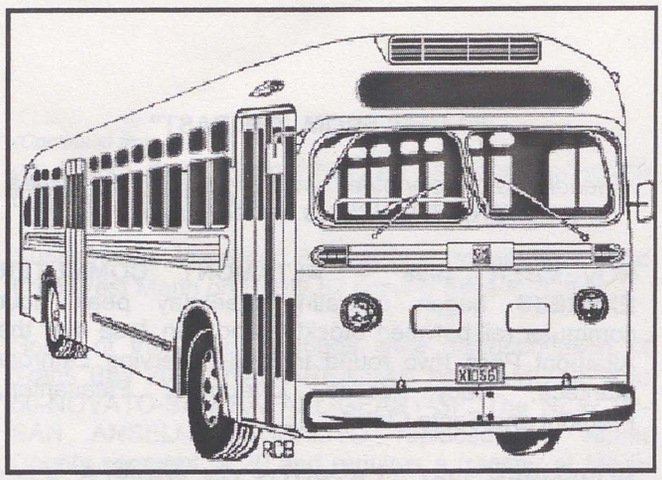


Western Transit

11112 Ivanhoe St, Garden Grove, CA 92840-1133
www.western-transit.com

VOL. 41, NO. 11 **November 2003**

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: Last July 11th, the Golden Gate Bridge, Highway and Transportation District Board approved a transit service plan to reduce and restructure **GGT** bus services beginning November 2nd. In response to the large amount of public comment, the original service plan *(WT 6/03)* was modified to include $4 million in "add-backs" with many commute bus routes remaining almost the same.

Notable "add-backs" included the restoration of late night service over the system (with buses leaving San Francisco at 1100PM and 1200AM); keeping direct commute service on Lines 24, 44 and 48 which were proposed to be shortened with a transfer required; providing direct bus service to the San Francisco Civic Center on commute routes 72, 74 and 76; adding peak hour buses on 35 and 80 to prevent potential overcrowding and partial service restoration on the Geary corridor to Sausalito.

The **GGT** staff was also directed to examine additional modifications requested by **MARIN COUNTY TRANSIT DISTRICT** which resulted in one cost-neutral service enhancement in Novato on Routes 53/57/59.

Throughout development of the service reduction program, **GGT** and **MCTD** staffs worked cooperatively. **GGT** is responsible for intercounty service while **MCTD** has responsibility for local Marin service and contracts with **GGT** to provide such.

Faced with a $200 million shortfall over the next five years, **GGT** has been developing and implementing a number of revenue generating and cost saving ideas. In March, 13 underused bus routes were discontinued *(WT 3/03)* while 31 staff positions were eliminated in April. On July 1st, bus and ferry fares were increased. These should save $4.5 million in costs and generate about $1.3 million in revenue.

With the November changes, nine new routes were added, ten routes cancelled and seventeen changed.

In many cases, NEW has a previously unused number and includes the joining of segments of former routes into new lines.

There are five types of bus service — Intercounty Basic Service (Routes 10, 40/42, 70, 80) providing all-day service between points in San Francisco, Marin, Sonoma and Contra Costa Counties.

Intercounty Commute Service (Routes 2, 4, 8, 18, 24, 26, 27, 32, 34, 38, 44, 54, 56, 58, 60, 72, 73, 74, 75, 76, 93, 97) offers weekday commute hour service.

Local Marin Service (Routes 15, 21, 22, 23, 29, 33, 35, 36, 53, 55, 57, 59) is provided within Marin County on weekdays with limited weekend operations.

Supplemental Local Service (Routes 107, 113, 115, 117, 123, 126, 127, 132, 139, 143) offers limited service

In This Issue

Sacramento Regional Transit District	3
Yolo County Transportation District	4
Alameda-Contra Costa Transit District	4
California News Briefs	4
Metropolitan Transit System	4
Victor Valley Transit Authority	4
Inland Empire Connection	5
California Law and Public Transit	5
Santa Monica Municipal Bus Lines	6
Los Angeles Department Of Transportation	6
Antelope Valley Transit Authority	6
Los Angeles County MTA	6
ROTM – San Joaquin Regional Transit District	7

MTA LIBRARY
ONE GATEWAY PLAZA, 15th Floor
LOS ANGELES, CA 90012

PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

Fernando Hernandez dba The Desert Ruby for Class B Charter Party Certificate (16878-B) with home terminal in Paramount.

Quiet Partner, Inc. dba WINE COUNTRY SAFARI for Class A Charter Party Certificate (16882-A) with a home terminal of San Jacinto.

CALIFORNIA SHUTTLE BUS, INC. for PSC between points in Riverside, Orange, Los Angeles, Ventura Counties and points in Santa Clara, San Mateo, San Francisco, Alameda and Contra Costa Counties.

Jarnail S. Jaiswal dba AERO AIRPORTER EXPRESS for PSC between points in Marin, San Francisco, San Mateo, Santa Clara, Alameda, Contra Costa, San Joaquin Counties and Bay Area airports.

SAIGON V.I.P TRANSPORTATION, LLC for PSC between points in San Diego, Orange, Los Angeles, Santa Clara, Alameda and San Francisco Counties on an on-call, county to county pricing basis and establish a door-to-door shuttle between the Los Angeles/Long Beach Harbor and area shopping malls.

DECISIONS

Zafar Quraishi granted PSC between points in Ventura, Los Angeles, Orange, Riverside, San Bernardino Counties and Southern California airports, Los Angeles and Long Beach Harbors and Union Station with ZORF.

XE DO HOANG TRANSPORTATION, LLC granted PSC to operate on an on-call basis between San Diego, Riverside, San Bernardino, Orange, Los Angeles, Kern, Fresno, Santa Clara, San Francisco, Alameda, Sacramento Counties on a county pricing basis, establish a door-to-door shuttle in Orange County.

WTS NEWS

Western Transit's 40 Year Article Index *now available Over 138 pages listing all articles published between August 1963 and August 2003. Also includes a brief history of Western Transit in a three ring binder.*

Send check or money order for $10 (includes shipping) payable to ***EDMUND BUCKLEY*** *c/o Western Transit, 11112 Ivanhoe Street, Garden Grove, CA 92840-1133.*

©2003 Western Transit

"PAGES FROM THE PAST"

(Headline stories or other news items from past issues of WESTERN TRANSIT as we relive transit history)

NOVEMBER 1998 – ALTAMONT COMMUTER EXPRESS began operating weekday peak hour commuter rail between Stockton and San Jose over the Altamont Pass (two round trips also serving Lathrop/ Manteca, Tracy, Vasco, Livermore, Pleasanton, Fremont and Santa Clara)

NOVEMBER 1993 – CERRITOS ON WHEELS, a two route, three bus local circulator fixed route system (DAVE TRANSPORTATION SERVICE operating Econoline/Aerotech cutaways) in the City of Cerritos, began operating on October 8th.

NOVEMBER 1988 – SANTA CLARITA VALLEY TRANSIT changed a number of routes in its system and inaugurated Line 7-CASTAIC-MAGIC MOUNTAIN-VALENCIA-VAL VERDE offering the first local bus service to the amusement park.

NOVEMBER 1983 – GREYHOUND LINES, INC. was closed by a nationwide strike of drivers, maintenance, terminal and office workers. **GLI** planned to resume operations using new employees.

NOVEMBER 1978 – Following receipt of TDA funds originally earmarked for **BAY AREA RAPID TRANSIT** in Contra Costa County, **GREYHOUND LINES, INC.** continued operating SFBACR Routes R, T and Y during weekday commute hours using MC-5s numbered in the 9300 series.

WT STAFF FOR THIS MONTH

EDITOR:	Edmund Buckley
ASSOCIATE EDITOR:	Craig Barnes
SENIOR CORRESPONDENT:	Jim Moore
SENIOR STAFF	Alan Fong Russ Jones Andrew Novak
REPORTERS & SOURCES:	Charles Hobbs Jim Husing Andre Kristopans Marvin Martin Scott Page Gerald L. Squier

(Continued from page 1)
on school days within Marin as provided under the contract with **MCTD.**

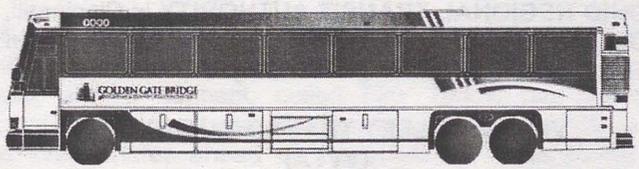
Supplemental Weekend Service is currently that to and from West Marin on Route 63 serving Stinson Beach.

Some of the larger changes were discontinuation of Trans Bay 20–CANAL AREA-SAN ANSELMO-SF and 50-NOVATO-SAN RAFAEL-GEARY-SF. The NEW 22-SAN ANSELMO-SAUSALITO replaced the Marin County segment of 20 and requires a transfer at Marin City or Sausalito to/from San Francisco. 10-STRAWBERRY-MILL VALLEY-SF replaced parts of former 10, 20 and 50 and is routed in San Francisco on Park Presidio, Geary, Webster, Golden Gate/8th or 7th/ McAllister with a terminal near Market Street.

On portions of the former Route 10, the 21 replaced service between Mill Valley and Tiburon Wye while the NEW 15 replaced the Strawberry to Tiburon segment.

GGT continues replacing its older equipment with buses that have the most efficient engines possible. 80 new Orion V buses (the first on the property and expected to be numbered 1501-1580), operating on CARB Ultra Low Sulfur Diesel, will arrive by the end of the year replacing an equal number of 1100-series RTS buses.

These buses will feature many new and innovative changes to the interior including the newly designed wheelchair securement area which features the latest wheelchair tie downs and customized cantilever forward facing seating, passenger assist call buttons and security lighting. Color LED destination and route signs will also be included.



New exterior colors and designs, to be phased in on new or repainted buses, will also be evident. They do not include the words **GOLDEN GATE TRANSIT** nor the two tone green stripes. The new design depicts movement similar to the design used by the Ferry Division. A new logo that includes an illustration of the Golden Gate Bridge was developed in 2001 incorporating the familiar three-colored squiggle logo.

SACRAMENTO REGIONAL TRANSIT DISTRICT (RT)

SACRAMENTO: **RT** recently held another in a series of "strategic planning" sessions to discuss where the agency is going in the future — including ways to improve customer satisfaction, increase patronage and revenues and improve internal operations.

With more people crossing county lines to work, **RT** Board members have suggested the agency think of itself as more of a regional agency and work with adjacent transit systems **(YOLOBUS, FOLSOM STAGE LINES, PLACER COUNTY TRANSIT, EL DORADO TRANSIT, YUBA-SUTTER TRANSIT)** to offer a common transit pass.

Voter approval to continue the current sales tax for transit (presently set to expire in 2009) is also important. Without the tax revenues, the current system would need to be reduced in size and scope.

Additional September changes *(WT 10/03)* include Line 5-MEADOWVIEW-VALLEY HI was realigned to run on Franklin between Mack Road and Valley Hi Drive and on Valley Hi between Franklin and Bruceville. 6-LAND PARK weekday frequency was improved to half hourly and extended to 800PM. Hourly weekend service 800AM-800PM was added. Line 7-MEADOWVIEW EXPRESS was changed to offer only peak hour express service between the Pocket Area (southern terminal at Rush River & Windbridge and northern terminal at 9th & H). Line 8-POWER INN was changed to operate between Power Inn Station and Florin Mall.

Former Line 15-RIO LINDA BLVD-T STREET from Watt/I80 Station was shortened at the 8th & O Station. The T Street segment between 39th and 59th and through Tahoe Park was shifted to the NEW 37-TAHOE PARK SHUTTLE *(WT 10/03).*

Lines 61-FREEPORT-FRUITRIDGE, 62-FREEPORT, 63-24TH-HOGAN and 64-24TH STREET, closest to the alignment of the new SOUTH LINE (Line 515) rail route, were all changed substantially.

Line 83-SUTTERVILLE-4TH AVENUE was changed to offer east-west feeder service between the University/65th Station (east end) and Riverside Blvd/ Sutterville Road (west end). It operates along Sutterville, 12th-14th, Power Inn and Folsom Blvd.

The relatively new City of Elk Grove, in the southern part of Sacramento County, is once again threatening to break away from **RT** after a city sponsored study confirmed the city's contention they pay in more to the agency than service received. **RT** agrees the city pays for more service than received, but says the difference is nearly $3 million less than the city's $8.9 million.

The city's contract with **RT** expires next summer. Elk Grove understands the importance of a unified regional system, but the City Council voted to seek bus service bids from other providers. An RFP, due in January, has

(Continued on page 4)

(Continued from page 3)
been issued. Current **RT** service includes six bus lines, four of which travel to and from downtown Sacramento. Present plans call for two new shuttles using 30-foot cutaways to replace current Line 53 beginning January 4th with another such route next September.

YOLO COUNTY TRANSPORTATION DISTRICT (YOLOBUS)

WOODLAND: During October **YCTD** held two public hearings, one on fare increases and the other on service changes on Lines 42-SACRAMENTO-SACRAMENTO AIRPORT-WOODLAND, 214-WEST SACRAMENTO LOCAL and paratransit services.

Approved were Non-Express cash fares of $1.50 (regular), 75 cents (students) and 60 cents (seniors and disabled) with Monthly Passes at $60, $15 and $30. Daily Passes would cost $3.50, $1.75 and $1.75. Two Week Passes for students would cost $7.50. Express cash fares would be $2 (regular) and $1 for all others with more expensive monthly and daily passes.

Service changes on Line 42 include discontinuation of both early morning and late evening weekday trips and weekend trips after 1000PM. Line 214 will be discontinued due to low ridership while Paratransit Service hours would be changed to match the revised fixed route service span and service would be limited to 3/4 mile of **YOLOBUS** and **UNITRANS** fixed routes.

Related to budget constraints, the State of California will no longer pay $608,000 in Traffic Congestion Relief Funds to operate expanded service on Line 42. In order to keep most **YOLOBUS** service, a combination of service reductions and fare increases was developed.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: **ACT** is testing a 30-foot Zero Emission Bus (El Dorado National EZ Rider 4285) on a special shuttle on 7-ARLINGTON-BART/ROCKRIDGE and interlined 65-LAWRENCE HALL OF SCIENCE and 67-SPRUCE-GRIZZLY PEAK BLVD.

On Monday/Wednesday/Friday, the bus is assigned to BR 3 on Line 7 operating three round trips between 954AM and 448PM. On Tuesday and Thursday, the bus operates on the 65/67 combination on four round trips between 910AM and 310PM. The services involved are all neighborhood lines in the Berkeley Hills area.

CALIFORNIA NEWS BRIEFS

SAN FRANCISCO MUNICIPAL RAILWAY increased fares September 1st – adult cash fare is now $1.25 and Fast Pass is $45. While the reduced cash fares of 25 cents (youth, senior, disabled) did not increase, the monthly pass rose from $8 to $10.

Last month, the **SAN JOAQUIN REGIONAL TRANSIT DISTRICT** broke ground for a new Downtown Stockton Transit Center to replace the present street corner transfer center at Channel and Sutter.

The **PENINSULA CORRIDOR JOINT POWERS BOARD** implemented a Proof-Of-Payment system on September 22nd as it restructured its fares creating a six zone system *(WT 8/03).*

METROPOLITAN TRANSIT DEVELOPMENT BOARD METROPOLITAN TRANSIT SYSTEM (MTS)

SAN DIEGO: Consultants recently presented plans for a new "branding" of the **MTS** system to include all buses and trolleys. They offered five paint schemes with the idea to improve overall appearance of the fleet and connect the various operators **(SDTC, SDT, NCT, CVT, SDCTS** and **MTS)** with a consistent look.

The recommendation was to create a master, flexible design defining the layout and brand of all vehicle types including type styles and sizes, color family and determine name, logo and numbering locations. The idea is to convey the message of a unified, comprehensive and coordinated transport system.

Following considerable discussion, the **MTS** Board voted approval of a mostly white with red in circular designs color scheme.

Paul Jablonski, General Manager of **SOUTHWEST OHIO REGIONAL TRANSIT AUTHORITY** in Cincinnati, Ohio, has been selected as the first **MTS** Chief Executive Officer, starting in January.

VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

VICTORVILLE: 44-MAIN STREET-HESPERIA was rerouted October 27 – the bus runs as before from the Mall to E Ave & Olive, then on a large, one way loop via Olive, I Ave, Sultana, Main, Arrowhead Lakes Rd, Danbury, I Ave, Sultana, G Ave, Olive, C Ave, Sultana, Santa Fe and Olive to E. Service to Hesperia Lake Park is now offered on an advance reservation basis.

VVTA will purchase two Bluebird XCEL 102 Model 2910, diesel powered, 33 seat, one door, 150" wheelbase buses with Luminator Horizon signs to replace 301-302, 1999 Bluebird Model Trans Shuttles. Although the agency maintains its commitment to the

(Continued on page 5)

(Continued from page 4)
use of alternative fuels, the **VVTA** Board has made an exception for county buses due to the rural nature of the service including very long routes and that there are no fueling stations outside the local area.

The new buses are an assignment (similar to an option) from **BALDWIN PARK TRANSIT**'s order through A-Z Bus Sales. The $245,852 a copy buses will be painted in **VVTA** colors and have new fareboxes, low maintenance wheels and surveillance equipment.

VVTA and County routes contractor ATC/VANCOM tested 5 different makes, including Gillig and Bluebird, and compared for performance, cost of maintenance, appropriateness for the terrain and passenger comfort.

NEW Route 106-BARSTOW COLLEGE will operate one day only on January 31, 2004 – details next month.

At its November meeting, the Board reaffirmed its intent *(WT 10/03)* to halt all 900-1000PM service at the end of the Victor Valley College semester on December 12.

INLAND EMPIRE CONNECTION (IEC)

SAN BERNARDINO: October 19th brought alignment and schedule changes on NEW Line 90-MONTCLAIR-SAN BERNARDINO-RIVERSIDE *(WT 09/03).*

In San Bernardino, eastbound buses now travel via 215 Freeway, 2nd, Viaduct, 3rd (METROLINK), G Street, 6th, D Street, 4th, Arrowhead and 2nd returning to the 215 Freeway enroute to Riverside. Westbound buses use the 215 Freeway, G Street, 6th, D, 4th, Arrowhead, 2nd, Viaduct, 3rd, I, 2nd and 215 Freeway.

Running times were increased and headways stretched all days resulting in fewer, but more on-time trips. As well, a new concept, called *Flex Times,* has been created. It allows buses to depart certain timepoints up to five minutes ahead of the published times during peak traffic times on the San Bernardino Freeway *(Ed. Note – the timetable has a note advising passengers of the leeway given to times at selected timepoints and requests riders to plan to arrive the stop in plenty of time to catch the bus. This is similar to certain* ***METROLINK*** *times and is an effort to offset the variability of frwy traffic and its impact on schedules).*

CALIFORNIA LAW AND PUBLIC TRANSIT

As recipients of tax funds, California law requires transit agencies to collect and report certain data and abide by certain protocols as they conduct business to show they are wisely investing their money.

Under requirements of the Transportation Development Act (TDA), performance audits are conducted every three years.

An audit looks at an agency's fixed route service and, if offered, paratransit. While the audit processes are the same, operational differences call for separate audits.

The audits do not compare transit agencies with each other or to industry standards. The focus is on the agency's operation over the previous three years, how has it performed and its ability to accurately compile and report its performance indicators.

Audits also review actions taken to implement recommendations from previous audits and conclude with new recommendations for improved efficiency.

Under the Public Utilities Code Section 99246, transit operators must monitor and report on the following five indicators — Operating cost per passenger, Operating cost per service hour, Passengers per service hours, Passengers per service mile and Service hours per full-time employee equivalent.

Each year, County Transportation Commissions are required by the PUC Sections 99238.5 and 99401.5 to hold public hearings to receive testimony regarding unmet transit needs that can be reasonably met and must adopt findings prior to making allocation of Local Transportation Funds (LTF) for street purposes.

(Ed. Note – San Bernardino County has several transit systems, mostly in developing areas, and many miles of streets and roads that compete for ever shrinking funding. SANBAG administers and works with cities and transit agencies to balance the needs and funds).

San Bernardino County has generally held 3 hearings, in the Victor Valley, Mountains and Morongo Basin. The Boards of the local transit agencies serve as the Unmet Needs hearing boards.

In the San Bernardino Valley (**OMNITRANS),** all LTF funds are committed to transit, so hearings are not held.

SANBAG recently updated its definitions for "unmet needs" and "reasonable to meet".

"Unmet needs" are any deficiency in the provision of public transit services or private transportation.

"Reasonable to meet" is determined based upon the following guidelines, performance and financial standards – The proposed service has community acceptance, it shall be in response to current needs, shall not result in reduced service levels for other areas,

(Continued on page 6)

(Continued from page 5)
require a subsidy equivalent to 80% of similar services, shall not duplicate any existing service and not adversely affect an agency's ability to meet the required revenue to cost ratios.

SANTA MONICA MUNICIPAL BUS LINES (SMMBL)

SANTA MONICA: **SMMBL** instituted several changes on September 7th including extending selected trips on 3-LINCOLN BLVD-BRENTWOOD to UCLA on Saturday and an extension of 4-CARLYLE AVE from 4th & Santa Monica via 4th, Broadway, 2nd/Main, Olympic and 4th.

The UCLA ACKERMAN COMMUTER was extended to Palms & National, received a expanded service span and is now the "SUPER 12" as much of its alignment duplicated 12-PALMS-ROBERTSON-UCLA. The SUPER 12 begins at Venice & National and travels via National, Palms, Overland, National and Westwood to the Ackerman Student Union.

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: The new DASH/BOYLE HEIGHTS/ EAST LA began October 27th with a week of free rides.

This line operates every 25 minutes (2 buses) on weekdays between 700AM and 730PM and on Saturday between 900AM and 600PM. It starts at Dozier & Rowan and travels Rowan, Hammel, Gage, Blanchard, Evergreen, Wabash, Soto, Marengo, Cornwell, Zonal, State (County Hospital) and Marengo to Cornwell.

M V TRANSPORTATION operates the line as part of its recently awarded DASH Package 4 contract *(WT 5/03).* EZ Riders 02049 and 02067 were the first day buses.

ANTELOPE VALLEY TRANSIT AUTHORITY (AVTA)

LANCASTER: **AVTA** implemented several changes in September including the new LAKE LOS ANGELES SHUTTLE, improving headways on Line 9-PALMDALE-LITTLEROCK-LAKE LA from two hourly to hourly and rerouting Line 4-AVE. K-EAST LANCASTER to serve the new Antelope Valley Courthouse and Lancaster Business Park.

LAKE LOS ANGELES SHUTTLE is a two directional loop within the community (1 bus) with an unusual 30/90 headway in each direction (*Ed. Note – the bus makes two eastbound trips, then two westbound and alternates like this all day).*

What had been the major transfer point at the Antelope Valley Mall, now only served by Line 7, was relocated to the Trade Center Drive transfer center, about 1/2 mile southeast of the Mall.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: The Amalgamated Transit Union work stoppage *(WT 10/03)* ended November 17th with an agreement between **MTA** and ATU to submit the most contentious issue, health insurance, to the non binding decision of a three-person arbitration panel.

Under the plan, a super majority of the **MTA** Board (8 of 13) could reject the health plan idea as could a majority of the maintenance workers.

During the 35 day walkout, the third longest in recent history, additional "lifeline" services were activated and FIRST TRANSIT, INC. (Compton Division) and Teamsters Local 848 agreed to a new 3-year contract which will provide increases of $2 an hour over the life and health benefits, previously administered by the union will now be provided by FTI. Service was restored by November 4th.

Using supervisors and employees from other cities, FTI had reinstated weekday service on Lines 128 and 214 and Sunday schedules on Line 130 on October 27. They also operated the **LADOT** DASH/WILMINGTON and DASH/BANNINGS LANDING services.

Line 630-PICO BLVD SHUTTLE *(WT 10/03)* was operated by MV TRANSPORTATION from a new garage at Washington & Alameda, initially using a fleet including some of their 9970-9975 Bluebirds and some FTI 12500-12527 series El Dorado National MST II buses. The headway on 58-ALAMEDA-LOS ANGELES STREETS was reduced to 40 minutes to free up two buses. After FTI returned to work, MV obtained two of the TMC RTS given to FTI last June plus four **MTA** TMC RTS 06s — 2047, 2300, 2318 and 2399.

On November 10, Line 654-VERMONT SHUTTLE started between 120th and Sunset every 10 minutes 600AM-800PM on weekdays. With a fleet of four former **SPOKANE TRANSIT AUTHORITY** GMC T8H603 RTS and some leased TRANSIT SYSTEMS, INC. RTS buses, LIETZKE STUDIO RENTALS operated this line.

MTA offered its "last, best and final" offer early in the month and members of ATU voted it down by an overwhelming 1287-87 vote on November 7. ATU said they would return to work if the Authority would accept binding arbitration. **MTA** said no and it appeared like the

(Continued on page 7)

SAN JOAQUIN REGIONAL TRANSIT DISTRICT
Stockton, California



FLEET NOS.	BUILDER	MODEL	VIN NOS.	YEAR	NOTES/USE
1846-1852	TMC	T70606	LR826915-921	1990	Contingency
1853-1862	TMC	T80206	RR829925, 954-962	1994	Local lines
1863-1866	TMC	T80206	RR830029-032	1995	Local lines
1867-1879	TMC	T80206	SR830521-532, 520	1995	Local lines
1880-1892	Gillig	C21D102N4	W1089336-348	1998	Local lines
1893-1898	Gillig	C21D102N4	X1089349-354	1999	Local lines
1899	Gillig	C21D102N4	X1089030	1999	Local lines
2001	TMC	T80206	RR829988	1994	Intercity use
2002-2018	TMC	T80206	RR830011-028	1994	Intercity use
2019-2024	Nova Bus	T80206	SR830533-538	1995	Livermore Labs runs
2025-2028	Gillig	C21D102N4	X1089355-358	1999	Livermore Labs runs
2029-2033	MCI	D4500	2P054386-390	2001	Interregional routes
2034-2045	MCI	D4500	2P054850-861	2002	Interregional routes
2101-2109	Gillig	C21D102N4	X1089875-883	1999	Local lines
2110-2117	Gillig	C21D102N4	Y1110167-174	2000	Local lines
N 01-N 03	Chance	AH-28	2W535132-134	2002	Local lines

(Continued from page 6)

walkout was going to continue indefinitely. At that time, **MTA** could have unilaterally imposed the pact for one year, but did not choose to do so.

MTA made plans for more "lifeline" buses including 671 along Florence, Line 21 on Wilshire between Alvarado St and UCLA, 180 between Hollywood and Pasadena and Line 761 between Pacoima and Westwood.

Only Line 671 started — Huntington Park to LAX City Bus Center making six stops — at the terminals, Inglewood Transit Center, Crenshaw, Van Ness and Central. It was contracted to PRIME TIME who sub contracted some runs to EMPIRE PARKING, INC. with a fleet of both Ford and Dodge cutaways. Service started November 17 and ran for only three days.

TORRANCE TRANSIT SYSTEM operated Line 1– LOS ANGELES-TORRANCE into downtown Los Angeles all day (normally peak hours only) on weekdays and between Artesia Transit Center and Union Station on Saturday. **TTS** Line 8-HAWTHORNE-AVIATION was extended from South Bay Galleria to LAX City Bus Center along Aviation Bl. on Saturday. The VENTURA FREEWAY SHUTTLE *(WT 10/03)* began stopping at the Universal City RED LINE Station.

Over the weekend of November 15/16, the two sides met and agreed on all issues except for health care benefits. This issue will be handled through non binding arbitration. The **MTA** Board unanimously approved the new contract, which includes a 7 per cent raise over 3 years, on Monday November 17th and buses started to roll that afternoon. The ATU membership approved the pact on Thursday. Lines 16-THIRD STREET and 66-OLYMPIC-WEST 8TH were operating by 330PM and over the next several days the complete bus and rail system was restored.

All **MTA** services were operated free of charge through November 22nd and the extra service operated by other transit agencies and the "lifeline" services were mostly discontinued the 19th. Line 626-CENTURY FREEWAY SHUTTLE ran on the 20th.

*(Ed. Note – This was the third strike against **MTA** in the last ten years and talk of imposing binding arbitration by state law in lieu of allowing work stoppages surfaced once again. Public transit is presently not covered by arbitration in these kinds of situations, although it is used to settle individual worker grievances. At this time, under recent California legislation applying to police and firefighters, local authorities are subject to arbitration if an impasse is reached. But a unanimous vote of the governing authority could reject the decision).*

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Norwalk Transit System	7057-7064	Gillig	G18D102N4/X1070982-989	1999	
	7065-7066	Gillig	G18B102N4/11072765, 764	2001	
	7067-7070	Gillig	G18D102N4/21073564-567	2002	
Lux Bus America Co.	203	MCI	J4500/3W062219	2003	
Culver City Bus	7092-7097	New Flyer	C30LF/—	2002	
-USED-					
New Century Transp.	400-407	Flxible	40102-6C/see below	1990	1
Tourcoach	223-224	Prevost	H3-45/W1012335/W1012333	05/98	2
-DISPOSITIONS-					
Serendipity Land Yachts	364	MCI	102A3/JR006680	02/88	3
Victor Valley Trnst Auth	38-41, 49-51	Ford/Supreme	Econ/Senator/—	95/97	4
	53-59	Ford/El Dorado	Econ/Aerotech/—	1998	4
	101,103-104	Ford/Supreme	Econ/Senator/—	1998	4
	401	Goshen	Sentry ML2000/VC902174	1997	4
	8930, 8933-8934	Bluebird	CSRE3408/RF058969, 967, 970	1994	4

-NOTES-

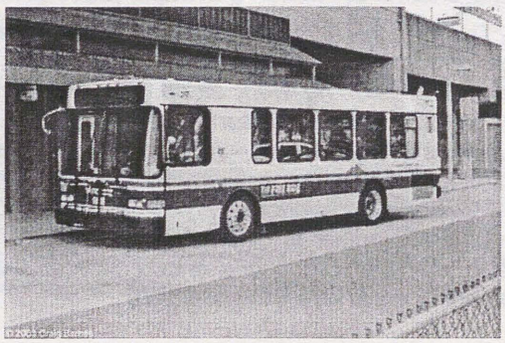
1. VINs are MD102028, 025, 026, 021, 022, 029, 024, 030 — Ex VTA 9031, 9028, 9029, 9024, 9025, 9032, 9027, 9033
2. Leased from R & J McMynn Leasing (BC).
3. Sold to private party.
4. For sale.

GO WEST (West Covina) and THOUSAND OAKS TRANSIT have each purchased two Thomas Dennis SLF 232 buses. GLOBE GROUND (formerly HUDSON GENERAL) has purchased twenty propane units for their new Ontario Airport Shuttle contract.

ORANGE COUNTY TRANSPORTATION AUTHORITY has authorized purchase of 96 new Econoline/Aerotechs, 64 to replace the 8301-8368 series cutaways and 32 as expansion vehicles for the ever growing paratransit demand. The buses will be purchased through the California Department of General Services statewide procurement for paratransit vehicles.

PIERCE TRANSIT of Tacoma, WA has issued an RFP to purchase between 150 and 200 CNG powered, 40-foot, low floor buses.





TOP LEFT: AC Transit 2718, a 30' Gillig at the El Cerrito del Norte BART station.

TOP RIGHT: Santa Barbara MTD Gillig 275 in downtown Santa Barbara.

BOTTOM LEFT: County Connection 317, a 30' low floor Gillig at the Walnut Creek BART station used on the Free Ride.

BOTTOM RIGHT: Two Gillig's with different rear ends. WestCat 105 and AC Transit 2628 at the El Cerrito del Norte BART station.

All photos by Craig Barnes



