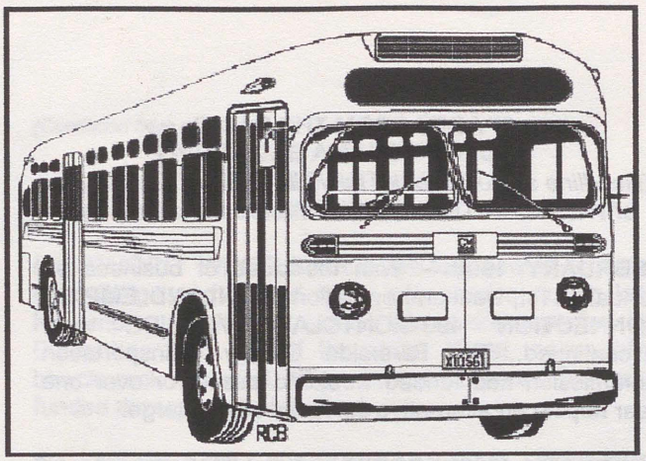
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VOL. 41, NO. 2 February 2003

FOSTER CITY CONNECTIONS SHUTTLE (FCCS)

FOSTER CITY: January 31st was the last day for the former four-route FOSTER CITY SUNSHINE SHUTTLE *(WT 5/01)* while February 3rd was opening day for the new **FOSTER CITY CONNECTIONS SHUTTLE.**

FCCS is a two route, FREE shuttle operating within the city designed to offer service to all Foster City residents and employees to travel both within the city and to connect with both **SAMTRANS** and **CALTRAIN.**

The two **FCCS** routes, RED LINE and BLUE LINE, each require one bus and operate on weekdays only between about 930AM and 330PM. RED operates hourly and in between **SAMTRANS** buses, which traverse the same routing, while BLUE operates every half hour. Both lines shut down between about 100PM and 130PM for a midday break for the bus operators.

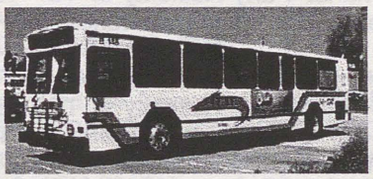
The BLUE LINE serves the western portion of Foster City including the Bridgeport Shopping Center and connects with the RED LINE and **SAMTRANS** Line 251. BLUE LINE operates basically a one directional loop on Bridgepointe Parkway, Shell Blvd., Beach Park Blvd. and Edgewater Blvd., including the Schooner Bay area.

The RED LINE follows the same route and stops as **SAMTRANS** Line 251. From Hillsdale Shopping Center, the bus passes **CALTRAIN** and runs on Hillsdale Blvd., Edgewater Blvd., Beach Park Blvd., Shell Blvd., Hillsdale Blvd/Beach Park, Foster City Blvd, Chess Drive and local roads to Bridgepointe Shopping Center.

During weekday peak hours, the City of Foster City uses the **FCCS** fleet to operate BART SHUTTLES between different neighborhoods within the city and both the BART/Hayward and BART/Daly City Stations.

The FOSTER CITY SENIOR EXPRESS is another program offering wheelchair accessible door-to-door transportation for city residents, 55 years and over. The service includes pick ups at residences and drop offs at the Foster City Senior Wing or other designated stops. Advanced reservations are encouraged.

CENTRAL COAST AREA TRANSIT (CCAT)



SAN LUIS OBISPO: **CCAT** Line 12-MORRO BAY-SAN SIMEON ACRES was extended to the world famed Hearst Castle starting January 1st with three round trips on weekdays (from Morro Bay at $1.75 fare) and two round trips on Saturday (when the line is extended to/from from San Luis Obispo for $2.25).

With a reduction in CALTRANS funding due to the completion of the Highway 101 Cuesta Grade widening and safety improvement project, the last two evening trips on 9-SAN LUIS OBISPO-PASO ROBLES in each direction have been combined into one trip each way.

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS:

Gerardo Giron Jr dba E Z SHUTTLE for authority as a PSC between points in Paradise Hills and National City and to establish a Zone Of Rate Freedom.

Genaro Croce and Alberto de Leon dba GENYAL CHARTERS for Charter Party Authority in TCP-16081-B with home terminal in South San Diego.

Melvin Leon Sampson dba SFO AIRPORTER for Charter Party Authority in TCP-16087-B with a home terminal in South San Francisco.

Marshall Nevin Gentry dba SFO AIRPORTER for Charter Party Authority in TCP-16088-B with a South San Francisco home terminal at same location as Melvin Sampson – 16087-B.

Bart Mulvihill dba MALIBU CANYON AIRPORTER for PSC between points in western San Fernando Valley and in Malibu Canyon and Los Angeles Intl Airport.

Bart Mulvihill dba CONEJO VALLEY AIRPORTER for PSC between points in the Conejo Valley and LAX.

VENTURA COUNTY SHUTTLE, INC. dba VENTURA COUNTY AIRPORTER has applied to revise its ZORF.

Majid Khazaeian dba TRI VALLEY AIRPORTER applied for PSC between points in Contra Costa, Alameda and San Francisco Counties and Bay Area airports and to establish a ZORF.

DECISIONS

Fariborz Alishahi granted a PSC between points within Orange County and the Orange County Airport.

BALBOA ISLAND FERRY, INC. authorized to increase passenger fares.

L.A. TOP SHUTTLE, INC. was denied, for failure of proof, the request to modify its Scheduled Service Area to include additional communities.

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)

FEBRUARY 1998 – With the close of business on January 31st, weekend operations of **INLAND EMPIRE CONNECTION** 496-MONTCLAIR-RIVERSIDE were discontinued. The Riverside County Transportation Commission had funded weekend buses for over one year hoping an alternative service would emerge.

FEBRUARY 1993 – SCRTD opened the first 4 miles of the METRO RED LINE subway system operating trains between Union Station and Wilshire & Alvarado. Initial service used three 4-car trains that ran every ten minutes between 500AM and 1000PM.

FEBRUARY 1988 – LONG BEACH TRANSIT returned to San Pedro running Lines 141-NAVAL STATION and 142-SAN PEDRO (nicknamed HARBOR SHUTTLE) that replaced former **LBT** 14-WEST OCEAN BLVD and **SAN PEDRO TRANSPORT.**

FEBRUARY 1983 – Wilmington Cab Company, Inc. dba THE SUPER SHUTTLE granted a PSC to operate between Los Angeles International Airport and numerous cities in Los Angeles County (*Ed. Note – considered to be the original airport shuttle van operation).*

FEBRUARY 1978 – The previous November 30th was the final day of operation for the **SANTA CLARITA VALLEY BUS SERVICE,** a two line bus system in Newhall/Saugus/Soledad/Bouquet Canyon funded by the County of Los Angeles and operated by ANTELOPE VALLEY BUS, INC.

WT STAFF FOR THIS MONTH

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(Continued from page 1)

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY (WHEELS)

LIVERMORE: **WHEELS** dedicated four new 40-foot low floor Gilligs and placed them into service during last November. Another 34 similar buses are expected by December 2003. All of the clean diesel, accessible, bicycle rack equipped, 40 passenger buses are primarily funded through a CMAQ grant.

On January 6th, 601-SUPPLEMENTAL SERVICE, serving passengers between the Ruby Hill area and Pleasanton Middle School, was divided into two separate routes (601 EAST and 601 WEST) to expedite the boarding process, allow adequate seating for all passengers and allow buses to meet school bell times.

PALO ALTO FREE SHUTTLE (PAFS)

PALO ALTO: **PAFS,** inaugurated in September 2001, was expanded last August and now provides three lines operating Monday through Friday.

CROSSTOWN SHUTTLE runs every half hour 600AM-600PM between downtown and East Charleston Road serving several neighborhoods and recently added Gunn High School and JLS Middle School.

EMBARCADERO SHUTTLE runs 15 minutely during commute hours and is coordinated with **CALTRAIN.** It serves employers in the Embarcadero/Baylands area, residents of the Embarcadero Road corridor and Palo Alto High School students.

DOWNTOWN SHUTTLE, using EMBARCADERO buses, serves the University Avenue area and the Palo Alto Medical Foundation on El Camino Real. This line operates every half hour between 900AM and 300PM and is scheduled to run during the construction of several downtown Palo Alto parking structures.

CALIFORNIA NEWS BRIEFS

VISALIA CITY COACH, TULARE COUNTY TRANSIT and **KINGS AREA RURAL TRANSIT** are jointly soliciting RFPs from firms interested in submitting proposals to operate the three systems. Each agency will award its own contract and proposers may offer proposals for one, two or three systems.

STANISLAUS REGIONAL TRANSIT has been holding public meetings to get input on its plans to increase all classes of fares on **START** fixed routes, Dial-A-Rides and Runabout (intercity Dial-A-Ride).

SAN JOAQUIN REGIONAL TRANSIT DISTRICT's VAN-GO program, six commuter vans used for ride sharing programs, has been discontinued as the program was determined to be cost prohibitive.

CANYON SHUTTLE is now serving Topanga Canyon residents with 24-hour service for errands and medical appointments and trips to LAX, Burbank and Orange County Airports. Airport trips are $40 for the first person and $10 for each additional. The cost for local trips is negotiable.

VALLEY TRANSPORTATION AUTHORITY held a series of public meetings during December to gather input on yet another series of service reductions, slated for April, related to reduced sales tax revenues and ridership decreases.

EASTERN CONTRA COSTA TRANSIT AUTHORITY (TRI DELTA TRANSIT –TDT)

ANTIOCH: On February 2nd the former weekday peak hours only Line 300-BRENTWOOD-BART/PITTSBURG was converted to an all day service with 20 minute peak (430AM-800AM and 340PM-700PM) and 30 minute midday headways.

The former DIMES-A-RIDE loop line in Brentwood was divided in two – DAR/DOWNTOWN and DAR/SAND CREEK. DOWNTOWN serves the northern part of the city between Lone Tree/Arroyo Seco and Brentwood Park-.And-Ride via Highway 4 and downtown. SAND CREEK operates a one-way loop along Walnut, Central, Fairview, Balfour, Guthrie and Brentwood Blvd.

Both operate hourly 630AM-630PM using one bus each on weekdays and two hourly on Saturday with one bus.

BANNING TRANSIT SYSTEM CITY OF BEAUMONT TRANSIT SYSTEM (BTS/COBTS)

BANNING: A regional transit system for the San Gorgonio Pass area *(WT 6/02)* is just around the corner.

This month, direct Dial-A-Ride service between Banning and Beaumont (and Cherry Valley and Cabazon) will start, with no transfer needed at the San Gorgonio Hospital on Highland Springs Avenue.

By April, the fixed route systems will be coordinated and connect Beaumont and Cabazon, also without the need to transfer, with buses on 30 minute headways and longer hours of service each day.

BTS and **COBTS** will each continue to operate their own systems and no new transit agency will be formed.

(Continued on page 4)

(Continued from page 3)

Buses will be painted the same (to be determined) colors with each city applying their logos to their buses. An all inclusive Ride Guide will also be introduced.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: **RTA** recently held several public meetings to receive input on service change plans set for this May 25th or later.

Almost every line in the system would receive either an alignment or a frequency change (or both). The larger changes include operating all Line 1-MAGNOLIA trips to and from West Corona METROLINK Station, an exchange of routings between Lines 1, 13 and 14 near UCR, shortening Line 19 north of Moreno Valley Mall and south of Perris, shortening 27 at Hemet Valley Mall with Line 33 serving the Valle Vista area, rerouting 31 and 35 in the Beaumont area to travel as far as 6th & Beaumont and no longer serve San Gorgonio Hospital *(Ed. Note – this is likely related to upcoming* ***BANNING TRANSIT SYSTEM/ CITY OF BEAUMONT TRANSIT SYSTEM*** *changes).*

Line 36 would no longer operate north of County Line Road & 5th in Yucaipa, but instead travel on Interstate 10 to Orange Street (Redlands Mall and **OMNITRANS** connections). Line 37 would be replaced by NEW Lines 74 and 79. The JSS-JEFFERSON SHUTTLE would be replaced by a reroute of present Line 24.

Four new commute hour Regional Flyer express bus lines are also proposed *(WT 8/02)* with an expected July start up — 60-RIVERSIDE-MONTCLAIR, 63-TEMECULA-LAKE ELSINORE-CORONA, 76-TEMECULA-OCEANSIDE and 215-SUN CITY-PERRIS-MORENO VALLEY-RIVERSIDE EXPRESS.

The **RTA** Board awarded an almost $3 million contract to Southern California Thomas Bus Sales for four low-floor, CNG powered, mid-size buses plus an option for six more, all expected to be model SLF 230 *(WT 8/02).*

The accessible buses will feature cushioned reclining seats and 12 Volt power outlets for commuters on the four proposed Regional Flyer lines.

RTA has issued an RFP for operation of the Western Riverside County Express Services contract that includes the four proposed express bus lines and three fixed routes to be operated in the Hemet/Sun City area *(Ed. Note – presently not known if these three are current or new local lines).*

SUNLINE TRANSIT AGENCY (STA)

THOUSAND PALMS: **STA,** long a test bed for alternative fuels, recently introduced the first hydrogen fuel-cell bus, an El Dorado National EZ Rider. Thor Industries (El Dorado's parent) and ISE Research, have developed the bus and chose the extreme heat of the desert as an appropriate test site.

A hydrogen fuel-cell works by using hydrogen and oxygen to create an electric current via negatively charged electrons.

In a series of route and schedule adjustments made last October, Saturday service to the Palm Springs Aerial Tramway on Line 24-CATHEDRAL CITY-PALM SPRINGS was discontinued. Coming soon on 51-PALM DESERT SHOPPER HOPPER will be new CNG vehicles and an expanded routing.

Most **STA** local fares were increased. The regular cash fare rose from 75 cents to $1 with the senior/disabled cash fare rising from 25 to 50 cents. Transfers for all riders are now 25c

Ten ride ticket books and all monthly passes increased. The $3 Day Pass remained and **SUNLINK** fares were also not changed.

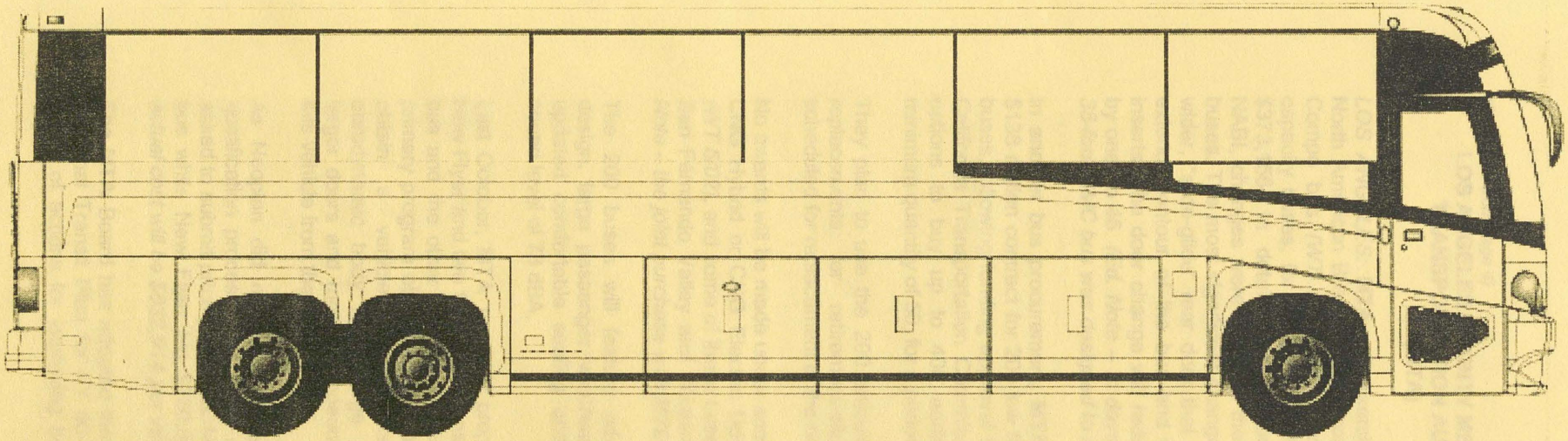
FOOTHILL TRANSIT (FT)

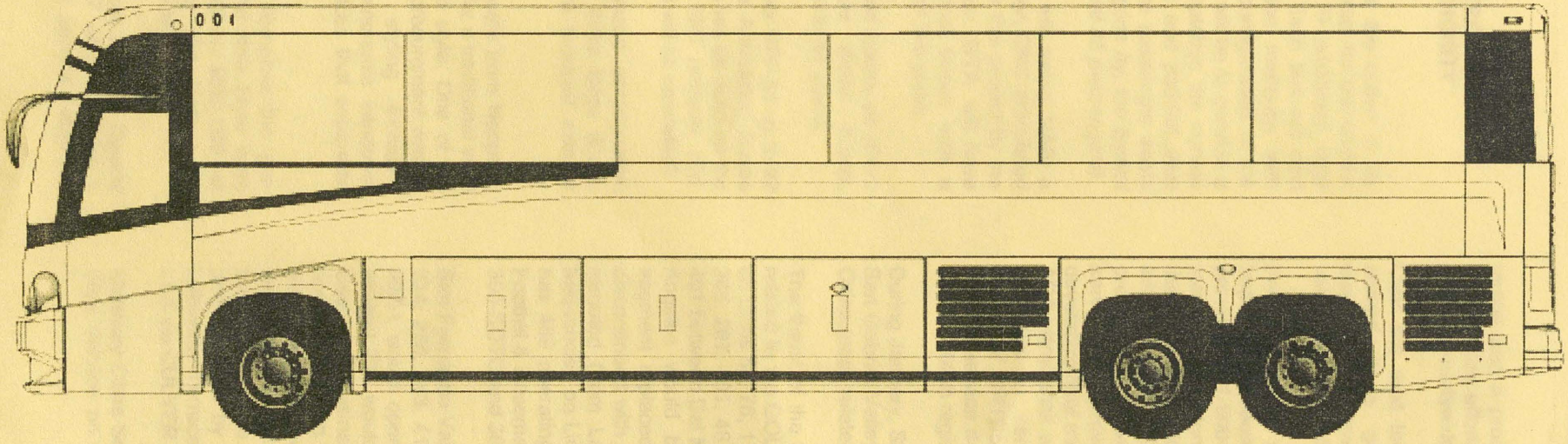
WEST COVINA: Following the loss of 400 parking spaces at Eastland Center, **FT** successfully negotiated a deal for almost as many spaces on the top floor of the three story West Covina City Hall on Garvey at the same charge the city has been paying. Included was a January 13th rerouting of Line 498-GLENDORA-WEST COVINA-LOS ANGELES along Grand, San Bernardino Freeway, Vincent, Workman, Sunset (serving PNR) and West Covina Parkway.

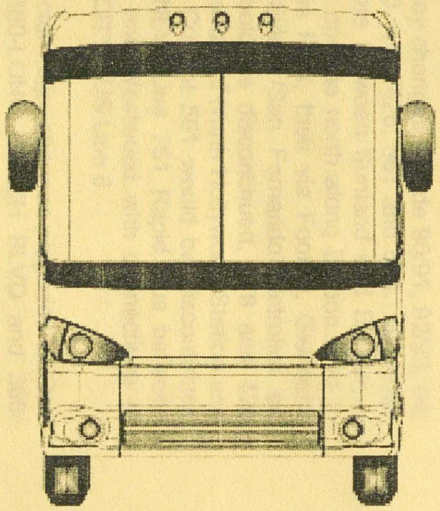
The Eastland Park and Ride had been provided for 25 years through an agreement between Eastland's property owner, currently Westfield America, and the City of West Covina.

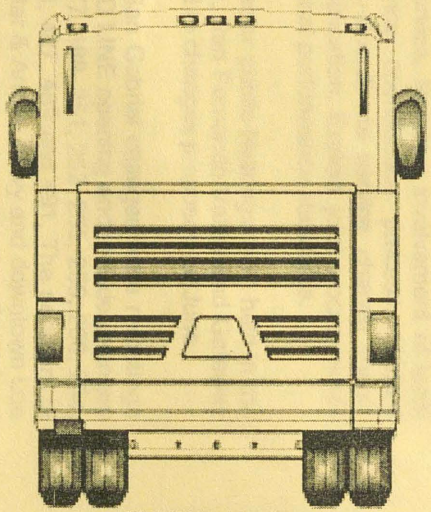
March 1st will bring **FT** a new fare structure. The local cash fare will be $1.10 (55 cents – senior and disabled). There will be only two express fares – Zone 3 at $2.75 and Zone 5 at $3.35. New 31 day rolling period passes will replace the current monthly pass. A new $30 college express pass will be introduced and transfers will be valid in any direction within a two hour time limit.

(Continued on page 5)







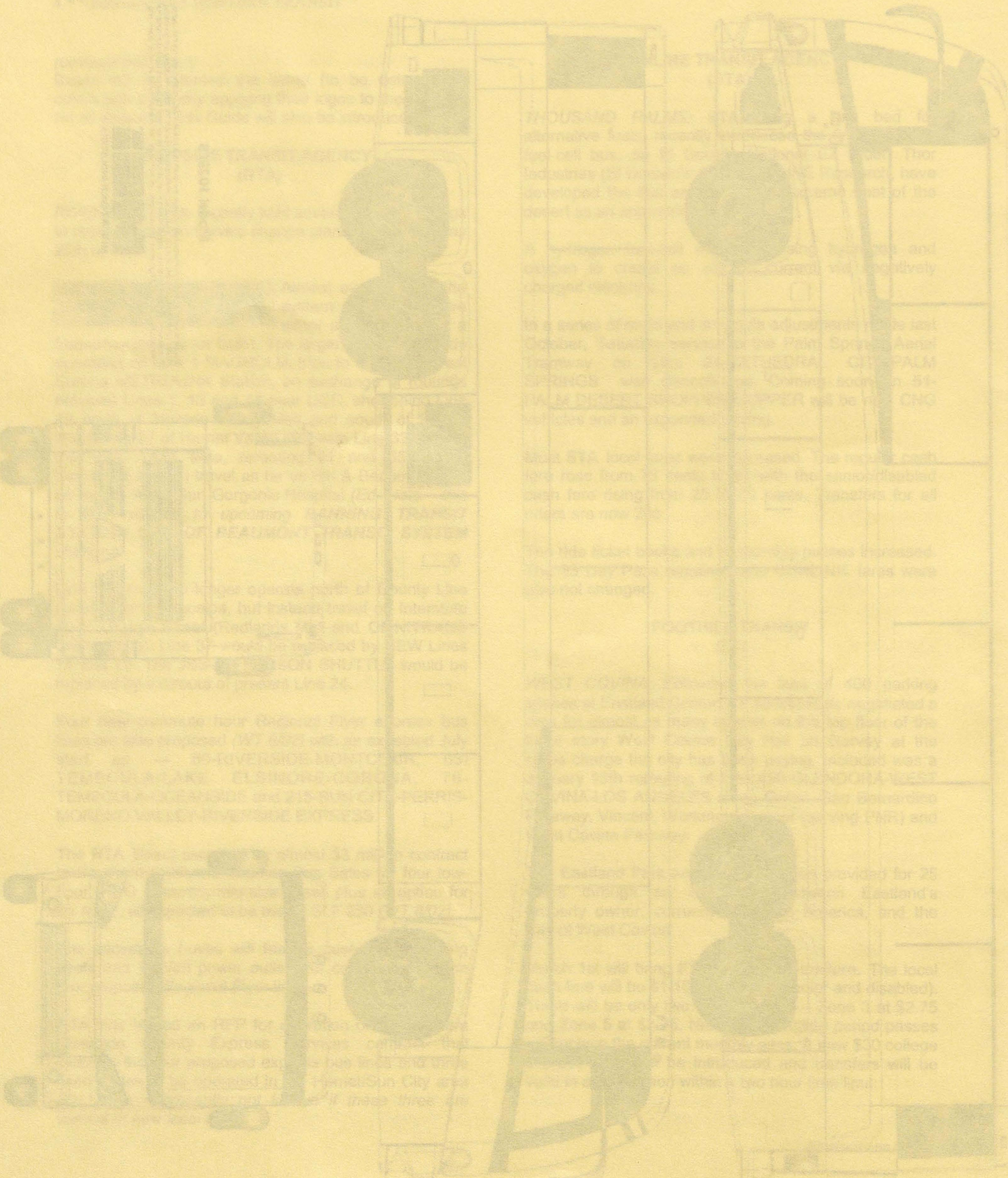


Model 102EL3

This rendition is an artistic representation of what the coach will look like. MCI reserves the right to slightly modify certain measurements and/or details to accommodate Production. All these renditions are generated by computer the colors may vary slightly from the actual paint. Please refer to Dupont paint standards for color accuracy. Due to Engineering specifications, all roof arches are manufactured in white paint only.

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(Continued from page 4)

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: **MTA** will exercise the option in its North American Bus Industries contract for the 45-foot Compo bus *(WT 2/02)* and buy 70 additional high capacity buses, for a total of 100. Each bus will cost $373,156. In detailed pre-production meetings with NABI, changes were made in the configuration of the buses. The most significant change will be to provide a wider, "slide-glide" rear door that matches the curved exterior contour of the bus and to add padded seat inserts. The door change will reduce passenger seats by one, to 46. *(Ed. Note – In days gone by, the typical 35-foot GMC bus was designed to seat 45 passengers).*

In another bus procurement, **MTA** will award NABI a $138 million contract for 200 low floor, CNG articulated buses, following funding approval for this project by the California Transportation Commission. **MTA** will have options to buy up to 400 additional buses with a minimum quantity of 50, for a period of five years.

They plan to use the 200 articulated buses as direct replacements for retirement-eligible diesel buses, scheduled for replacement in the next three years.

No awards will be made under another RFP for up to 92 CNG Hybrid or CNG Electric Drive Articulated Buses *(WT 5/02)*, and some of these buses will be used on the San Fernando Valley and Wilshire BRT projects. *(Ed. Note – the joint purchase with **MTDB** will be cancelled).*

The 200 buses will feature advanced aerodynamic design, large passenger windows, three large doors, updated comfortable seating and a reduced exterior sound level of 78 dBA.

Last October, **MTA** received proposals from Neoplan, New Flyer and two from NABI, one for a traditional style bus and the other for an advanced style. One of the primary program objectives in this procurement was to obtain a vehicle of advance styling including aerodynamic body lines, large panoramic windows, larger doors and modern appearances that separates this vehicle from the current fleet.

As Neoplan did not successfully complete the pre-qualification process, only NABI and New Flyer were asked to submit price proposals. NABI bid $625,000 per bus while New Flyer bid $750,000. *(Ed. Note – the actual cost will be $632,914 per vehicle).*

The **MTA** Board has adopted the Los Angeles County Regional Transit Plan for FY 03-07 which includes a series of actions for improving bus service within the region and a process for sustaining on going service coordination efforts. The RTP will now be incorporated into the countywide Short Range Transit Plan.

Over the next few years, the plan will focus efforts around three guiding principles — serving our customers, improving transit operator coordination and using resources wisely.

Fourteen areas were selected for improvement — Improve call response time and information accuracy provided by 1-800-COMMUTE, Improve identity and bus stop signage information at regional bus stops, Expand the regional Rapid Bus program, Improve bus service interface with GOLD LINE, Promote seamless fare programs, Improve passenger safety on late night bus service, Improve service connectivity through development of transit centers, Control costs of regional ADA paratransit service, Increase involvement of local operators in service coordination process, Update format of SRTPs, Coordinate service change dates, Reduce service duplication, Explore joint procurements and Establish regional performance standards.

During January, Sector public hearings were held in the San Gabriel Valley, San Fernando Valley and Gateway Cities areas related to changes proposed for June.

The thrust of the San Gabriel changes were reroutings related to the GOLD LINE opening and include changes on Lines 58, 76, 177, 188, 251, 252, 255, 256, 260, 264, 266, 267, 401, 483, 487, 489 and 491. The segment of 401 between Del Mar & Arroyo Pkwy and downtown Los Angeles would be discontinued with the Pasadena segment replaced by NEW Line 686, 483 would be discontinued with the Fair Oaks segment replaced by a rerouted (from Los Robles) Line 260 and enhanced frequencies on Line 485. A revision to the original plan has 489 operating in the peak direction only between Foothill & Rosemead and downtown. NEW Limited Stop 350-SOTO and 361-ATLANTIC BLVD are proposed.

San Fernando Valley changes include 90/91, 92/93, 94, 234, 236, 243, 410, 418, 426, 561 and 603. Saturday 90/91 would operate between Sunland and Sylmar, a revised 236 would operate north along Balboa Blvd to Cascades Business Park, then via Foothill, Glenoaks and Hubbard to Sylmar/San Fernando Metrolink on weekdays, 410 would be discontinued, 418 and 426 would be dropped south of North Hollywood Station and become Limiteds. Current 561 would be discontinued and replaced by NEW Line 761 Rapid Bus between Lakeview Terrace and Westwood with connections to LAX via **CULVER CITY BUS** Line 6.

Gateway Cities Sector major changes proposed Limited Stop service on 360-LONG BEACH BLVD and 366-

(Continued on page 6)

(Continued from page 5)

EAST 8TH-OLYMPIC, rerouting 460 between Norwalk and Los Angeles on the 105 Freeway and Harbor Transitway, partial discontinuation of Lines 56, 105, 107, 112 and 119 and establishing two two-directional loops in the Huntington Park, Maywood, Bell, Cudahy, South Gate area including timed transfers at Florence & Seville. Line 214 would operate during rush hours while Line 631 would be discontinued.

The **MTA** Board is expected to approve at least some of the proposals for summer implementation at its February meeting.

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: January 13th saw three COMMUNITY CONNECTION services (147-SAN PEDRO LOCAL, 203-OBSERVATORY, 208-BEACHWOOD CANYON) become DASH/SAN PEDRO, DASH/LOS FELIZ and DASH/BEACHWOOD CANYON, respectively *(WT 11/02)*. This included a fare reduction from $1.10 to 25 cents. Schedules remained the same.

Line 142-LONG BEACH-SAN PEDRO is now part of COMMUTER EXPRESS, but with a local (90c) fare.

Amid finalizing plans for a change in contractors *(WT 1/03)*, the **COACH USA TRANSIT SERVICES** contract to operate the COMMUTER EXPRESS/COMMUNITY CONNECTION and the DOWNTOWN METROLINK SHUTTLE was extended to January 31st.

The following day, **CONNEX TCT, LLC** took over the $65 million, five-year contract including leasing the former **CUSA** Commerce Division. (*Ed. Note – this yard on Washington Blvd near Eastern was originally an **ANTELOPE VALLEY BUS, INC.** garage and has been **MTA** Division 96 for Lines 167, 177, 214 and 256).*

CONNEX second yard, Van Nuys Division, is located on Raymer Street west of Van Nuys Blvd at a former Los Angeles Department of Water & Power facility and it replaces **CUSA** Sylmar Division, still home to **LADOT's** San Fernando Valley DASH buses, **AMTRAK** Bus Contract and Division 95 for **LACMTA** Lines 96 and 167. *(Ed. Note – **MTA** Line 214 and the 12530 series Econoline/Aerotechs moved to **CUSA/CALIFORNIA CHARTERS'** Long Beach yard on 69th Street).*

Temporary service reductions (one weekday peak hour round trip on each line) were implemented February 7th on Lines 413-VAN NUYS, 422-LA-THOUSAND OAKS, 423-WESTLAKE VILLAGE, 431-WESTWOOD, 549-ENCINO-PASADENA and 574-SAN FERNANDO-GRANADA HILLS-EL SEGUNDO.

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

PHOENIX, AZ: A series of improvements were started on February 24th including the opening of the new Ed Pastor Transit Center at Central Avenue and Broadway Road on the south side. PTC is served by BLUE LINE, 0-CENTRAL, 7-7TH STREET, 8-7TH AVENUE, 45-BROADWAY, 52-ROESER and 61-SOUTHERN. Many of these were slightly rerouted to serve the Center.

YELLOW LINE was rerouted onto Washington Street between Priest and Mill while 56-PRIEST was moved from Washington to 56th Street and Center Parkway. 3-VAN BUREN's 43rd Avenue trips were extended one mile west to 51st Avenue while 10-ROOSEVELT was shortened and now ends at Esterbrooks Blvd and Durango Street (*Ed. Note – the former terminal was actually inside **COPTS** South Division).*

108-ELIOT ROAD was rerouted to serve Chandler/ Gilbert Arc on weekdays while 186-UNION HILLS no longer diverts into the Paradise Valley Community College.

Last September, several changes were made in Chandler. On 72-SCOTTSDALE RD-RURAL RD, half hourly headways were implemented and buses were rerouted into the Chandler Fashion Center. 81-HAYDEN-MCCLINTOCK was extended with half hourly peak and hourly base service. 156-CHANDLER BLVD now offers 30-minute headways west of Fashion Center and hourly headways east of the mall.

VM continues to plan for both its light rail system between Glendale, Phoenix, Tempe and Mesa and a five corridor Bus Rapid Transit system.

The five corridors include AHWATUKEE (Pecos Road-Ahwatukee North (Eliot Road), BLACK CANYON (Metro Center-Deer Valley Park & Ride-Deer Valley Community Center), PAPAGO (79th Avenue Park & Ride-Desert Sky), SOUTH PHOENIX (Central & Buckeye, Broadway, Roeser, Southern) and SQUAW PEAK (Dreamy Draw Park & Ride-Bell Rd Park & Ride).

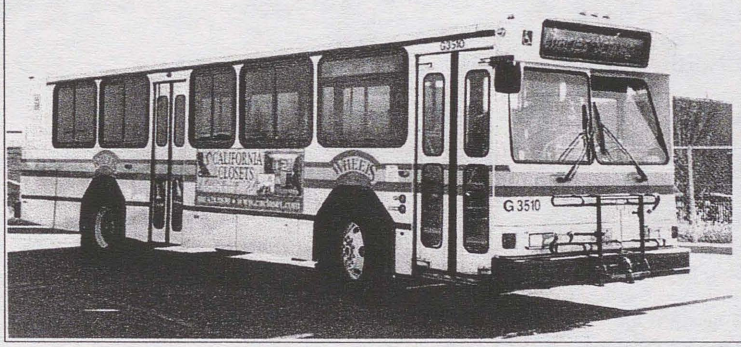
In Downtown Phoenix, BRT stops are planned for the Central Corridor, Arizona Center, Copper Square (1st Ave & Jefferson/Washington), Phoenix City Hall, 7th Ave & Jefferson/Washington, 15th Avenue & Jefferson/ Washington and the State Capitol.

BRT buses will operate to, but not along Central Avenue as fewer buses are planned for that roadway following the opening of the Light Rail system.

(Continued on page 7)

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY
(WHEELS)
Livermore, California

FLEET NOS.	BUILDER	MODEL	VIN NOS.	YEAR	NOTES
2701-2710	Ford/ElDorado	Econ/Aerotech	mixed	1999	
G3001-G3011	Gillig	30102TB6V92TAC	L1083650-660	1990	
G3501-G3515	Gillig	35102TB6V92TAC	L1083635-649	1990	
G4001-G4008	Gillig	40102TB6V92TAC	L1083627-634	1990	
F4021-F4032	New Flyer	D40LF	TU016305-316	03/96	
G4081-G4085	Gillig	C20D102N4	Y0110533-537	2000	
4086-4099	GMC	T8J204	see below	1983	1
Unknown	GMC	T8J204	DV821605-606	1983	2



-NOTES-

1. VINs DV821622-624, 627, 647, 636, 618, 612, 607, 632, 609, 643, 616-617. Ex Golden Gate Transit 1034-1036, 1039, 1059, 1048, 1030, 1024, 1019, 1044, 1021, 1055, 1028-1029.
2. Ex Golden Gate Transit 1017-1018.

(Continued from page 6)

CORVALLIS TRANSIT SYSTEM
(CTS)

CORVALLIS, OR: The new downtown Corvallis bus terminal, the Intermodal Mall at Fifth & Monroe, opened for business on January 6th replacing the former on-street stop along Fifth between Madison and Jefferson.

Buses from **CTS, LINN-BENTON LOOP** and the **PHILOMATH CONNECTION** all serve the Mall which has a covered seating area for passengers, racks and lockers (available for rent) for bicyclists taking the bus and a concession building.

Responding to growing demand for transit service in South Corvallis, the morning peak service route was expanded on January 2nd to serve the new residential area along Modvale and Rivergreen, also providing closer service to the Division of Motor Vehicles. The peak route offers two morning trips and supplements Route 6-SOUTH CORVALLIS.

SALEM AREA MASS TRANSIT DISTRICT
(SAMTD)

SALEM, OR: Following the award of a $700,000 FTA grant to buy two 40-foot buses and begin commuter operations, **SAMTD** formed a partnership with **SOUTH METRO AREA RAPID TRANSIT** of Wilsonville and has started offering peak hour service between Wilsonville and Salem with two morning southbound and two afternoon northbound trips on 1X-SALEM EXPRESS. This is **SAMTD**'s first service outside the Salem-Keizer urban area.

SMART, funded by a Wilsonville business tax, has crosstown routes in that city plus routes to Salem and Portland. Their buses go to Salem at 620AM, 850AM, 327PM and 535PM with return trips from Salem.

SAMTD's order of 24 new, low floor, CNG Orion VII buses, originally scheduled for fall 2002 delivery, should start arriving any time now. They have been delayed because of a large Orion order for New York City. **SAMTD** has been receiving a $50 per day penalty for each delayed bus. The new Orion buses will replace about 1/3 of the current fleet.

Borrowing a Chance brand motorized trolley from **CTS, SAMTD** has been testing the concept of a Downtown Salem Trolley, to operate between the Capitol Mall and the Transit Mall, site of the Farmer's Market between 1000AM and 200PM, switching to a circular downtown route between 400PM and 800PM. If the test succeeds, plans are being developed to buy a fleet of three units to run in the downtown core.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Victor Valley Transit Auth	303-304	Bluebird	CSFE2409/1F087986, —	2001	
LADOT (First Transit)	98015-98030	ElDo Natl	EZ Rider/WC084104-119	1998	
	99020-99023	ElDo Natl	EZ Rider/XC084049-052	1999	
	99024-99028	ElDo Natl	EZ Rider/XC084122-126	1999	
	99029-99035	ElDo Natl	EZ Rider/see below	1999	1
	02001-02016	ElDo Natl	EZ Rider/2C084078-093	2002	
	02017-02032	ElDo Natl	EZ Rider/2C084101-116	2002	
	02033	ElDo Natl	EZ Rider/2C084221	2002	
AC Transit	6041-6044	MCI	D4500/3P055640-643	2003	
	6045-6050	MCI	D4500/3P055645-650	2003	
Golden Gate Transit	691-696	MCI	D4500/3P055680-685	2003	
SCRRA	887	EMD	F59PHI/996185-4	11/01	
BusCo dba Arrow Stage	5004	Van Hool	T2140/W2040046	1998	
	5011	Van Hool	T2140/W2020539	1998	
	9933	Setra	S215HDH/W1030461	1998	
USED-					
All West Coachlines	6223-6224	MCI	102D3/RP046505, 507	06/94	2
	6233-6234	MCI	102D3/RP046648, 650	08/94	2
	6236-6237	MCI	102D3/RP046656, 658	08/94	2
	67007-67008	MCI	102DL3/VP049517-518	02/97	2
Roadways International	4710	TMC	102C3/LR007766	06/90	3
SCRRA	3832,3835,3842	Nippon Sharyo	Coaches/—	1985	4
	4011	Nippon Sharyo	Cab car/—	1985	4
-DISPOSITIONS-					
Santa Monica MBL	5124	GMD	T8H-5307A/G3500017	11/85	5
	5128, 33, 41,42	GMD	T8H-5307A/G3500021, 26, 34, 35	11/85	6
	5145, 46, 48	GMD	T8H-5307A/G3500038, 39, 41	11/85	6

-NOTES-

1. VINs XC084135, 128-130, 127, 132, 131.
2. Ex Salt Lake Coaches (Gray Line/Salt Lake), same nos.
3. Ex Citizens Auto Stages (AZ) 40-386.
4. Leased from CALTRAIN to replace damaged cars.
5. Donated to Mazatlan, Mexico.
6. Sold through Ken Porter Auctions.

SONOMA COUNTY TRANSIT is advertising for the purchase of five CNG powered transit buses with an option for an additional five.

The METROPOLITAN TRANSIT DEVELOPMENT BOARD has voted to cancel its joint procurement with LACMTA for Advance Design CNG hybrid, articulated buses and to reject all bids of SAN DIEGO TRANSIT CORPORATION IFB for natural gas powered, 45 foot intercity buses.

The City of Scottsdale, Arizona (SCOTTSDALE CONNECTION) has issued an RFP for a new fleet of seven, rubber tired, diesel powered trolley buses.



Foothill Transit F1245 at the Montclair Transcenter on January 21, 2003. Craig Barnes photo.



VVTA 1003 at the Rancho Cucamonga Metrolink station on January 21, 2003. Craig Barnes photo.