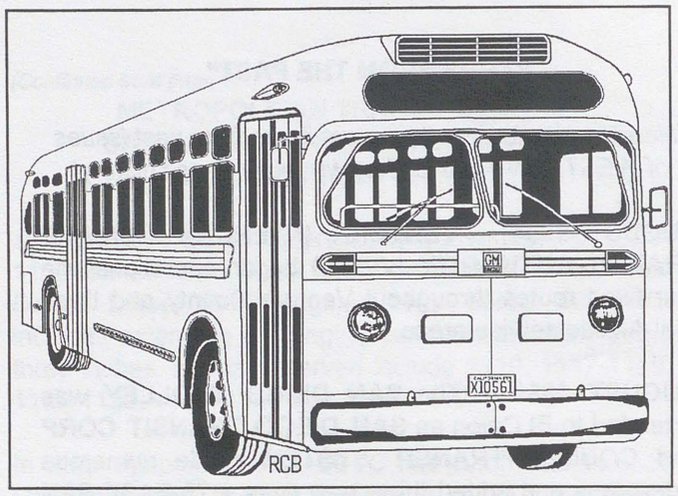


Western Transit

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VOL. 37, NO. 8 **August 1999**

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN CARLOS: August 15th brought the biggest change to the **SAMTRANS** fixed route system in its 23-year history with new routings, new schedules, a new route numbering system and service discontinuations in selected areas, primarily the affluent western foothills.

Since its 1976 beginnings, **SAMTRANS** had operated under the principle of coverage (the larger the area served, the better). The new system offers increased frequency in key corridors offering a greater amount of service to a majority of county residents.

All lines, changing or not, were renumbered and renamed. The new designations use a combination of colors and numbers — local lines are orange, express routes are green, routes which connect with **BART** are blue and those which connect to **CALTRAIN** are red. Some lines are both red and blue.

Local lines are designated by a two-digit number. Express routes are designated by a letter and an X, routes connecting with **BART** have three digit numbers beginning with 1, routes connecting with **CALTRAIN** have three digits starting with a 2 and routes connecting with both rail systems have a 300 series number.

The digit in the "tens place" reflects the geographical areas primarily served. 10s are for Coastside services, 20s serve Daly City and Colma, 30s serve Brisbane and South San Francisco, 40s serve San Bruno, Millbrae and Burlingame. 50s serve San Mateo and Foster City while 60s serve Belmont and San Carlos. 70s service Redwood City and 80s serve Menlo Park, Palo Alto and East Palo Alto. 90s travel through more than one city.

Service frequencies were improved on a number of lines. Sunday service was implemented on three more lines (40-PACIFICA-SAN BRUNO, 112-PACIFICA-SERRAMONTE-BART/COLMA and 250-SAN MATEO-CSM) and buses serving Redwood City CALTRAIN Station now offer timed transfers.

Eighteen lines or portions of lines were discontinued including 90E-HAYWARD-FOSTER CITY-SAN MATEO which reduces service options between the East Bay and San Mateo and Santa Clara Counties to the **DUMBARTON EXPRESS.**

This is the first of three phases of change. The second will take place next year with a different approach to school service including contracting such out. The third phase occurs in 2002 when the **BART** San Francisco Airport extension is finished and consideration will be given to ending current express bus service to and from downtown San Francisco.

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

Diversified Paratransit, Inc. dba INLAND EXPRESS has applied for a Zone Of Rate Freedom for its entire service area

Essam Mahgoub dba HORIZON AIRPORTER applied for PSC between points in San Francisco, Alameda and Contra Costa Counties and Bay Area airports

Eddie Quinones dba FOREMOST TOURS of Anaheim has applied (TCP-12728-B) to transfer the current Class B authority held by *PAT HOLIDAYS BUS COMPANY* (TCP-8573-B)

Kent Harry Ruppert dba AT YOUR SERVICE to operate as a passenger stage in San Luis Obispo County and throughout California

WORLD EXPEDITION TRAVEL of Monterey Park has filed for TCP-12741-B authority

Paul Martin, Inc. dba LION TRANSPORTATION SERVICE of Palm Desert has filed for TCP-12743-B authority

ALL AMERICAN A-1 SHUTTLE SERVICE filed for PSC between points in Alameda, Santa Clara and San Mateo Counties and Bay Area airports

BLUE BIRD BUS COMPANY LLC to amend application from scheduled service to on call, intercity passenger stage and extend service from San Diego, Orange, Los Angeles Counties to San Diego, Riverside, San Bernardino Counties

DECISIONS

Chung Ming Chiu dba METRO AIRPORT SHUTTLE granted request for voluntary suspension of PSC

Arik Sharabi dba AIRPORT EXPRESS authorized to transfer certificate and all other assets to *A.J. CALIFORNIA MINI BUS, INC.*

VENTURA INTERCITY SERVICE TRANSIT AUTHORITY inaugurated two new routes – OXNARD – CAL STATE CHANNEL ISLANDS and CAMARILLO-CAL STATE CHANNEL ISLANDS on August 30th and made several other changes – full details will appear in the September WT.

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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)

AUGUST 1994 – VENTURA INTERCITY SERVICE TRANSIT AUTHORITY (VISTA) began operations with four fixed routes throughout Ventura County and three Dial-A-Ride service areas.

AUGUST 1989 – The **SAN DIEGO TROLLEY** was extended to El Cajon as **SAN DIEGO TRANSIT CORP** and **COUNTY TRANSIT SYSTEM** made numerous extensions and added three new lines – 70-EAST SAN DIEGO EXPRESS, 852-SANTEE-LEXINGTON & JAMACHA and 858-GROSSMONT COLLEGE-CUYAMACA COLLEGE.

AUGUST 1984 – The County of Los Angeles sponsored several summer beach buses — Woodland Hills – Will Rogers State Beach, La Crescenta-Montrose-San Monica and Altadena-Santa Monica all charging the-then-50 cent Los Angeles County flat fare.

AUGUST 1979 – NATIONAL CITY TRANSIT started operating July 1st with two routes using a fleet of ten former **DENVER (CO) METRO TRANSIT** Flxible New Looks replacing **SAN DIEGO TRANSIT CORP** Line 12-NATIONAL CITY-PARADISE HILLS and a portion of Line 13-SAN DIEGO STATE UNIV-NATIONAL CITY.

AUGUST 1974 – SUBURBAN COMMUTER SERVICE started two summer beach lines, 9-SIMI VALLEY-ZUMA BEACH and 9N-NEWBURY PARK-ZUMA BEACH, each operating one round trip charging a $1.80 round trip fare.

WT STAFF FOR THIS MONTH

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(Continued from page 1)

METROPOLITAN TRANSIT SYSTEM SAN DIEGO TRANSIT CORPORATION (MTS/SDTC)

SAN DIEGO: **SDTC** is presently converting the 1101-1150 series New Flyer D60 articulated buses from Detroit Diesel 6V92 engines to a Series 50 which includes extending the engine compartment door about three inches. Buses observed include 1110, 1117-1119, 1129-1130, 1133, 1144 and 1148-1149.

In other equipment news, **SDTC** has purchased 14 used Gillig Phantoms, to be numbered 1701-1714, for service expansion while awaiting delivery of 31 CNG powered low-floor New Flyers *(WT 11/98).*

During June, public hearings were held on proposals for September 1999 implementation including adding four late evening trips on 8-OLD TOWN-NORTH PARK on weekends and holidays, adding more midday service on 30-USIU-LA JOLLA-SAN DIEGO and eliminating weekday service and reducing weekend service to an hourly headway between mid September and mid June on 904-CORONADO SHUTTLE related to lost subsidy support. During the summer, hourly weekday and half hourly weekend service would be offered.

GETTIN' AROUND DOWNTOWN (GAD)

SAN DIEGO: **GAD,** a lunchtime shuttle between the Central Business District and the Gaslamp Quarter, started July 13th on a trial basis.

The fare-free service operates on weekdays between 1130AM and 130PM using Chevy Vans of **CLOUD 9 SHUTTLE**, an airport shuttle van company associated with **SUPER SHUTTLE,** on a one-way loop along B Street, 4th Avenue, K Street, 5th Avenue, Broadway and 9th Avenue to B Street.

Many of the restaurants in the Gaslamp Quarter are offering "Quick Serve" lunch menus and select retailers are also offering incentives to customers.

ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

ORANGE: **OCTA** has exercised options in purchase agreements with New Flyer and North American Bus Industries *(WT 11/98)* to buy ten more 60-foot diesel, three (instead of two) door, articulated New Flyers and 100 more 40-foot LNG fueled NABIs.

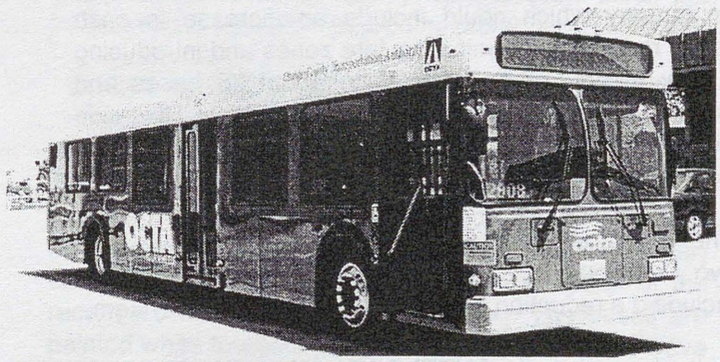
To offset expectations for a facility space shortfall with the planned fifty percent increase in bus service over the next 15 years, **OCTA** has been looking at potential sites for a fourth operating division and identified five locations in central Orange County, one each in Santa Ana, Costa Mesa, Fountain Valley, Anaheim and possible expansion of Division 4 (Garden Grove). Lead time to acquire, environmentally clear, design and build a new facility with local funds is four to five years.

The **OCTA** Board has voted to break its standing policy and award a single contract for contracted small bus service to LAIDLAW TRANSIT SERVICES, INC. The 8-2 vote, with Cynthia Coad and Sarah Catz opposed, gave LTS a five-year, $93 million contract.

A process for rebidding the paratransit and small bus contracts began last March *(WT 2/99)* with plans for two contracts, one for ACCESS paratransit service and the other for non-ADA Special Agency Transportation and fixed route services.

Following receipt of eight proposals, staff recommended LTS be awarded the paratransit contract and WESTERN TRANSIT SYSTEMS/YELLOW CAB be given the fixed route pact. In addition to proposing on each RFP, LTS also proposed an alternative of combining all service into one contract which, at that time, appeared to save $3 million a year ($15 million) over the individual pacts. While not a viable alternative in this procurement, the Board authorized a second round of proposals for combined service.

Three firms submitted proposals for the combined service – LTS, WTS now teamed with SAN GABRIEL TRANSIT and COAST YELLOW CAB COOPERATIVE. These proposals were/are for full turnkey operations including operating sites, maintenance, training, call taking and paratransit trip scheduling. Now **OCTA** staff handles call taking and trip scheduling and training and **OCTA** mechanics and service workers, represented by Teamsters Local 952, maintain the contractor driven



5241 in a all blue paint scheme. This was one of a few that were tried before deciding on the new paint scheme.

(Continued from page 3)
buses. Some of these employees will likely be laid off.

WTS submitted a proposal lower in cost, but LTS had a better proposal in terms of maintenance, training and facilities. The savings of one contract over two will be $8.8 million over five years.

Critics, including WTS/SGT, Teamsters Local 952, representatives of senior and disabled organizations, stated their concerns about reliability and expected cost savings, but were unable to sway the Board although, prior to the final vote, Director Todd Spitzer proposed awarding two contracts. Board members Coad and Catz agreed, but that motion failed on a 7 to 3 vote.

OMNITRANS (OT)

SAN BERNARDINO: July 5th saw a number of service changes at **OT** including an extension of 7-SIERRA WAY-VERDEMONT from 40th & Sierra Way north via 40th, Electric, Northpark, University (serving Cal State San Bernardino) and Kendall to Palm reinstating service to this far-north San Bernardino area not far from the Glen Helen Regional Park.

NEW Line 20-FONTANA LOCAL was created operating from Fontana METROLINK via Orange, Juniper, Merrill, Hemlock, Randall and Sierra to Marygold (South Fontana Transcenter). It operates half hourly seven days a week (1 bus). 21-FONTANA-COUNTRY VILLAGE now runs on Sierra from METROLINK Station to Slover and the Palm Court Center, then as before to Country Village. During the week, 21 is interlined with 71-MONTCLAIR-ONTARIO-COUNTRY VILLAGE which was also rerouted in south Ontario along Jurupa, Etiwanda and San Sevaine to Country Village.

CALIFORNIA NEWS BRIEFS

RIVERSIDE TRANSIT AGENCY plans to increase fares in January which could include an increase in cash fares, reducing or eliminating fare zones and introducing a Day Pass. Earlier this month, about 25 buses and several lines were moved from the Riverside headquarters to the former Waste Management facility near Hemet Ryan Airport *(WT 4/99).*

The City of La Puente is accepting bids for a two bus, two fixed-route system expected to start in November including a reduction of the present Dial-A-Ride system.

Ridership aboard **ANTELOPE VALLEY TRANSIT AUTHORITY** buses continues to grow (a 7 per cent rise in the last year). Saturday service was started on Line 9-LAKE LOS ANGELES and three new 45-foot MCI 102DL3s were added to the fleet for use on Lines 785-LANCASTER-PALMDALE-LOS ANGELES and 786-LANCASTER-PALMDALE-CENTURY CITY.

YOSEMITE AREA TRANSPORTATION STRATEGY is now requesting proposals for a two year contract to provide a full service transit operation between Yosemite National Park and the Gateway communities beginning next June.

Operation of the **VENTURA TROLLEY** *(WT 9/98)* has been transferred from the City to the Ventura Visitor's and Convention Bureau. This includes leasing the vehicle for $1 a year, providing funding for the trolley and hiring a contract operator.

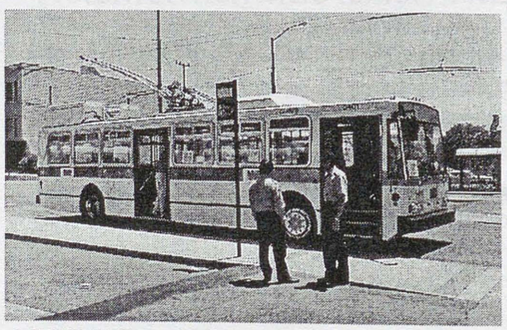
During May **SANTA CLARITA TRANSIT** achieved its highest month of local route and of system ridership since its start up in 1991. August 30th saw a NEW line between Santa Clarita, UCLA, Westwood and Century City *(Ed. Note – LADOT 573 now operates as far as Granada Hills)* with plans for the "COMMUTE CONNECTION', a rail feeder between the METROLINK Station and the Valencia Industrial Center area.

VICTOR VALLEY TRANSIT AUTHORITY is seeking proposals for purchase of seven 35-foot medium to heavy duty (10 year) CNG, accessible transit coaches.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: Beginning July 19, **MUNI** added six outbound express trips between 600PM and 700PM on 38-GEARY as a pilot program to test extension of rush hour express bus service. Line 38, which carries nearly 50,000 riders a day, previously had 18 express trips between 400PM and 600PM.

MUNI and Transport Workers Union have agreed to a crack down on missouts, the controversial provision that allows Operators to skip work without calling in, and in return, the 2,000 Operators will get a 5.5 per cent hourly wage increase this year as part of the "reopener" clause in the present labor contract, which expires next year.


MUNI 5401, a Scoda trolley bus.

Other changes

(Continued from page 4)
include the option to schedule part-time Operators to full shifts on weekends; the ability to have MUNI METRO rail Operators drive on more than one line during their runs and to have two-car METRO trains staffed by only one Operator.

Changes to these working conditions were originally part of the City Charter Amendment on this November's ballot, which, if passed, will place a quasi-independent board in charge of **MUNI** although its members would still be appointed by the Mayor.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: **ACT** held hearings earlier this summer on plans to adjust fares and to establish new bus service.

Local fares would rise a dime this year (to $1.35) and TransBay fares 20 cents (to $2.70) next year with adjustments for all riders in both ticket books and monthly passes.

Five service issues were discussed – new commute hour service between BART/Union City and the Gateway area of Newark and the Ardenwood area of Fremont; new Line 631 supplemental school service between Bay Farm Island and central Alameda; new service between various Southern Alameda County employment centers and the Centerville station of the **ALTAMONT COMMUTER EXPRESS;** improving the headway of 376-NORTH RICHMOND-PARCHESTER VILLAGE NIGHT ROUTE to half hourly and expanding service on Lines 9, 52 and 64 in Berkeley to meet expected demand with the introduction of the new U C Berkeley "AC Transit Class Pass" program.

Restoring full weekend service, reinstating Owl service and further implementing the Transbay Comprehensive Service Plan is also on tap for this coming year.

TRANSPORTATION AND LEGISLATION

SB 63 (Solis) was signed by Governor Gray Davis. It will, for 18 months starting on January 1, 2000, allow 2-plus car pools on the El Monte Busway. Both **LACMTA** and **FOOTHILL TRANSIT** opposed the bill because of the potential negative impacts on the buses and 3 plus car pools already using the roadway *(WT 2/99).*

Also signed into law was SB 601 (Karnette) which authorizes transit districts to utilize competitive negotiations to purchase buses. This will give flexibility in buying and may lower procurement costs.

SB1101 (Murray, D-Culver City) *(WT 5/99)* was approved by the Assembly Transportation Committee 10-7. Committee members voted along party lines with Democrats in favor and Republicans opposed.

The key provision of the bill would require that any new transportation zone in Los Angeles County must honor **LACMTA** labor pacts in effect. Representatives from both the San Fernando and San Gabriel Valleys say the law would negate potential cost savings and essentially kill any chance of creating the SAN FERNANDO VALLEY ZONE or expanding FOOTHILL TRANSIT. Labor leaders argue they must protest workers' pay and benefits, saying this is a "life or death" union issue.

The issue, which has pitted labor against business, has been very uncomfortable for Valley Democrats. Assemblyman Bob Hertzberg, D-Van Nuys, a member of the Appropriations Committee and a powerful leader, worked behind the scene for a compromise and said he would support a bill which allows contracting for management, but would require the transit zone board to be the employer.

Murray said the sticking point has been who would be the transit workers' employer – the transit board or the company hired to operate and maintain the buses. He said that labor's chief concern was that public pensions could not be transferred to private companies.

City officials said this was a smoke screen and that organized labor was trying to kill zones. Bob Bartlett, mayor of Monrovia and president of **FOOTHILL** said, "Let's be honest. Labor believes they can manipulate a public agency much better than a private company."

Last minute amendments included a provision to guarantee **MTA** workers who transfer to a zone a period of four to seven years under their old contract. Another amendment would allow contracting for management. *(Ed. Note – it would seem there are no provisions for those non represented employees who could either get transferred or lose their jobs completely).*

PUGET SOUND REGIONAL TRANSIT AUTHORITY (SOUND TRANSIT – ST)

SEATTLE, WA: **ST** has taken delivery of 95 buses in its expected 175-bus fleet. They include 70 40-foot Gillig Phantoms (an option from the **SEATTLE METRO** order) and 25 60-foot low floor New Flyers (an option of the recent **COMMUNITY TRANSIT** order). The buses are painted white to about the belt rail and then a bold wave design of teal, green and royal blue.

(Continued on page 6)

(Continued from page 5)

The first ten New Flyers were assigned in June to the 590/594-TACOMA-SEATTLE EXPRESS network while the others await the mid-September start up of nine new all day Express bus routes, the first half of a series of fast link bus lines throughout Pierce, King and Snohomish Counties.

PugetPass, a three county regional pass to be honored not only by **ST,** but by all transit agencies in the three counties, will debut September 1. A set of regional fares based on five zones has been adopted. The monthly PugetPass will be sold in values ranging from 50 cents to $2.50, the prices of the different bus fares.

SOUNDER commuter train service between Tacoma and Seattle will likely not begin much before mid-2000 as the process of acquiring land for stations, construction, signal work and other changes on trackage is taking longer than expected.

Each SOUNDER station will include two concrete platforms up to 900 feet long and 20 feet wide. They will have covered roofs with tickets available from vending machines. Each station would have parking lots and waiting areas for buses. Officials in Kent and Auburn are trying to find money for parking structures with retail spaces on the ground floor, projects intended to spark downtown redevelopment.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: The **MTA** Board has authorized CEO Julian Burke to negotiate and execute documents to allow the Fuel Cell Buyers Consortium to use Advanced Technology Transit Bus project resources to further develop and test a Fuel Cell power system on those buses and also investigate the potential commercialization of both the ATTB and the Fuel Cell Propulsion system. The FCBC is scheduled to return to the Operations Committee within six months with a progress report.

MTA is now seeking proposals (due no later than September 15th) from firms interested in operating up to 17 local bus lines for an initial five year contract beginning January 8, 2000 (when the current ATE and Charterways contracts end). The preferred contractor would furnish their own buses, but may also use Authority buses on a consignment basis.

The **MTA** Board has approved modifications to the Pilot Program Of New Service *(WT 3/98, 4/98)* including retention of lines considered successful (218, 422, 550, 601, 602, 603 and 605) with changes to five others (104, 108, 128, 167 and 205).

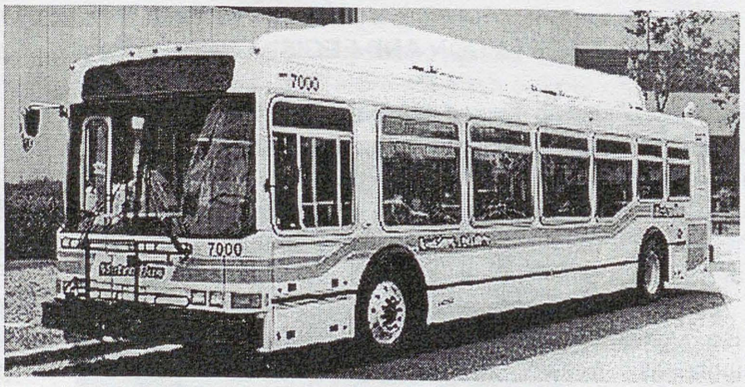
On September 12th, weekend service hours on 104 and 128 will be dropped along with frequency reductions on 167 and 205. The extensions on 108 from Bell Gardens to The Citadel and on 128 between La Mirada and Fullerton Park and Ride will also be discontinued.

As a part of the Pilot Program, a service monitoring plan was adopted to be used to evaluate the performance of each line by measuring Cost per Service Hour, Subsidy per Passenger Mile, Passenger Miles per Seat Mile and Farebox Recovery. Lines that met three of the indicators were considered successful. The others were subject to change and/or discontinuation.

At the end of July, the "first article" NABI (**MTA** 7000), a model 40LFW, was in Los Angeles for display and inspection purposes. The bus is now undergoing extensive testing and should be released to **MTA** in October. Delivery is expected to begin in December and be completed by next June. The 215 CNG powered buses are scheduled to be assigned to Divisions 5 and 7.

A contract option for 100 Neoplans, exercised last December, has resulted in the delivery of 6700-6799, the first buses equipped with Detroit Diesel Series 50G engines. These units also include certain "Smart Bus" components including engine diagnostics, security packages and provision for future AVA systems. This series has been assigned to Division 3.

Production of 223 high floor New Flyer buses *(WT 10/98)* is ongoing. These buses will also have Detroit Diesel Series 50G engines and Smart Bus features. The first several units were scheduled this month with delivery expected through the end of this calendar year. A contract option for 223 low floor buses, also exercised, calls for delivery in the second half of 2000.



MTA 7000, the NABI model 40LFW prototype, was in Los Angeles during July. Phil Cegielski photo.

SamTrans Service Table

RO	DESCRIPTION	WEEKDAYS				SATURDAYS				SUNDAYS			
		6AM - 8AM	8AM - 4PM	4PM - 6PM	6PM - MID	6AM - 8AM	8AM - 4PM	4PM - 6PM	6PM - MID	6AM - 8AM	8AM - 4PM	4PM - 6PM	6PM - MID
BX	San Francisco Airport/Colma BART	15	15	15	30	20	30	30	30	20	30	30	--
CX	Pacifica/Colma BART	Limited				--	--	--	--	--	--	--	--
DX	Pacifica/San Francisco	Limited				--	--	--	--	--	--	--	--
FX	Foster City/San Francisco	Limited				--	--	--	--	--	--	--	--
KX	Palo Alto/San Francisco Airport/San Francisco	20	30	30	60	--	--	--	--	--	--	--	--
MX	San Mateo/San Francisco	Limited				--	--	--	--	--	--	--	--
NX	Redwood Shores/San Mateo/San Francisco	Limited				--	--	--	--	--	--	--	--
PX	Palo Alto/San Francisco	Limited				--	--	--	--	--	--	--	--
RX	Palo Alto/San Francisco	Limited				--	--	--	--	--	--	--	--
TX	San Carlos.San Francisco	Limited				--	--	--	--	--	--	--	--
110	Pacifica/Daly City BART	30	30-60	30	60	60	60	60	--	--	90	90	--
112	Pacifica/Daly City BART	30	60	30	--	--	60	60	--	--	60	60	--
14	Pacifica Local	30	60	30	--	--	--	--	--	--	--	--	--
15	Half Moon Bay/Pescadero	Limited				--	--	--	--	--	--	--	--
120	Colma BART/Daly City BART/Brunswick	10	20	10	30	30	30	15	60	--	30	20	--
121	Skyline College/Colma BART/Daly City BART/Hanover	20	30	20	30-60	--	60	60	60	--	60	60	--
122	South San Francisco/Colma BART/Stonestown	15	30	15	30	--	30	30	--	--	30	30	--
123	Colma BART/Skyline College	30	60	60	--	--	--	--	--	--	--	--	--
130	South San Francisco/Colma BART/Daly City BART	20	30	20	60	--	30	30	--	--	60	60	--
131	Tanforan/Colma BART	30	60	30	--	--	60	60	--	--	--	--	--
32	South San Francisco Local	30	30	30	--	--	60	60	--	--	--	--	--
133	Tanforan/Serramonte/Colma BART	30	60	30	--	--	60	60	--	--	--	--	--
34	Brisbane/South San Francsico/Tanforan	--	120	--	--	--	--	--	--	--	--	--	--
40	Pacifica/San Bruno	30	30-60	30	60	--	60	60	--	--	60	60	--
41	San Bruno/Tanforan	30	60	30	60	--	--	--	--	--	--	--	--
242	Millbrae/Millbrae Caltrain	30	30	30	--	--	--	--	--	--	--	--	--
250	San Mateo/College of San Mateo	30	30	30	60	--	30	30	--	--	60	60	--
251	San Mateo/Foster City	30	30	30	--	--	60	60	--	--	--	--	--
260	Belmont/Redwood Shores	30	30	30	--	--	45	45	--	--	--	--	--
261	Brittan Heights/San Carlos Caltrain	30	60	30	--	--	--	--	--	--	--	--	--
262	Belmont/San Mateo	60	60	60	--	--	--	--	--	--	--	--	--
270	Redwood City/Fair Oaks/Redwood City Caltrain	60	60	60	--	--	60	60	--	--	--	--	--
271	Redwood City/Redwood City Caltrain	30	30	30	--	--	--	--	--	--	--	--	--
280	East Palo Alto/Stanford Shopping Center	30	30	30	60	--	30	30	--	--	60	60	--
281	East Palo Alto/Stanford Shopping Center	30	30	30	60	--	30	30	--	--	60	60	--
282	Portola Valley/Palo Alto	--	180	--	--	--	--	--	--	--	--	--	--
390	Palo Alto/Daly City BART	10	15	10-15	--	--	30	30	--	--	30	30	--
391	Palo Alto/San Mateo/Colma BART/Daly City	15	30	20	60	30	30	30	60	30	30	30	60
292	San Mateo/San Francisco Airport/San Francisco	30	30	20	60	30	30	30	30-60	30	30	30	30-60
193	San Francisco Airport/Daly City BART/Stonestown	60	60	60	--	--	60	60	--	--	30	30	--
294	Half Moon Bay/San Mateo	Limited				Limited				Limited			
295	San Mateo Caltrain/Menlo Park Caltrain	30	60	30	--	--	--	--	--	--	--	--	--
296	East Palo Alto/Canada College	30	30	30	60	--	60	--	--	--	--	--	--

Note: Limited space does not allow for a complete listing of all routes. Call the SamTrans Customer Service Center at (800) 660-4287 for details on additional peak-hour and seasonal service.

Frequencies are approximations and are subject to change. Call SamTrans or consult a pocket timetable for detailed information.

Route Types

Community — *Orange*

40 Community Routes are designated by a two-digit number.

Express — *Green*

NX Express Routes are designated by a letter and X

Connections to BART — *Blue*

131 Routes connecting to BART have three-digit numbers preceded by a 1

Connections to Caltrain — *Red*

292 Routes connecting to Caltrain have three-digit numbers preceded by a 2

Connections to BART & Caltrain — *Red/Blue*

390 Routes connecting to BART & Caltrain have three-digit numbers preceded by a 3

Route numbers reflect a geographical area
(as well as route type)

10s service in & to:	Half Moon Bay, El Granada, Montara, Moss Beach, Pacifica
20s service in & to:	Daly City, Colma
30s service in & to:	Brisbane, South San Francisco
40s service in & to:	San Bruno, Millbrae, Burlingame
50s service in & to:	San Mateo, Foster City
60s service in & to:	Belmont, San Carlos
70s service in & to:	Redwood City
80s service in & to:	Menlo Park, Palo Alto, East Palo Alto
90s service in & to:	Buses travel through more than one city

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Autobuses Crucero	60126	Dina	Viaggio 1000/VS001412	1997	
Golden State Transp Co	51158,51170	MCI	102DL3/XP051158, 170	1998	
	52203	MCI	102DL3/XP052203	1999	
Antelope Valley TA	730-732	MCI	102DL3/XP052359-361	1999	
LACMTA	6700-6799	Neoplan	AN440A/XL013258-357	3/99-7/99	
Union City Transit	635-636	Gillig	C20B096N4/X1088160-161	1999	
-USED-					
VISTA (AVBI)	6912-6913	TMC	102A3/KR006961,—	2/89	1
Border Shuttle	4	GMD	T8H-5307A/B3500676	5/81	2
Passport Shuttle	unnumb	GMC	T8J604/BV812316	1981	3
Linea Transportes Urbanos					
Y Suburbanos De B.C.	3	GMC	T80204/BV811178	1981	4
(MX)	6	Flyer	D10240C/1768	1980	5
	8	Flyer	D10240C/1786	1980	5
	9	Flyer	D10240C/1881	1980	5
	11	GMC	T80204/BV811066	1981	4
	12	GMC	T80204/BV810932	1981	4
	14	GMC	T80204/BV811298	1981	4
	27	Flyer	D10240C/1492	1979	5
	31	Flyer	D10240C/1781	1980	5
	46	Flyer	D10240C/1832	1980	5
	57	Flyer	D10240C/1799	1980	5
	71	Flyer	D10240C/1865	1980	5
	84	Flyer	D10240C/1876	1980	5
	99	Flyer	D10240C/1867	1980	5
	101	Flyer	D10240C/1571	1979	5
	186	Flyer	D10240C/1489	1979	5
-DISPOSITIONS-					
Mariposa Charter	007	TMC	MC-9/CR003287	7/82	6
SAMTRANS	800s (10)	Gillig	40TB966V92/mixed	1985	7

-NOTES-

1. Ex KT Services, Inc. 110, —.
2. Ex San Diego Transit Corp 924.
3. Ex Autobuses Calitur 06 (LBT 4437).
4. Ex LACMTA 8683, 8571, 8437, 8803.
5. Ex Seattle Metro 1708, 1726, 1821, 1626, 1721, 1772, 1739, 1805, 1816, 1807, 1705, 1623.
6. To ABC Bus Sales (Garden Grove).
7. 853, 856, 858, 866, 869, 871, 873, 877, 878, 888 – VINs E1080787, 790, 792, 800, 803, 805, 807, 811, 812, 822 – to Santa Cruz Metropolitan Transit District.

LANDSIDE OPERATIONS AT LAX

The LAX plan to limit to three the number of shuttle van companies who could provide service for arriving passengers without shuttle advance reservations *(WT 6/98, 8/98)* was implemented on May 1st, as planned, following Superior Court Judge Robert O'Brien's denial of a Temporary Restraining Order sought by United Independent Shuttle, a consortium of eleven van operators trying to block the plan.

The three authorized firms, **SUPER SHUTTLE, PRIME TIME SHUTTLE** and **XPRESS SHUTTLE**, will pay about $1 million annually for the privilege of offering their van service at LAX.

Other companies may take passengers to the airport, but are limited to picking up only those customers with advance reservations and must do so in the area between Terminals 1 and 2.