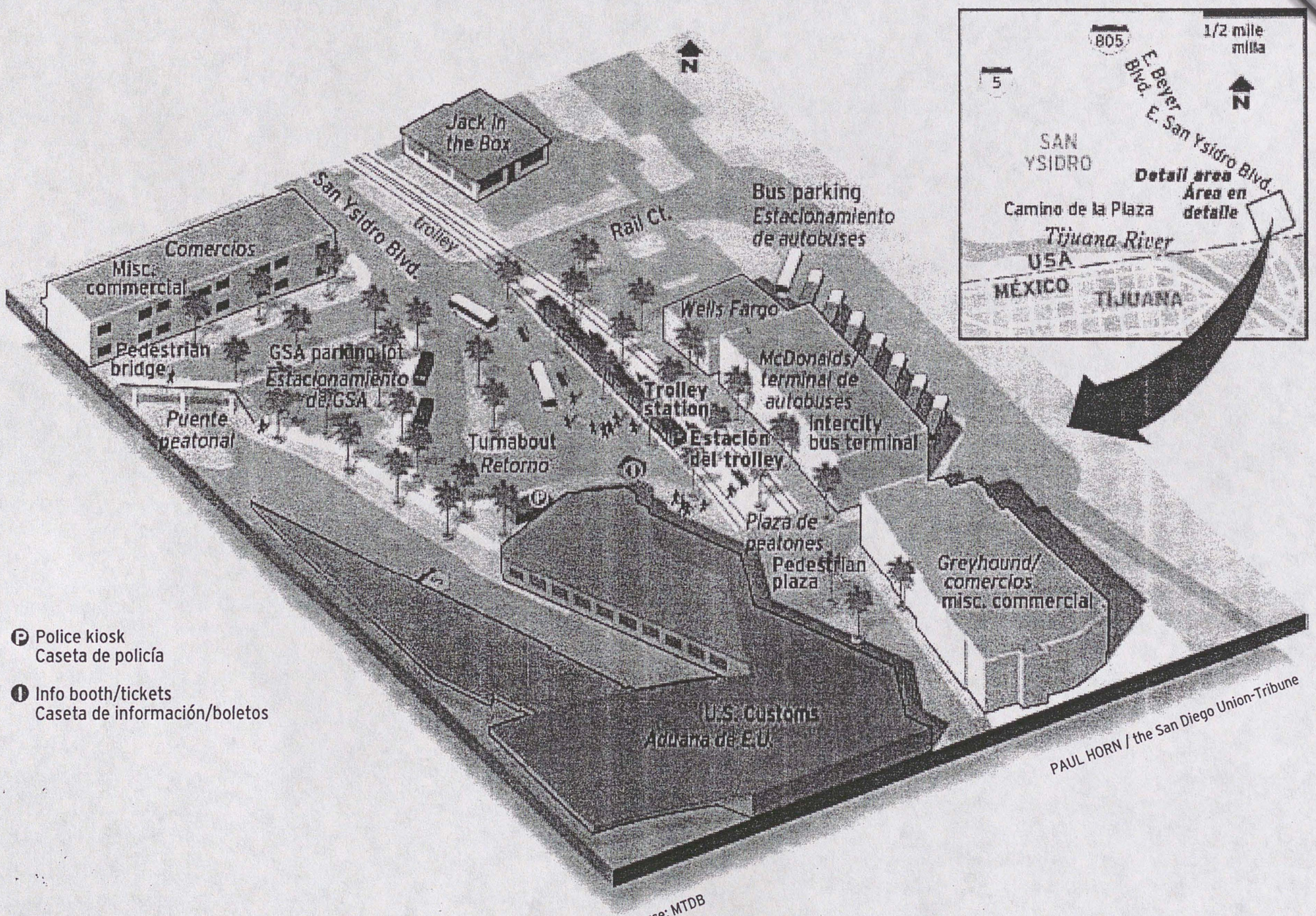
Operations

Link will run on a 1.6-mile route that includes five stations. Trains will run every 10 minutes 14 hours a day, Monday through Saturday; and every 10 to 20 minutes for 10 hours on Sunday. The electric-powered vehicles will travel at street level with five stations along the route.

Stations

- Theater District/ South Ninth at Commerce Street
- Convention Center/ South 15th at Commerce Street
- Union Station/ South 19th at Pacific Avenue
- South 25th at Pacific Avenue
- Tacoma Dome Station at 25th Street between D and E streets

For more information contact Sound Transit at Union Station, 401 S. Jackson St., Seattle WA 98104
(800) 201-4900 I (206) 398-5410 TTY I www.soundtransit.org



Source: MTDB

PAUL HORN / the San Diego Union-Tribune