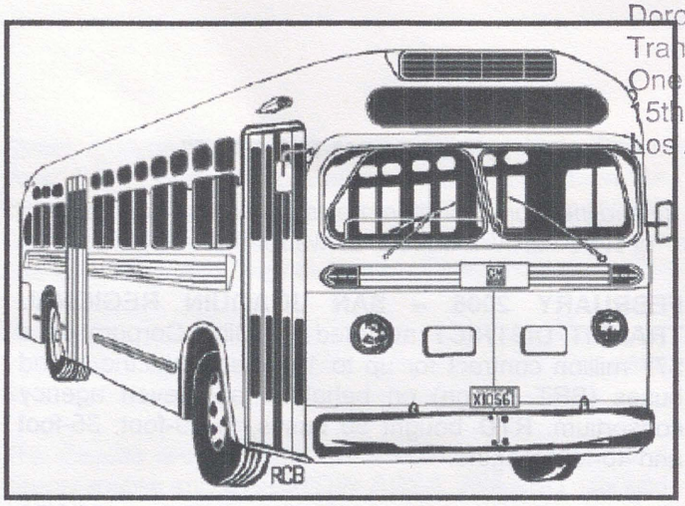


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VOL. 49, NO. 2 **February 2011**

VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

HESPERIA: The *B—V LINK,* a three days per week, three trips per day transit service between Barstow and Victorville, designed primarily to serve passengers with medical trip purposes, began operating on January 19th, a day after kick-off ceremonies were held at the Barstow City Hall promoting the new bus program.

The Barstow-Victorville service demonstration project is partially funded with a SANBAG allocation of $250,000 from a CMAQ grant to provide limited bus service for up to three years *(WT 7/10).*

Over the years, the Unmet Transit Needs hearings have received comments about the need for connectivity between Barstow and Victorville for medical purposes. The issue is again in the forefront due to reductions in medical and social services in the Barstow area.

VVTA, as a designated recipient of federal funds, was able to apply for the SANBAG money and institute the program in a relatively short time *(WT 2/10).*

On Monday, Wednesday and Thursday, three round trips are offered with southbound buses departing Barstow Hospital at 750AM, 950AM and 350PM with northbound buses leaving St. Mary Medical Center at 830AM, 230PM and 430PM. Two **VVTA** 2001-2008 series Chevrolet 560HT/El Dorado National Elites are assigned to this route.

Southbound buses leave Barstow Hospital and travel via East Mountain View, Center, East Fredrick, 7th Ave., Main Street, 1st Avenue, East Mountain View, Barstow Road, Interstate 15, Stoddard Wells Road, Highway 18, Kasota Rd, Kokanee Rd, Kamana Rd, Apple Valley Road, Highway 18, Hesperia Road, Green Tree Blvd, 7th Street, Lorene, Valley Center Dr, 7th/Palmdale Rd, Park Ave and Amargosa Road to Mall of Victor Valley.

Northbound buses leave St. Mary and travel along Kasota, Kokanee, Kamana, Apple Valley Road, Highway 18, Hesperia Road, Green Tree Blvd, 7th



VVTA 2007 at the kick-off ceremony at Barstow City Hall on January 18. Craig Barnes photo.

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PUBLIC UTILITIES COMMISSION (PUC)

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

DECISIONS

Adnan Ghanem dba EAZY WAY TRANSITS has been granted on-call, door-to-door PSC 26888 to operate between points in Solano, Napa, Sonoma, Marin, San Francisco, San Mateo, Santa Clara, Alameda, Contra Costa and San Joaquin Counties and Bay area airports and to establish a Zone Of Rate Freedom.

The PUC staff recently participated in two events concerning passenger carriers (limousines, shuttles and tour buses) in Hollywood and Santa Clara.

Hollywood Strike Force—PUC, California Highway Patrol and Culver City and Los Angeles Police Departments conducted a surprise inspection of carrier buses in Hollywood on December 10th to ensure that only licensed and insured passenger carriers operate on the public highways. 47 citations were issued violations ranging from lack of operating authority or evidence of insurance to a driver not properly licensed to drive a bus. Eleven buses were impounded.

Following receipt of a complaint that SERENDIPITY LAND YACHTS LTD based in San Jose (TCP-8430) was providing charter services under contract (their permit was suspended in August and revoked in November), PUC and CHP conducted an inspection and the CHP cited the driver and towed the vehicle for operating after revocation of its permit.

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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 2006 – SAN JOAQUIN REGIONAL TRANSIT DISTRICT awarded the Gillig Corporation a $77 million contract for up to 157 diesel-electric hybrid buses (BRT design) on behalf of an eleven agency consortium. **RTD** bought 50 buses, in 29-foot, 35-foot and 40-foot lengths.

FEBRUARY 2001 – ALAMEDA-CONTRA COSTA TRANSIT DISTRICT introduced a new route network in the southern Alameda County area of Fremont, Union City and Newark. Most previous routings were modified, fifteen new lines were created and daily service hours increased fifty percent.

FEBRUARY 1996 – BANNING MUNICIPAL TRANSIT SYSTEM started its third line, CABAZON ROUTE, offering the first transit route into the Banning Pass area including the new Desert Hills Factory Stores and the Casino Morongo.

FEBRUARY 1991 – RIVERSIDE TRANSIT AGENCY inaugurated Line 28-CORONA-TEMECULA operating primarily along Interstate 15, providing five round trips on weekdays only using one of their 8601-8605 series Neoplan AN340A model suburbans.

FEBRUARY 1986 – STOCKTON METROPOLITAN AREA REGIONAL TRANSIT was the new name of the Stockton transit agency that started a new subscription service connecting three stops in Stockton with several stops at the Lawrence Livermore National Laboratory in Livermore.

WT STAFF FOR THIS MONTH

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Street, Lorene, Valley Center Dr, 7th/Palmdale Road, Park Ave, Amargosa to Mall of Victor Valley, then via Interstate 15, Barstow Road, East Mountain View, Center, Fredrick, 7th Avenue, Main Street, 1st Avenue and East Mountain View to Barstow Transit Center.

B—V LINK fares are: Regular one way Pass $6, round trip Pass $12, Senior/Disabled/Medicare one way pass $3 and round trip Pass $6.

The Passes are also valid on **VVTA** regional fixed and county routes and **BARSTOW AREA TRANSIT** city and county routes.

In an earlier effort to serve passengers with medical needs, **VVTA** became a **GREYHOUND LINES, INC.** ticket agent *(WT 11/07)*, selling one way and round trip tickets which they subsidized at fifty per cent.

The trips begin in Victorville with three destinations—Barstow, San Bernardino and Riverside. Victorville-Barstow tickets are $12.50 one way on weekdays and $14.00 on weekends with round trips double one way. The program has been mildly successful.

Present **GREYHOUND LINES** service between Barstow and Victorville includes two northbound and four southbound daily trips. Northbound buses leave Victorville (Victorville Transportation Center on D Street) at 1025AM and 210PM while southbound trips leave Barstow Greyhound Station on East Main Street at 955AM, 1115AM, 1240PM and 545PM.

The standard one-way fare is $14.50 with tickets purchased over the Internet at $12.76. Round-trip tickets are double the one-way price.

In early December, six new Model 40LFW NABI buses were expected off the production line with delivery this month. **VVTA** purchased these expansion buses as a member of the Houston-Galveston Area Council of Governments *(WT 11/09)*.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: January 9th brought revised schedules and routes throughout the **RTA** system. The bigger changes included rerouting 61-SUN CITY-MURRIETA from Interstate 15 onto local streets including Menifee and Antelope Roads to serve the new Loma Linda Medical Center. 212-HEMET-RIVERSIDE and 217-SAN JACINTO-ESCONDIDO were rerouted in San Jacinto and east Hemet to serve the new park and ride at Mount San Jacinto College's San Jacinto campus and then traveling on State St. to Florida, then previous routing.

ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

ORANGE: The System Shake Up took place February 13th. The service changes were relatively minor, but there were more transfers of directly operated service to contract and changes within the bus fleet.

Three lines (86-ALTON PARKWAY, 89-LAGUNA BEACH-MISSION VIEJO and 91-LAGUNA HILLS-SAN CLEMENTE) were shifted to *M.V. TRANSPORTATION* (Division 8-Sand Canyon) along with New Flyer C40LFR's 5671-5678, 7529 and 7590-7592.

This is the third Shake Up to include service transfers. The current labor agreement allows up to 30 percent of fixed route service to be operated under contract and these transfers have increased the amount actually contracted to about 12 percent.

Several **OCTA** buses were sold at auction in December 2010 including New Flyer H40LF's 5419 and 5420 and articulated New Flyer D60LF's 7201-7210, 7303, 7309, 7313 and 7405.

The articulated fleet of 36 buses now includes 26 active buses (7314-7320, 7401-7404 and 7406-7420) and 10 contingency (7301-7302, 7304-7308 and 7310-7312).

The active buses are all stationed at Santa Ana and are assigned to Line 43-HARBOR BLVD which is fully equipped and 57-BRISTOL-STATE COLLEGE which is about half equipped.

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: **NCTD** implemented a series of fare reductions on January 20th along with an increase in *SPRINTER* (Oceanside-Escondido) late evening trains as part of a program to increase ridership by 5 percent.

The reduced fares will be in effect for one year while the evening trains are considered permanent.

On the *BREEZE* (bus system), regular fares will be reduced from $2.00 to $1.75 while senior/disabled fares will be reduced from $1.00 to 75 cents.

On the *COASTER* (Oceanside-San Diego trains), one-way fares will be reduced between $1.00 and $1.50, depending upon zones and monthly passes will be reduced between $17 and $34, also based on zones.

NCTD is also in the midst of a system wide study meant to make bus routes more efficient and effective, based on customers current travel patterns.

METROPOLITAN TRANSIT SYSTEM (MTS)

SAN DIEGO: The **MTS** Board recently approved the purchase of 26 40-foot, low floor, CNG powered buses from New Flyer with delivery expected this fall. The new buses will replace **SAN DIEGO TRANSIT CORP.** 1501-1527 which are 1997 model, New Flyer CNG buses.

In February 2008, **MTS** awarded a five-year contract to New Flyer for 35 and 40-foot buses which included a stipulation that a minimum number of buses had to be ordered each year. This order is the minimum order for year three of the contract.

With this purchase, **MTS** has ordered a total of 168 buses against the contract (**SDTC** 301-350, 501-512, the new order, **MTS** 2801-2873 and **CHULA VISTA** 7201-7205, 7301-7302) and assigned 39 of its "option buses" to other transit agencies.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: **MTA** officially retired its last directly operated diesel bus January 12 with official ceremonies. Coach 3004, a 1998 model New Flyer D40LF, originally ordered by ATC/Nevada as one of 20 buses for a proposed charter bus fleet, but that plan was canceled and the buses were diverted to **MTA,** their first low-floor buses. The 3000-3019 sub fleet spent much of their careers at Division 6.

The directly operated **MTA** fleet now includes 2,221 CNG buses, six gasoline-hybrids (NABI 42BRTs 4200-4205) and one electric bus (NABI 45-footer 8038 presently under conversion to electric). When completed this spring, the bus will be assigned to Division 3.

There are still diesels in service (amid replacement plans) as contractor *VEOLIA TRANSPORTATION* still operates 11 of an original 20 Thomas TL-960s (9950-9969) that were purchased by *COACH USA TRANSIT SERVICES* and *M. V. TRANSPORTATION* operates the 67 Orion VI buses (11001-11067) purchased by *FIRST TRANSIT. VEOLIA* also operates four of the 3000 series New Flyers, 3016-3019.

A series of six public hearings were held by the Service Councils early in February on June 2011 service plans.

Plans include the EXPO Line bus/rail interface plan as well as a number of discontinuations of complete lines or portions of lines. EXPO changes would accompany the start up of the rail line, likely this fall.

Complete discontinuations are proposed for Lines 176, 209, 247, 450 and 757.

Segments of the following lines are candidates for discontinuation - Lines 2, 26, 71, 83, 96, 217, 445, 460, 485, 577, 704 and 760.

Other changes include recombining parts or all of 92, 183 and 234, 230 with 634, 258 with 485.

EXPO changes include extending 30 from Pico/Rimpau to West Hollywood, discontinuing 305 and shortening 550 between San Pedro and Artesia Transit Center. 42 would be rerouted to Western Station and not travel downtown, 740 would be rerouted to Crenshaw Station and not travel downtown, the segment of 102 between La Brea and Figueroa would be discontinued with the 200 extended on east Jefferson to Vernon and Santa Fe over parts of the 102. 439 would be cancelled and 217 extended from Fairfax/Washington to Fox Hills. 534 would be rerouted to serve Culver City Station.

SOUTH PASADENA GOLD LINK (SPGL)

SOUTH PASADENA: The **SPGL** system was recently revised to offer two loop-type routes, EAST-NORTH and SOUTH-WEST, during rush hours on weekdays offering service to the GOLD LINE Mission Station from 600AM to 930AM in the morning and between 415PM and 800PM in the afternoon (five round trips in each time period on a 45 minute headway) using one bus.

The free ride system operates under contract to the city by *FIRST TRANSIT* with a fleet of Econoline/Aerotechs.

VENTURA COUNTY TRANSPORTATION COMMISSION (VCTC)

VENTURA: Historically, within Ventura County, bus riders have had to pay a second fare when transferring between its several transit systems.

January 3rd brought a system of free transfers to riders paying cash or using the "Go Ventura" Pass within the county, allowing passengers to transfer between the fixed route systems, except for the **OJAI TROLLEY.**

Transfers are valid for full fare on **GOLD COAST TRANSIT, THOUSAND OAKS TRANSIT, CAMARILLO AREA TRANSIT, FILLMORE TRANSIT** and **VISTA.**

Transfers are valid on the *COASTAL EXPRESS* and *CONEJO CONNECTION* with an equalizing fare.

Other fare adjustments were also made — Fares on **VISTA** fixed routes rose a quarter to $1.25 (senior/disabled to 65 cents), the HERITAGE VALLEY DIAL-A-RIDE base fare increased to $1.75 (senior/disabled to 85 cents). "Go Ventura" Pass prices increased based on each fare category and the threshold for senior discounts was raised from 62 to 65 years of age.

In February 2009, **VCTC** approved the Agricultural Worker Vanpool Program Agreement shifting the CALTRANS implementation grant to KINGS COUNTY AREA PUBLIC TRANSIT AGENCY and authorized KCAPTA operating as KINGS AREA RURAL TRANSIT/ AGRICULTURAL INDUSTRIES TRANSPORTATION SERVICES to start the vanpool program.

Most recent ridership statistics show 5282 passenger trips (2641 vehicle trips) in 15 vans. Crops picked included avocadoes, chilies, lemons and oranges.

SAN JOAQUIN REGIONAL TRANSIT DISTRICT (RTD)

STOCKTON: Last year, **RTD** implemented its new *METRO HOPPER* (Deviated Fixed Routes) to replace most of its expensive Dial-A-Ride. In the first six months, patronage on the new system rose 57 percent.

Next year, the services **RTD** operates thru its County Garage — Intercity, Hopper and San Joaquin Commuter - will be transitioned to *M. V. TRANSPORTATION.*

Based upon the success of the 40-METRO EXPRESS - PACIFIC CORRIDOR (the first of several planned Bus Rapid Transit corridors), **RTD** received a federal grant of $2.4 million to implement, on January 23rd, the 44-METRO EXPRESS – AIRPORT CORRIDOR. The 40 and 44 lines will be interlined connecting at the Downtown (Stockton) Transit Center.

A second federal grant of $5.2 million was also received that will fully fund implementation of the METRO EXPRESS - HAMMER LANE CORRIDOR, the system's first east/west BRT corridor.

MILLBRAE RUNABOUT (MR)

MILLBRAE: Armed with $57,000 in grant funding from the San Mateo County Transportation Authority and the County Association of Governments, the City contracted with *M.V. TRANSPORTATION* to operate **MR** on weekdays between 715AM and 600PM.

MR will replace the discontinued **SAMTRANS** Line 342-MILLBRAE SHUTTLE, the least used line in the system, on February 1st. It will have two components, a fixed route and a deviated fixed route.

The Fixed Route will be centered on the CALTRAIN Station between 715AM until 935AM and again between 240PM and 600PM operating on a 40 minute headway. The loop route will travel from the station via Murchison, Vallejo, Skyline, Larkspur, Richmond, Broadway, Chadbourne, Magnolia and return to the rail station.

The Deviated Route will operate between 1035AM and 115PM and operate on a similar route except it will serve the Peninsula Hospital and exclude the Millbrae Meadows District.

To use the deviated feature, passengers will need to call in not less than 24 hours in advance.

Rides will cost $2 each way during peak hours and $4 during the midday, deviated service hours.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: Phase two construction of the California Street Infrastructure Improvement project took effect December 24th and is requiring the closure of the CALIFORNIA Cable Car line until next July.

Substitute bus service is being operated between 600AM and midnight over the regular route between Van Ness and Drumm.

Buses on 1-CALIFORNIA will operate as usual.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY (WHEELS)

LIVERMORE: The new TRI VALLEY RAPID began operations on January 24th offering faster travel, fewer stops and frequent service.

With a fleet of 14 Gillig BRT style hybrid buses, the RAPID will operate every 10 minutes during peak hours and every 15 minutes at other hours. Buses operate between 615AM and 915PM on weekdays only.



From Stoneridge Mall, the bus will travel via Canyon Way, Kaiser (serving new **BART** West Pleasanton Station), Stoneridge, Foothill Blvd, Dublin Blvd (serving **BART** East Pleasanton Station), El Charro, Jack London, Isabel, Stanley Blvd, Railroad, Maple and East Ave to Lawrence Livermore National Laboratories.

Route 8-BART-DOWNTOWN PLEASANTON will increase peak hour headways to half hourly and will only serve the Hopyard Road corridor, Downtown Pleasanton, Case Avenue and Pleasanton Senior Center during those hours,

The weekday peak period headway on 10-DUBLIN-PLEASANTON-LIVERMORE is now half hourly and the line will only operate between BART/Dublin-Pleasanton and Stoneridge Mall when RAPID is not operating.

70X-PLEASANTON-WALNUT CREEK EXPRESS will be shortened and no longer operate beyond the **BART** Walnut Creek Station to Kaiser Hospital.

LAVTA routes 3/3V-BART-DOUGHERTY-JOHNSON-WEST DUBLIN, 53-ACE PLEASANTON-STONERIDGE SHUTTLE and 54-ACE PLEASANTON-DUBLIN SHUTTLE will be adjusted on February 21st when the new **BART** West Pleasanton Station opens.

3 will serve the Dublin side of the station ad operate counter clockwise in the morning and clockwise in the afternoon. 3V will continue serving the Wildwood Road neighborhood but will no longer serve Pleasanton.

53 will provide express service on an hourly headway between Pleasanton **ACE** Station, the Pleasanton side of the new **BART** Station and Stoneridge Mall.

54 will provide hourly service for Hacienda Business Park, circulating in the park before serving Dublin Blvd and the East Dublin-Pleasanton **BART** Station.

Routes 53 and 54 operate according to the **ACE** train calendar. Buses will hold up to 30 minutes in the morning for late arriving trains, but will not hold at night.

PENINSULA CORRIDOR JOINT POWERS BOARD (CALTRAIN)

SAN CARLOS: As **CALTRAIN** begins its budget process, it is facing up to a $30 million deficit amid the prospect of cuts throughout the system. They could be as severe as a reduction in service to 48 trains per weekday that would only run during commute hours. There could be no weekend operations nor service south of San Jose to Gilroy.

CALTRAIN is the only Bay Area transit system without a dedicated funding source, but rather relies on funds from its three partner agencies, **SAMTRANS, VALLEY TRANSPORTATION AUTHORITY** and the City and County of San Francisco **(MUNI). SAMTRANS** has announced plans to reduce its FY 11/12 funding while plans of the other agencies are uncertain, at this time.

The system has taken aggressive steps to reduce costs and maintain operations - salaries have been frozen for three years, employees have taken 17 furlough days over those years, four weekday midday trains were dropped and fares were increased 25 cents for each zone. Administrative staff costs make up only six per cent of its operating budget, below the rate at Bay Area and other commuter rail agencies.

The **CALTRAIN** Board will soon be calling for two public hearings, one on proposed service changes and the other to declare a fiscal emergency.

THE FREE BROADWAY SHUTTLE (FREE B)

OAKLAND: Five months after starting operations, city officials say ridership is higher than anticipated and riders have asked for expansion of the program.

FREE B operates primarily along Broadway between Jack London Square and Lake Merritt on weekdays between 700AM and 700PM.

AC TRANSIT operates the route *(WT 8/10)* under contract to the City of Oakland, who is funding the program with a competitive grant from the Bay Area Air Quality Management District and local sources.

The city has applied for grants to allow the shuttle to run from 700PM to 100AM on Fridays and Saturdays when the nightlife activities are very active.

NEVADA TRANSPORTATION AUTHORITY (NTA)

LAS VEGAS, NV: The agenda for the January 2011 NTA meeting included several bus transportation issues for Authority action.

OMNI LIMOUSINE, INC. filed for an expansion of its operating authority granted under Certificate of Public Convenience and Necessity (CPCN) 1084, Sub 1.

The temporary discontinuance, from May 16, 2010 through November 16, 2010 of services provided by *ATV ACTION TOURS, INC.* under CPCN 1039, Sub 1.

Petition to deviate from regulations pursuant to NAC 706.305 by *Alan Waxler Group Charter Service, LLC dba AWG CHARTER SERVICES* and *Ambassador Limousine Limited Partnership dba AMBASSADOR LIMOUSINE* seeking approval for the Petitioners to stage vehicles at the passenger curb loading zone of the Palms Casino Resort without displaying signs required by NAC 706.228(3).

CITY OF COMMERCE MUNICIPAL BUS LINE

Commerce, California

All Time Roster

FLEET #	BUILDER	MODEL	SERIAL #	YEAR	NOTES
300 1st	GMC	PD4107	500	00/66	Leased from Lease-A-Coach, to SLATCO
300 2nd	Flxible	2363-DD1-41-IC-AC	10703	00/68	Renumbered 303
301	ACF-Brill	IC-41		00/47	Ex Unknown
302 1st	ACF-Brill	IC-41		00/47	To Douglas Bus Lines 302
302 2nd	Eagle	05SE	19697	00/76	Renumbered 304
303 1st	GMC	TGH3101	267	00/50	Ex Culver City 303, To Gray Line Scenic Tours (NV) Y-55
303 2nd	Flxible	2363-DD1-41-IC-AC	10703	00/68	Ex 300 2nd
304 1st	Mack	C45GT	2743	00/47	Ex LAMTA 5033
304 2nd	Eagle	05SE	19697	00/76	Ex 302 2nd
305 1st	Mack	C45GT	2745	00/47	Ex LAMTA 5036
305 2nd	MCI	MC-8	S11755/U31945	00/76	Ex TNM&O Coaches L-838
306 1st	Mack	C45GT	2736	00/47	Ex LAMTA 5026
306 2nd	MCI	MC-8	S11759/U31949	00/76	Ex TNM&O Coaches L-842
307	Mack	C45GT	2734	00/47	Ex LAMTA 5024
308	GMC	TDH4509	1318	00/51	Ex SDTS 980
309	GMC	TDH4509	099	00/49	Ex SDTS 945
310 1st	GMC	TDH4509	732	00/50	Ex SDTS 959
310 2nd	NovaBus	RTNFD72	VR832622	00/97	
311 1st	GMC	TDH4509	1319	00/51	Ex SDTS 981
311 2nd	NovaBus	RTNFD72	VR832623	00/97	
312 1st	GMC	TDH4509	744	00/50	Ex SDTS 951
312 2nd	Nova Bus	RTNFD72	VR832624	00/97	
313	TMC	T80606	LR827713	00/90	Ex Long Beach 9013
314	GMC	T6H4521	146	00/68	
315 1st	GMC	T6H4521	240	00/69	
315 2nd	Flxible	35102	SD106372	00/95	
316	GMC	T6H4521	1270	00/70	Out of service by May 1993
317	GMC	T6H4521A	688	00/71	
318	GMC	T6H4521A	347	00/73	
319-320	GMC	T6H4523A	1785-1786	00/76	
321-323	Gillig	3596T6V92	C108231-233	00/82	
324-325	Gillig	3596TA6V92	D1080703-704	00/84	some records show 702-703
326-329	Flxible	35096-6T	LD101930, 927-929	00/90	
330	Champion	CTS	M2103214	00/90	
331-337	NABI	35LFW		00/10	

KING COUNTY METRO - TRANSIT DVISION (KCM)

SEATTLE, WA: January 1 brought several fare changes including a 25 cent increase for all adult cash fares and Access customers. Youth, seniors and disabled cash fares stayed the same, but monthly passes increased.

Adult fares are now - Off Peak All Zones—$2.25, Peak One Zone—$2.50 and Peak Two Zone-$3.00. The City of Seattle is one zone and all other areas outside of the city but within King County are a second zone.

PIERCE COUNTY PUBLIC TRANSIT BENEFIT AREA dba PIERCE TRANSIT (PT)

TACOMA, WA: Proposition 1 on the February 8th ballot is a vote to accept or reject a planned three-tenths of 1 percent hike in the county sales tax (a 50 percent increase to the current tax), which would add three cents to every $10 purchase made within the transit agency's boundaries to help support **PT** operations.

PT officials have stated that if the Proposition does not pass, the system will experience reconfigured routes, less frequent service and reduced service spans.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
LAVTA (Wheels)	0701-0702	Gillig	G19E102R2/71091288-289	06/07	
LACMTA	8100-8199	NABI	45CLFW-05.01/8A140399-498	00/09	
	8200-8359	NABI	45CLFW-05.01/8A140680-839	09-10	
SFO Airport Shuttle	718	New Flyer	C40LF/7C032424	00/07	
-DISPOSITIONS-					
Santa Cruz MTD	10	Chance	AH-28/2W535135	00/02	1
Foothill Transit	1062-1063	Gillig	S50T4096/T1087361-362	07/96	2
Norwalk Transit	7052	Gillig	G18D102N4/T1070000	00/96	3
LACMTA	4532	Neoplan	AN440A/SL013146	00/95	4
	4571, 75	Neoplan	AN440A/SL013193, 197	00/95	4
	4584, 87	Neoplan	AN440A/SL013206, 209	00/95	4
	4591, 96	Neoplan	AN440A/SL013213, 218	00/95	4
	4602, 32	Neoplan	AN440A/SL013234, 264	00/96	4
	4731, 39	Neoplan	AN440A/VL013048, 056	00/97	4
	6303	Neoplan	AN440A/VL013267	00/97	4
AC Transit	2738	Gillig	30102TB6V92T/N1083859	00/92	5

NOTES:

1. To South Metro Area Regional Transit (Wilsonville, Oregon).
2. To Rabbittransit (York, PA) 314-315.
3. To Rabbittransit (York, PA) 313.
4. For sale thru Ken Porter Auctions in December 2010.
5. Donated to Pacific Bus Museum, January 2011.

TRANSPORTATION AND LEGISLATION

OLYMPIA, WA: Rep. Marko Lilas, D-Edmonds, has introduced House Bill 1536 that would allow "a congestion reduction charge" (of $30) to be collected for 2012 and 2013 auto license-tab renewals to help sustain local bus service provided by **COMMUNITY TRANSIT, KING COUNTY METRO** and **PIERCE TRANSIT,** but not **EVERETT** or **SOUND TRANSIT**.

Just one Republican, Mike Armstrong of Wenatchee was a co-sponsor. He hopes to add a public-ballot requirement and perhaps also include **VANCOUVER, SPOKANE** and the **TRI CITIES.**

February Photos





LEFT: *WHEELS 0701working on Route 50. David Longa photo.* ***RIGHT:*** *LACMTA 8120 working on Route 222 on June 19, 2009. Andrew Novak photo.*