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VISALIA CITY COACH (VCC)

VISALIA: Over the last several months, NEW has been the word at VCC with six new buses, new evening service, new Sunday hours around the system and a new bus route to Farmersville and Exeter.

Six new low floor Gilligs, three 35-foot and three 40-foot (Visalia's first), were placed in service during August. The 40 footers are for use on Line 1-MOONEY BLVD, the heaviest line in the VCC system, recently improved from 30 to 20 minutely.



The VCC fleet presently includes three 40-foot low floor Gilligs, three 35-foot low floor Gilligs, 16 35-foot Gillig Phantoms, five 30-foot Phantoms, five Ford/El Dorado- National Aerotechs, five Chevrolet 30HD/Supreme Senators, three E-Bus 22 hybrid electric trolleys and four SVMC 3000T trolleys.

August 14th saw establishment of Sunday service on all lines between 800AM and 300PM (trip times from the Visalia Transit Center) with three exceptions – Line 3-OUTER WALNUT is a one bus operation on a 30-minute cycle, Line 8-ST. JAMES PARKWAY is another one bus line on a 30-minute cycle from VTC and Lines 106/610. This route pair is a combination of the old 6-GOSHEN VIA GOSHEN AVE and 10-GOSHEN VIA MINERAL KING. 106 runs out via Mineral King and in via Goshen while 610 runs out via Goshen and in via Noble (Mineral King is one way westbound and Noble is the eastbound couplet). Except Sunday, each line runs hourly departing VTC every half hour. On Sunday, only the 610 operates and leaves VTC on the hour.

The following day, later weekday evening hours began. Previously, the last trip on each line was at 700PM. Two trips were added, at 800PM and 900PM, except Lines 3 and 8 run half hourly and only the 610 has later trips, as on Sunday.

Related to these improvements, monthly ridership for September 2004 increased to 104,700 from 93,800 in September 2003, about a 12 per cent increase.

The 2000 U.S. census declared Visalia, Farmersville and Exeter to be one metropolitan area, allowing FTA operating funds to be available for the combined area. The 2004 SRTP had recommended that VCC service be extended to the neighboring cities.

Appropriate financial and operating agreements were reached and November 6 saw Line 9-VISALIA-EXETER begin operations. Service operates every 90 minutes (1 bus) between 600AM and 900PM weekdays, 900AM to 600PM on Saturday and 800AM to 200PM on Sunday.

VCC uses some TULARE COUNTY TRANSIT bus stops (TCT's SOUTHEAST COUNTY ROUTE serves some of the area) and has installed additional stops.

VCC is also providing the ADA Dial-A-Ride service in Farmersville while Exeter continued with its weekday only city Dial-A-Ride system.

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PUBLIC TRANSPORTATION IN TIJUANA, MEXICO

TIJUANA, MEX: Mexico's third largest city is presently served by privately owned companies using buses (30%) and taxicabs (70%), under franchises to the city.

Tijuana Mayor Jesus Gonzalez, of the National Action Party (PAN), who left office last month had promoted establishing a more modern system for several years and faced several labor demonstrations over the issue.

Currently under construction is the "Ruta Troncal", an 11 mile long bus system from downtown to the northeast area. This 42-station system, similar others in Latin America, would use 36 45-seat buses operating along special lanes, serving about 31,000 daily riders and charging 50 cents a ride.

Started last year was the "Taxi Libre" system, to convert many of the older taxis into newer cars that use a meter system and carry passengers anywhere in the city. This would reduce the number of route taxis to make way for the new bus system.

The city's vocal transportation unions, who opposed the changes, are linked to the Institutional Revolutionary Party (PRI) who has just returned to office. Labor's opposition to the new system has been based on the belief that many of those who drive the current buses and route taxis would be put out of business. PAN officials said no — that the new system would need drivers and the taxis would serve as a feeder system to the bus station platforms. PRI Mayor-elect Jorge Hank Rhon indicated his administration's willingness to proceed with the new system. PRI will decide which private companies will operate the new systems.

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"PAGES FROM THE PAST"

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

DECEMBER 1999 – The **MTA** Board transferred the responsibility for continued development and commercialization of the Advanced Technology Transit Bus (ATTB) Program to Fuel Cell Buyers Consortium. Of the six ATTB prototypes, one was at **HOUSTON (TX) METRO,** one was to be placed in service and the third would be fitted with a fuel cell power plant. Further use of the first three was under discussion.

DECEMBER 1994 – GREEN BELT STAGS, INC. was operating AMBUS contract routes SAN FRANCISCO-EMERYVILLE and MARTINEZ-EUREKA-BROOKINGS, OR and also extended its EUREKA-REDDING route to Reno, NV along CA Highway 70 and US Hwy 395 thru the Feather River communities.

DECEMBER 1989 – Thirty five shuttle van companies were operating in the Southern California area with a fleet of 600 vans providing mostly on-call service, but some had fixed routes.

DECEMBER 1984 – FAIRFAX TROLLEY, a one loop shaped route offering community bus service in the Beverly/Fairfax neighborhood, began operations which were financed by Proposition A sales tax monies.

DECEMBER 1979 – SCRTD began new Line 603-HOLLYWOOD STARSHUTTLE, financed by Hollywood parking meter funds authorized by the Los Angeles City Council. Six 4000-series Flxibles were painted in the Minibus dark red and white special paint scheme with form-free advertising (a predecessor to shrink wrap) advertising Hollywood.

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LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: As part of the agreement for **LADOT** to operate Line 422-LA-SFV-1000 OAKS (*a Consent Decree service – WT 3/98)*, **MTA** provided four 1100 series Neoplan AN440/3 buses – 1113, 1128, 1155, 1188). As these buses are now 17 years old and in need of substantial refurbishment, they will be replaced by four TMC RTS 06s (expected to be 1245, 1256, 1344 and 1375) which are also being refurbished, including conversion to one wheelchair station.

Line 430-PACIFIC PALISADES-LOS ANGELES, expected to be discontinued on November 15 *(WT 2/03, 8/04)*, will stay in service pending further action by the City Council.

LADOT staff will soon begin a study of the Downtown DASH system with an eye toward eliminating duplicate services (such as A and F near the Convention Center), increasing service on F-EXPO PARK and considering new alignments near the under development loft and apartment buildings. E-FASHION DISTRICT-CITY WEST is the busiest of the downtown alignments.

LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS (DPW)

ALHAMBRA: Under development for the last two years, the SOUTH WHITTIER SHUTTLE is about six months away. The route will connect two different county areas, part of Santa Fe Springs and the City of Whittier.

An RFP will be issued this month or next to select a contractor with service expected to begin about June. Federal capital funds are being used to buy three small buses. Two buses will be scheduled and service will operate on weekdays between 600AM and 800PM and on Saturday from 900AM until 500PM.

Related to the new line, the span of service on the LOS NIETOS SHUTTLE will likely be expanded to all day and the bus routes would connect at Sorenson Park.

September 24th was the last day of operation of the GORMAN SHUTTLE.

DPW currently administers fixed route systems within selected areas of the County including - ACTON/AGUA DULCE SHUTTLE, CHILDREN'S COURT SHUTTLE, EAST LOS ANGELES SHUTTLE (EL SOL), HAHN'S TROLLEY & SHUTTLE and LOS NIETOS SHUTTLE.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: **RTA** held a series of public meetings during November to discuss plans to implement fare changes next March 1st.

While most of the changes are increases (such as cash fare from $1 to $1.25, Day Pass $2.50 to $3.75, 31-Day Pass from $34 to $43), the cash fare on 202-MURRIETA-OCEANSIDE (currently $4) and **INLAND EMPIRE CONNECTION** 149-RIVERSIDE-VILLAGE AT ORANGE (currently $2.65) would be reduced to $1.25.

RTA and The Superior Courts of California, County of Riverside recently approved a new one-year agreement with four one-year option periods, whereby the County guarantees **RTA** $1 per passenger trip for riders on Line 50-JURY TROLLEY. The revenue completely funds operation of the line.

Operated under contract by McDonald Transit Associates dba *TRANSITWAYS,* Line 50 began in late 2001. Open to the general public, it is designed primarily to transport jurors from outlying parking areas to the Superior Courts Building downtown.

METROPOLITAN TRANSIT SYSTEM (MTDB/MTS)

SAN DIEGO: Following a closed session in September, the MTDB Board authorized the General Manager to terminate for convenience the contract with NABI for 47 CNG buses – 41 for **SAN DIEGO TRANSIT** and 6 for **MTDB CONTRACT SERVICES** *(WT 6/03).*

The Board then authorized exercising a **PIERCE TRANSIT (WA)** option with New Flyer to buy 47 buses. NF had an opening in their manufacturing cycle and will be able to deliver the buses by next June.

The **PT** contract had options for 135 buses including some already exercised. The San Diego purchase is using TCRP funds (special State of California money) which have an expiration date and finding another vendor was very important.

A December 10th public hearing was scheduled for comments on proposed bus route changes in Eastern Mission Valley to accompany the extension of the **SAN DIEGO TROLLEY** from Rancho San Diego to La Mesa serving four new stations – Grantville, San Diego State University, 70th Street and Alvarado Medical Center.

Current Lines 1, 13, 81, 876 and 936 would be affected.

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Line 1 would be shifted from 73rd & El Cajon running along 70th from El Cajon Blvd to the station. Line 13 would be divided into NEW 13 between Euclid Trolley and 70th & El Cajon and NEW 14 between Grantville Station and Fashion Valley Transit Center. Line 81 would be discontinued while 876 would be extended on 70th, Lake Murray, Baltimore and Fletcher Parkway to Grossmont Trolley Station. Line 936 would be extended from 69th & El Cajon to the 70th Street Station.

A NEW Line 18-CAMINO DEL RIO NORTH/SOUTH may be instituted between the Rio Vista and Grantville Stations along Camino Del Rio, operating every 45 minutes between 600AM and 600PM weekdays only.

The recent Rural Bus System changes *(WT 3/04)* were updated on September 5th – In Ramona, Line 867-LA MESA-EL CAJON-RAMONA was extended from the Ramona Station along Main to Earlham Street. 888-JACUMBA-EL CAJON was extended from Alpine to El Cajon via Alpine Blvd, Interstate 8, Main, Douglass, Claydell and Marshall to El Cajon. Schedule wise, there are now two daily morning inbound trips from Jacumba and two afternoon outbound trips. On weekdays, there is also a late afternoon round trip between Campo and Descanso. The one-day-per-week service pattern of 891/892/893-BORREGO SPRINGS-RAMONA was altered – 891A now runs Tuesday, 892A Wednesday, 892 on Thursday, 893 on Friday and 891 on Saturday.

ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

SANTA ANA: The **OCTA** Board recently authorized the acquisition of a test fleet of 25 compressed natural gas buses and a temporary liquefied compressed natural gas fueling station (to be housed at Anaheim Division 6) and to proceed with the design of an LCNG fueling facility at the soon-to-open Santa Ana Division 1.

At this time, NABI, New Flyer, Neoplan and Orion are all expected to submit bids.

The **OCTA** fleet is aging, service is expanding and bus replacement delayed in anticipation of alternate fuel technologies gaining maturity and reliability. The situation is compounded by air quality regulations which require diesel equipment to be retrofitted with add-on exhaust treatment devices by 2009 and new equipment to transition to alternate fuels. In 2010 new rules will require 15 percent of all bus purchases to be zero emissions vehicles (ZEV), essentially all electric, hydrogen or fuel cell buses. The alternate fuel mandate is expanding to mid-size and smaller vehicles.

Hybrid and LCNG technologies are available for test and are candidates for large scale fleet deployments. By purchasing a small number of these buses, the fuels can be tested in a manner avoiding premature large scale deployments of options lacking fleet wide viability.

CNG powered suburban style cutaways are in **OCTA's** future as Creative Bus Sales has been awarded a $1.7 million contract for one dozen Econoline/Aerotech 32 foot long, 26 passenger buses with two wheelchair stations. The buses are for three new weekday peak hour Express Bus lines between Riverside, Corona, Diamond Bar and several points in Orange County.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT (MTD)

SANTA BARBARA: The **MTD** Board recently adopted the following fare structure for the SANTA YNEZ VALLEY EXPRESS – cash fare $4, ten-ride pass $35 and 30-day pass $120.

The service should get underway in early 2005 – four morning southbound and afternoon northbound trips, all serving Solvang and Bulleton, each with its own routing in Goleta and Santa Barbara, depending upon work shift times in the area.

In October, the Santa Barbara County Association of Governments (SBCAG) agreed to provide three years of operating assistance for SYVE, along with assistance for expanded service to the Mesa (including buying small clean diesel buses), expanded service between Isla Vista and UCSB (including purchase of electric shuttles) and new service in Goleta between Old Town and Calle Real across the Fairview Avenue bridge.

MONTEREY SALINAS TRANSIT (MST)

MONTEREY: **MST** implemented numerous changes on September 11 including NEW Line 53-MONTEREY PENINSULA-SOUTH COUNTY EXPRESS between south Monterey County cities and downtown Monterey, Cannery Row and Pebble Beach/Spanish Bay.

Midday service on 3-SKYLINE DART and 8-SEASIDE-DEL REY OAKS DART was discontinued. Customers may now travel anywhere within both of the DART zones, as they previously did only on Saturday.

Saturday headways on 16-EDGEWATER-MARINA and 17-EDGEWATER-MARINA were widened from 60 to 90 minutes while Sunday service and more weekday trips were added to 23-SALINAS-KING CITY. Most trips now operate non stop on Highway 101 between the Salinas Transit Center and the Northridge Mall.

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SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN CARLOS: **SAMTRANS** adjusted a number of bus routes on November 14th including adding the Highway 101 and Third Avenue bus stop to REX-EAST PALO ALTO-MILLBRAE and lengthened the service span on 121-SKYLINE COLLEGE-BART/DALY CITY in the Southern Hills area of Daly City.

The Palo Alto Transit Center is now being renovated and all buses are serving temporary terminals, either on El Camino Real, Alma Street or Lytton Avenue.

BUS LINE SERVICE OF TURLOCK (BLAST)

TURLOCK: New routes and schedules took effect last August 16th in this central San Joaquin Valley city.

BLAST includes four fixed routes that are pulse scheduled every 40 minutes at Central Park — A-CRANE PARK-SUMMERFAIRE, B-DMV-CAL STATE STANISLUS UNIVERSITY, C-CSUS-COUNTRYSIDE PLAZA and D-SUNNYVIEW PARK-TURLOCK HIGH.

Weekday service operates between 600AM and 600PM with Saturday hours between 900AM and 400PM. **THE BUS** (Merced) and **STANISLAUS AREA REGIONAL TRANSIT** buses connect with **BLAST** at Central Park.

The **BLAST** fleet includes a number of El Dorado National MST II buses. Fares are 75 cents for those between ages 4 and 60 and 35 cents for those over 60 or disabled. Transfers are free and 20-ride ticket books priced at $15 are available.

AMTRAK CALIFORNIA (AC)

SACRAMENTO: November 17th brought a number of changes to **AC.** The second San Luis Obispo train on the PACIFIC SURFLINER route began. Northbound Train 799 leaves Los Angeles 730AM arriving San Luis Obispo at 1245PM, returning southbound departing SLO at 120PM and arriving Los Angeles at 710PM.

The new train has a bus connection between San Luis Obispo and the Bay Area operating as Route 36-SAN LUIS OBISPO-OAKLAND (operated under contract by *SILVERADO STAGES, INC.)* and making the same stops as Route 17 – Cal Poly, Paso Robles, King City, Salinas, San Jose, San Francisco and Oakland.



REDDING AREA BUS AUTHORITY (RABA)

REDDING: Recently, Blue Shield of California relocated their Red Bluff office to Redding and **RABA** authorized agreement with **TEHAMA COUNTY TRANSIT** for **TCT** to provide transit service to BSC employees living in Tehama County and now working in Redding.

An RFP was recently issued seeking proposals from firms to operate **RABA's** fixed route and demand response systems. *ATC/FORSYTHE & ASSOCIATES* has been the contractor since 1997 and the present contract will expire on June 30, 2005.

CARSON CITY COMMUNITY TRANSIT (CCCT)

CARSON CITY, NV: The federal government recently designated Carson City as an urbanized area when its population exceeded 50,000 and that will mean added funds for public transit. The city now spends $400,000 on the general public **CCCT** Dial-A-Ride system. New money will boost that to $630,000.

A new public transit plan, under development, will have a fixed route on Highway 395 and part of Highway 50 *(Ed. Note – both were previously served by **PRIDE).***

The new system would supplement, not replace, **CCCT** although it will become a disabled only system – that is about 1/5 of the city's population.

CLARK COUNTY PUBLIC TRANSPORTATION BENEFIT AREA (C-TRAN)

VANCOUVER, WA: **C-TRAN's** Proposition 1, on last month's ballot asking for a sales tax increase of 3/5 of one percent to maintain current transit service levels and add links to reconnect selected areas, did not receive the simple majority vote required.

Service reductions are in the community's future as to balance the budget will require an eventual 46 percent reduction, affecting local, commuter and C-VAN. At the public hearing to consider reductions, the **C-TRAN** Board heard from almost 100 individuals and received over 400 written comments.

The first reductions will take place in January as 114-CAMAS, 173-BATTLE GROUND, THE CONNECTOR and all Sunday operations are discontinued.

Commuter routes to downtown Portland will be shortened and operate only as far as the nearest **TRI MET** light rail station or Delta Park/Vanport Station or

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Parkrose/Sumner Station. *(Ed. Note – other Vancouver-Portland interstate service has been operated for many years, first by **VANCOUVER-PORTLAND BUS COMPANY** and since 1971 by **TRI MET**).*

Additional reductions will take place in May, September and January 2006.

WHIDBEY-SEA TAC SHUTTLE (WSTS)

OAK HARBOR, WA: **WSTS** is a new scheduled airport service connecting Oak Harbor, Coupeville, Greenbank, Freland, Bayview, Langley and Clinton directly with Seattle-Tacoma International Airport.

Using a fleet of Mercedes/Dodge Sprinter vans, the firm operates five daily round trips. Southbound trips depart Oak Harbor at 400AM, 730AM, 1030AM, 230PM and 530PM while northbound trips leave Sea-Tac at 745AM, 1145AM, 245PM, 545PM and 845PM.

WSTS travels on **WASHINGTON STATE FERRIES'** CLINTON-MUKILTEO FERRY and has "first on/first off" priority boarding just like van pools and carpools.

One way fares range between $29 and $35. Discounts are offered for children, military and seniors. Advanced reservations are required.

BELLAIR CHARTERS/AIRPORTER SHUTTLE (BC/AS)

BELLINGHAM, WA: **AS** continues to operate ten daily round trips on the FERNDALE-BELLINGHAM-SEA TAC AIRPORT route and the connecting (at Mount Vernon) line from Island County and Anacortes. One daily round trip to/from Anacortes and two Oak Harbor daily trips now operate directly to and from Sea Tac. **AS** also now serves downtown Seattle.

GRANT TRANSIT AUTHORITY (GTA)

EPHRATA, WA: Armed with a state Facilities Grant, **GTA** has started development of specifications for a permanent operations and maintenance facility. The present operating site in Ephrata is rented from Inland Oil Company *(Ed. Note – rent is $200 per month)* and is presently in need of grading and security lighting.

GTA recently took delivery of two new Gilligs and recently disposed of six MAN Americanas (former **KING COUNTY METRO** buses) to a scrap dealer in the Royal Slope area.

WHATCOM TRANSPORTATION AUTHORITY (WTA)

BELLINGHAM, WA: Beginning with the Fall 2004 semester, **WTA** Line 90 was rerouted from Western Washington University's Civic Field (former Park & Ride) to the new Lincoln Creek Transportation Center, on the site of the former Samish Twins Drive In at Consolidated and Lincoln.

WTA carried more passengers in October 2003 than any other month in agency history. One quarter of the increase (4500 riders) was related to the expanded nite and Sunday hours begun in September 2003. Growth has also been experienced in East County which saw its first bus service in November 2002. This area includes Everson, Nooksack, Sumas, Deming and Kendall.

WTA recently placed into service six 30-foot, low floor Gillig buses replacing four motorized trolleys and two leased buses (make/model unknown) for use on routes that call for smaller buses. Each of the buses will be wrapped in its on colorful and distinctive graphic design.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: Regional Measure 2, passed by Bay Area voters last spring *(WT 1/04, 5/04),* provides for two categories of funding for transit services. Annually, $6.5 million will be allocated in the Bay Bridge, San Mateo and Dumbarton Bridge corridors. $1.8 million is allocated for "Owl Service on **BART** Corridor", intended to provide bus service during those hours trains do not operate. Both funds will annually increase 1.5 percent.

A tentative agreement between **ACT, SAMTRANS, MUNI, WESTCAT** and **CCCTA** calls for $4 of the $6.5 million to be allocated to Bay Bridge, $2 million to San Mateo and Dumbarton Bridges and $500,000 to **CCCTA** for **BART** Express feeder service. **AC** and **SAMTRANS** will request $50,000 to extend **AC** Line M to Redwood Shores (Oracle) and another $50,000 for planning work to verify the results of the Bay Crossing Study.

New **AC** Trans Bay Express lines (LH-HERCULES-RICHMOND PARKWAY-SF and J-NORTH BERKELEY-SACTO ST-SF) and enhancements on LA-RICHMOND, H-ARLINGTON-BERKELEY and NL-MACARTHUR LIMITED are planned along with establishment of an afternoon "proof-of-payment" system at Transbay Terminal to expedite passenger boardings and improve on-time performance of buses.

Merry Christmas

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VICTOR VALLEY TRANSIT AUTHORITY
Victorville, California

FLEET #'S	BUILDER	MODEL	VIN #'S	YEAR	NOTES
52	Ford/Supreme	Econ/Senator	VHB67610	1997	
57	Ford/El Dorado	Econ/Aerotech	WHA25058	1998	
100	Ford/Supreme	Econ/Startrans	WHA74195	1998	
106-113	Ford/El Dorado	Econ/Aerotech	XHC18402-409 (mixed)	1999	
114-117	Ford/El Dorado	Econ/Aerotech	2HA07915-918	2001	
118-119	Ford/El Dorado	Econ/Aerotech	1HB03326-327	2001	
120-125	Ford/El Dorado	Econ/Aerotech	2HA82013-018	2002	
126	Ford/El Dorado	Econ/Aerotech	2HA23985	2002	
127-134	Ford/El Dorado	Econ/Aerotech	2HB78278-285	2003	
301-302	Bluebird	CSFE2409	XF089744, 743	1999	
303-304	Bluebird	CSFE2409	1F097986, 2F208535	2001	
305-306	Bluebird	XCEL102-2910	3F217476, 475	2003	
403-404	Bluebird	QBRE3703	1F096210, 214	2001	
405	Chev/Supreme	HD30/Startrans	S3324690	1995	Ex Adelanto T-7
406-407	NABI	040.29	2A140167-168	2002	
501-508	El Do/National	TRE-32	YC084128-135	2001	
601-602	NABI	040.29	4A140032-033	2004	
701-705	Bluebird	QBRE3703	1F096211, 212, 213, 216, 215	2001	
706-707	Bluebird	QBRE2903	VF077871-872	1997	Ex 8743, 8747
709-710	NABI	040.29	2A140165-166	2002	
1001-1005	Neoplan	AN345A	2L013208-212	04/02	

The ATC/VANCOM fleet includes 52, 57, 100, 106-134, 301-306, 501-508, 601-602 and 1001-1005. The VICTORVILLE fleet includes 701-707 and 709-710. The ADELANTO fleet includes 403-407.

(Continued from page 6)

VICTOR VALLEY TRANSIT AUTHORITY
(VVTA)

VICTORVILLE: At its December 20 meeting, the **VVTA** Board made history by voting to amend the current *ATC/VANCOM* operations contract to include the services now operated by *CITY OF VICTORVILLE* (41, 43V, 45V, 51 and 52) and the *CITY OF ADELANTO (*31 and 32) effective January 3, 2005.

The City Councils involved voted to turn over their transit contracts to *ATC* last month. City employees have been offered employment with *ATC* and current plans call for all buses to be garaged at *ATC's* Hesperia yard (although two buses may be stored and fueled at the Victorville city yard and available as replacements during the day).

Since the 1993 start up of **VVTA,** service has been operated by a private firm, originally *DAVE SYSTEMS, INC.* (later *LAIDLAW)* and presently *ATC/VANCOM (*originally *FORSYTHE & ASSOCIATES)* and the two cities. *(Ed. Note – as provided for in the Joint Powers Agreement, any of the cities may operate its service).*

The impetus for the change was the opportunity for the combined system to save $660,000 annually, which will be used to provide additional fixed route and paratransit services. Individual amounts are — Adelanto $60,000, Apple Valley $48,000, County $20,000, Hesperia $59,000 and Victorville $470,000.

Recommendations were included in the 2003 **VVTA** Transit Development Act Performance Audit and a study commissioned by SANBAG to determine the benefits and obstacles to consolidation of all transit services under one contractor. *MC DONALD TRANSIT ASSOCIATES* will continue to provide the Administrative Services.

On the evening of December 18th, the VVTA Holiday Light Tour Giveaway took place as 40 passengers traveled on board **VVTA** 1001 (Neoplan AN345A) to view the best holiday light displays in town. Sponsored by **VVTA,** the Greenhouse Cafe and radio station K-FROG, ten family 4-packs of tickets were given to listeners who called in.

VVTA is currently reviewing proposals from several consulting firms to conduct an operations and growth analysis study. A contract should be awarded next month with the study to be completed by June 30, 2005.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Orange County Transit	6201-6296	Ford/ElDo	Econ/Aerotech/	2004	
AC Transit	4051-4090	NABI	040.07/3A140001-040	2003	
Foothill Transit	F1400-F1474	NABI	040.31/4A140219-293	2004	
Lane Transit District (OR)	751-755	New Flyer	D60LF/3U026094-098	2003	
Valley Metro (AZ)	8001-8020	New Flyer	D60LF/3U026099-118	2003	
Pierce Transit (WA)	300-319	New Flyer	D30LF/4U026130-149	2004	
Rogue Valley TD (OR)	3011-3020	New Flyer	C35LF/4U026979-988	2004	
Bell Gardens Town Trly	T1 T3	Supreme	Startrans/	2004	
Noah's Ark Transp (WA)	57034	Van Hool	T2145/42044619	2004	
-USED-					
Goodall's Chtr Bus Serv	6200	MCI	102D3/RP046161	1994	1
	63012	MCI	102C3/PP045386	05/93	2
ABC (USA)	8761	Gillig	4096TB6V92/H1081731	1987	3
-DISPOSITIONS-					
Antelope Valley TA	(12)	Gillig	40TB966V92/see below	1989	4
	19118	Gillig	40/J1082484	1988	4
Santa Cruz MTD	8109-8112	Ford/Champion	Econ/THA99369-370, 374, 375	1992	5

-NOTES-

1. Ex K-T Contract Services 6200.
2. Ex California Charters 63012.
3. Ex MAX (Birmingham, AL) 8761.
4. Sold at Ken Porter auction in October Fleet Nos. 202, 204, 209-214, 301-302, 306, 310, 19118 . VIN Nos. J1082499, J1082501, K1082520-522, L1083567-569, N1084563-564, 568, 572, J1082484.
5. For sale by SCMTD.



Photos from the CTA Fall Conference.

Top Left - A Neoplan AN440LF for Boston (MA) #0473.

Top Right - A National Axess being delivered to Fort Lauderdale Airport in Florida.





Bottom Left - A re-manufactured Gillig from CCW. It is now a Hybrid for Elk Grove Transit. These are ex San Diego Transit 300's.

Bottom Right - A Gillig Hybrid demonstrator for GM/Allison.

