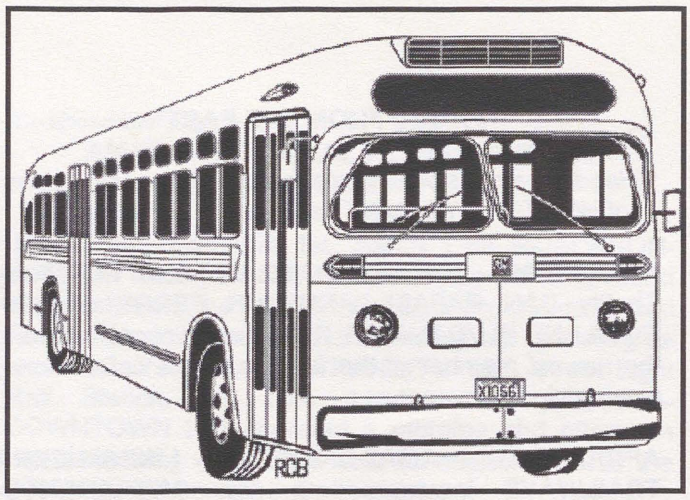
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VOL. 41, NO. 4 **April 2003**

SACRAMENTO REGIONAL TRANSIT DISTRICT (RT)

SACRAMENTO: **RT** inaugurated three NEW lines and modified a fourth April 7th as part of the award of a $1.7 million contract awarded by the State of California, Department of General Services for what used to be a state employee shuttle service operated under contract, since 1993, by **AMADOR STAGE LINES** and by **ALL WEST COACHLINES** before that.

The four **RT** bus lines in the CAPITAL SHUTTLE program (140-ZIGGURAT-DOWNTOWN, 141-3RD/16TH STS. EASTBOUND, 142-9TH/10TH STS. DOWNTOWN and 143-AMTRAK-CAPITOL MALL) are open to all fare paying passengers.

The State of California awarded the contract for the expanded service (Line 143 is brand new) as part of its program to reduce traffic and air pollution. A feature of the new program is that State employees will receive a Central City/Shuttle Service Monthly Pass which can be used on all **RT** services in the downtown area. The older program only included the parking lot buses.

ASL claimed that since this service is geared for a particular group, state workers, and because it replaces a private firm, the operation violates federal law. On behalf of **ASL,** the California Bus Association (trade association for private bus companies in California) filed a protest with the Federal Transit Administration. The FTA then asked the **RT** Board to delay approving the contract while they investigated.

As the **ASL** contract expired on April 4th and state representatives said there was no way to extend the contract without a formal bidding process, on March 25 the **RT** Board voted 6-1 (County Supervisor Roger Niello dissenting) to approve.

Line 140 will continue to operate between the Ziggurat in West Sacramento and downtown Sacramento along 3rd St, F Street, West Capitol Ave, Tower Bridge and looping via 3rd, N St, 8th and L St. Previously, service ran every five minutes between 615-900AM and 330-600PM. The new schedule calls for ten minute headways 600-900AM and 300-600PM with half hourly midday service.

Line 141 connects the West Corridor (3rd/5th) from State Peripheral Parking Lot on Front Street and Lot 38 at 7th and W/X Streets and the East Corridor (15th/16th) from State Parking Lot 8 at 21st and W/X Streets. Ten minute peak headway and half hourly midday headways are offered.

Line 142 serves the Central Corridor (9th/10th Streets) from State Parking Lot 38 at 7th and W/X Streets and has the same service levels as Line 141.

Line 143 will connect the AMTRAK Station, the Capitol Mall and the East End Campus with the same service span and frequency as 141 and 142.

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

Issa Essi and Kawkab Ghaddar dba BEST SHUTTLE (aka SAHARA SHUTTLE) to transfer control of PSC-5911 *to MANSOUR INTERNATIONAL, LLC,* expand the service area and institute a Zone of Rate Freedom.

Jasvir Singh dba CLASSIC AIRPORT SHUTTLE SERVICE for PSC between points in Alameda, Santa Cara, San Mateo Counties and Bay Area airports.

MICKEY'S SPACE SHIP SHUTTLE to modify its fare structure and establish a ZORF between Orange County points and LAX and SNA.

Richard Sadler dba S.F. TOURIST BUS AND GOLDEN GATE SHUTTLE for PSC between points in Marin and San Francisco Counties and to establish a ZORF.

CENTRAL COAST SHUTTLE SERVICE, INC. to amend PSC-13086 to allow for more flexible scheduling that includes coordinating its schedule with that of *SANTA BARBARA AIRBUS, INC.*

SONOMA AIRPORTER, INC. (PSC-1146) for authority to establish ZORF and individual fares for PSC between points in its service area and SFO.

DECISIONS

Amandeep Singh Manesh granted PSC between points in Contra Costa, Alameda, San Francisco, San Mateo, Santa Clara Counties and Bay Area airports with ZORF.

Ju-Cheng Ho granted PSC between points in Orange County and Orange County Airport.

Mohammad Yoonos granted PSC between points in San Bernardino, Riverside, Orange and Los Angeles Counties and Southern California area airports.

Please send news from your area to Western Transit, 11112 Ivanhoe Street, Garden Grove, CA 92840-1133

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"PAGES FROM THE PAST"

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

APRIL 1998 – GOLDEN GATE TRANSIT Free Ferry Shuttle SAN RAFAEL-LARKSPUR FERRY and 58-ROWLAND BLVD PARK & RIDE were discontinued and the newest member of the ferry fleet (M.V. Del Norte) was arriving.

APRIL 1993 – AMADOR STAGE LINES/SIERRA TRAILWAYS inaugurated a new SACRAMENTO-FRESNO route as part of a three company (**TRANSPORTES INTERCALIFORNIAS** and **EL PASO-LOS ANGELES LIMOUSINE EXPRESS)** expansion of English/Spanish bus service in California.

APRIL 1988 – The LOS ANGELES COUNTY TRANSPORTATION COMMISSION was spearheading a three county proposal to competitively bid **RTD** Line 496-LA-RIVERSIDE-SAN BERNARDINO. (The line would have operated between San Bernardino and El Monte, transferring there to and from Los Angeles).

APRIL 1983 – All **SCRTD** Subscription Service lines were discontinued and replaced by two new express lines and modifications to two others.

APRIL 1978 – The first of **SCRTD's** 200 AM General buses (8000-8199) were placed into service from Divisions 2, 8, 9 and 12 during the first week in March. These were the first buses ordered under a Board policy, adopted in 1974, that all new buses be accessible.

WT STAFF FOR THIS MONTH

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(Continued from page 1)

AMADOR REGIONAL TRANSIT SYSTEM (ARTS)

JACKSON: Until April 1st, **ARTS** Line R-JACKSON-RANCHO MURIETA had operated three weekday round trips between the **ARTS** Terminal in Jackson and Rancho Murieta South with the midday trip operating as far west as **REGIONAL TRANSIT's** 65th Street Light Rail Station. **RT** Line 110-RANCHO MURIETA-DOWNTOWN had operated a morning and afternoon trip connecting with **ARTS** and scheduled to serve the 800AM-500PM crowd in Sacramento.

Beginning April 1 **ARTS** extended the R, now known as X-AMADOR-SACRAMENTO EXPRESS, into downtown Sacramento replacing **RT.** Still operating three round trips, **ARTS** now offers a morning and an afternoon round trip between Jackson and Sacramento. The midday trip still runs to/from 65th Street Station.

Buses depart Jackson at 615AM, 955AM (to 65th) and 333PM with Sacramento departures at 757AM, 1104AM (from 65th Street) and 505PM.

(Ed. Note – In the past, ***ALLEN TRANSPORTATION COMPANY/AMADOR STAGE LINES,*** *operated between both Sacramento and Stockton and Jackson using Crown Coaches with intercity interiors).*

EL DORADO TRANSIT (EDT)

PLACERVILLE: On January 22nd the EL DORADO-DIAMOND SPRINGS route was modified to serve the new Wal Mart on Missouri Flat Road. The route was reversed with the first stop as a "request only" stop at Gold Country Retirement Apartments, then to Wal Mart and continuing along Missouri Flat to Diamond Springs, El Dorado, Mother Lode Drive and Prospector Plaza.

The El Dorado County Board of Supervisors and the County Air Pollution Control District both approved two grants requested by **EDT** for funds to operate the 2003 APPLE HILL SHUTTLE on weekends during October and November and to construct a parking facility at the Cambridge Road Park & Ride.

Last October, **EDT** began the Tuesday and Thursday SAC-MED shared-ride, non-emergency medical appointment transportation to Sacramento County medical destinations. Open to all residents, this is a one-year demonstration program.

SAN YSIDRO INTERMODAL TRANSPORTATION CENTER

SAN YSIDRO: The SYITC, under construction for about 18 months now *(WT 1/03),* has caused several changes in bus operations at the International Border.

The 700 block of East San Ysidro Blvd (which includes the TROLLEY Station) has been closed to all vehicles. A temporary road has been constructed through the former GSA parking lot, which is the site of the SYITC and an improved road constructed in back of both McDonald's and Wells Fargo which returns to San Ysidro Blvd adjacent to the Jack In The Box. These roads operate as a one-way loop.

Intercity buses bound for GREYHOUND or any of the store front stations approach thru the former parking lot, service their station, and then return by turning right at McDonald's and left onto the improved road returning to San Ysidro Blvd and turning right to head west.

After clearing Immigration, buses coming from Mexico can turn right into the former lot and operate as above.

The terminal for **MTS** 932-SAN DIEGO-SAN YSIDRO, the International Shuttles and market jitneys has been relocated to the northeast corner of San Ysidro Blvd and East Beyer Blvd (across from Burger King) while the **MTS** 905-OTAY MESA was changed to Camino de la Plaza (next to BK on the bridge over I-5).

BORDER SHUTTLE Is still running to Tijuana from the **TEDO** Station and both the Five Star Border Parking **(EL VOLANTE)** and Border Station Parking **(MEXICOACH)** to Tijuana routes are operating.

Started last October is a NEW International Shuttle route, operated by **EL VOLANTE** using Flxible 870s and International conventionals, and running between the Beyer Blvd Trolley Station and downtown Tijuana daily between 800AM and 900PM.

UPDATE ON SPANISH LANGUAGE BUS COMPANIES

TRANSPORTES AZTECA DE ORO recently began operations of both a LOS ANGELES-EL PASO, TX and LOS ANGELES-SAN YSIDRO routes with a fleet of Van Hool T-800, T-800-45 and T2145 buses, most painted all red with the company name in gold (a few all white have also been spotted). Buses are numbered in the 700s and 800s. **ADO** appears to be the successor to **GOLDEN STATE TRANSPORTATION COMPANY** *(WT 9/02).*

(Continued on page 4)

(Continued from page 3)

ADO's East Los Angeles station is the former **GSTC** terminal on Olympic near Eastern while the Santa Ana station is at Acapulco Travel at Pine & Main and Colton is at Las Glorias Plaza on Mount Vernon – both the same as **GSTC.**. *(Ed. Note – WT has yet to locate the Los Angeles and San Ysidro stations. The buses show Los Angeles and El Paso phone numbers to call for information).*

CRUCERO USA has opened a ticket office in the space **GSTC** used to occupy in the San Ysidro McDonald's building and they are also advertising the connecting services of affiliate **AUTOBUSES AMERICANOS.**

EL PASO-LOS ANGELES LIMOUSINE EXPRESS has opened its San Ysidro ticket office *(WT 1/02)* where **BLUE BIRD COMPANY** is/was (formerly Prenda's Department Store).

At least three of **TRES ESTRELLA DE ORO's** Eagle AE-10s (10, 20 and 60) are still active in spite of their ages (20+ years).

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

SAN DIEGO: A number of route changes took place on March 2nd involving **SDTC** Lines 1-EL CAJON BLVD. LOCAL, 16-HILLCREST-EUCLID TROLLEY, 25-CLAIREMONT-FASHION VALLEY-DOWNTOWN, 27-FASHION VALLEY-KEARNY MESA, 55-SDSU-NATIONAL CITY and **MTS** 905-OTAY MESA and NEW 927–KEARNY MESA-MISSION VALLEY and 928-STONECREST-FASHION VALLEY.

The **MTDB** Board has approved July 1st fare changes. Cash fares will increase 25 cents for most single bus and trolley rides while prepaid media will also increase.

Line 1 now terminates downtown at 4th and G Streets while the 25 continues via 4th Ave, Market and 13th to the 12th & Imperial Trolley Station.

The segment of 16 between Hillcrest and Serra Mesa was replaced by the NEW 928 while the segment of 27 between Clairemont Mesa & Complex and Tierrasanta was replaced by NEW 927.

Line 55 was renumbered 955, but otherwise unchanged as it was transferred from **SDTC** to **ATC** *(WT 2/03).*

Lines 927 and 928 are operated by **ATC/VANCOM** and usually assigned 2001-2051 New Flyer C40s. 927 operates hourly daily (2 buses) while 928 runs half hourly on weekdays (2) and hourly (1) on weekends.

From Clairemont Mesa & Complex, Line 927 travels Clairemont Mesa, La Cuenta, Tierrasanta Blvd, Santo to Patriot returning to Aero Dr (looping past Stonecrest Center Line 928 connection), Ruffin, Mission Village Dr, Friars Rd, River Run, Rio San Diego to Fenton Pkwy. *(Ed. Note – the timepoint is called Fenton Trolley, but the station is actually about two blocks and a ten-minute walk away and you cannot see one location from the other. Land uses and road configurations do not allow the buses any closer, but a Public Timetable Comment explaining the situation would be quite helpful).*

Line 928 starts from Fashion Valley Center Station traveling via Friars Road, Murray Canyon, Metropolitan, Mission Valley Rd, Mission Center Rd, Murray Ridge Rd, Gramercy, Ruffin, Aero Drive, looping via Daley Center, Stonecrest, Murphy Canyon and Aero.

THE WAVE (TW)

SOLANA BEACH: **TW,** operated by SCX, Inc. of Solana Beach, is designed to be a new commuter ferry service between Oceanside and San Diego, but since its March 3rd start up, has only run on six days. A combination of mechanical problems and high seas caused by recent storms has docked the vessel.

The demonstration project is receiving $5 million from the state Traffic Congestion Relief Program (TCRP) and is slated to have its hydrofoil-type vessel leave Oceanside at 630AM and San Diego at 530PM.

Shuttle buses are provided at both ends of the trip — in Oceanside between a free parking lot at Surfrider Way and the railroad tracks and in San Diego to/from four locations – Downtown, Mission Valley, Point Loma and 32nd Street Naval Station.

Regular fares are $10 cash each way with a $300 monthly pass but, in an effort to bolster patronage, FREE rides were offered until April 18th.

TRANSPORTATION AND LEGISLATION

SACRAMENTO: A number of bills have been introduced in the legislature affecting public transit.

Senate Constitutional Amendment 2 (Torlakson) and Assembly Constitutional Amendment 7 (Dutra) would both reduce the voting requirement from 2/3 to a simple majority for sales taxes related to transportation.

AB 98 (Koretz, D-West Hollywood) would require the State Industrial Welfare Commission to expand Wage Order #9 to publicly employed commercial drivers. The rules do apply to employees of private firms operating service under contract. WO #9 mandates that meal and

(Continued on page 5)

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rest periods be provided at specific intervals and for specific durations. Public transit has a longstanding exemption from the Wage Order due to the realities of providing public transit service.

AB 557 (Lowenthal, D-Long Beach) would grant a right-of-way to a transit bus under specified conditions. The current experimental Yield-To-Bus program in Santa Clara and Santa Cruz Counties *(WT 2/01, 12/01)* would be expanded statewide and make the ROW permanent.

SB 504 (Kuehl, D-Santa Monica) would create the SANTA MONICA METRO LINE CONSTRUCTION AUTHORITY and transfer authority for construction of the EXPO Line to the new agency.

AB 199 (Oropeza, D-Long Beach) would create the Public Transit Employer-Employee Relations Act giving supervisory employees of public transit agencies certain rights under the Myers-Milias-Brown Act including the right to form or join employee organizations.

Assemblymember Christine Kehoe (D-San Diego) plans to introduce legislation whose main purpose would be to have the **METROPOLITAN TRANSIT DEVELOPMENT BOARD** and **SAN DIEGO TRANSIT CORP.** sit jointly at the bargaining table. This would also impact **SAN DIEGO TROLLEY, INC.** One issue deals with being a joint employer *(**SDTC** is a subsidiary of **MTDB** who depends on the parent for all of its funding. As a joint employer, **MTDB** would be bound by the existing labor contract. The **SDTC** bus operators' labor agreement with Amalgamated Transit Union prohibits the contracting of any work and **MTDB** has stated its belief that any restrictions on contracting would have devastating financial impacts on its programs).*

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA)

LOS ANGELES: A UNION PACIFIC railroad tie replacement program has affected most of the non peak hour trains on **METROLINK's** RIVERSIDE-ONTARIO-LOS ANGELES Line, since about March 1.

The most recent service alternative has included having Train 409 depart Riverside 815AM via Fullerton and run non stop to Los Angeles with charter buses serving all stations between Pedley and Los Angeles operating as close to the published times as possible.

Train 402 departing Los Angeles at 115PM and Train 411 leaving Riverside at 307PM have been entirely replaced by buses serving all stations and operating as close to published times as possible.

INLAND EMPIRE STAGES, INC. has been providing the buses which have used docks at Gateway Transit Plaza as the Los Angeles terminal for passengers.

STATION TO STADIUM SHUTTLE (STSS)



LOS ANGELES: Sponsored by the Los Angeles Dodger Baseball Club, the **STSS** will offer shuttle bus service between downtown and the ball park April 7th (opening day) and for every Friday scheduled home game. Cost for a round trip is $2 and **MTA** passes are not honored.

Operated by **TRANSIT SYSTEMS, INC.** using some of their fleet of former **MTA** 8200-9139 series GMC RTS, the route begins at Berth 9 of Gateway Transit Plaza via Vignes, Cesar Chavez/Sunset, Elysian Park and Dodger Stadium roadways to a special stop in Lot 13.

Buses depart Gateway every 10 minutes between 530PM and 800PM and return from the Stadium at the beginning of the 8th inning with the last bus 30 minutes after the last out, but no later than 1100PM.

CALIFORNIA NEWS BRIEFS

SANTA CLARITA TRANSIT has plans to purchase 12 40-foot CNG powered transit buses and 15 40-foot over-the-road commuter buses, also CNG powered.

STANISLUS REGIONAL TRANSIT implemented its fare restructuring on February 1st. Adult Fixed Route fares are 85 cents, Dial-A-Ride is $1.00 and Runabout is $1.75. Students pay the same as adults while seniors and the disabled pay 60 cents, 50 cents and $1.15.

Last November, the **ANTELOPE VALLEY TRANSIT AUTHORITY** broke ground on its new administration, operations and maintenance facility, located on 6th Street West, two blocks north of Avenue M. This yard will have room for up to 200 buses.

CALIFORNIA WINE TOURS has purchased the name, property and equipment of **EVANS AIRPORT SERVICE, INC.** of Napa and will continue to operate **EAS** San Francisco and Oakland Airport's bus service as a separate company with the EVANS name.

In San Francisco, long time airport bus service **SFO AIRPORTER** recently purchased by **SUPER SHUTTLE** *(Ed. Note – it is not yet known if services, vehicles and operating yards will be changed and/or merged).*

SAN FRANCISCO MUNICIPAL RAILWAY has ended the practice of allowing passengers with Fast Passes or

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transfers to board the bus through the rear door, except at stops with fare collectors. (*Ed. Note – there were too many passengers not paying their "fare share").*

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: A public hearing was held April 10th to hear public comments on a proposal to increase **GGT** bus and ferry fares this coming July.

Bus fares would be increased five per cent with adult cash fares rising between 15 and 30 cents, depending upon distance. For example, the current $3.25 fare San Rafael-San Francisco would increase to $3.40 while the Santa Rosa-SF fare would rise from $6.30 to $6.60.

Ferry prices would be increased at a higher percentage to bring them into greater parity with other Bay Area ferry prices. The Larkspur Ferry rate of $3.25 weekday/ $5.60 weekend would become a standard $5.60. The Sausalito Ferry fare of $5.60 would remain unchanged.

Intercounty paratransit fares would increase 2.5% and local Marin fares, set by **MARIN COUNTY TRANSIT DISTRICT,** would increase at a rate to be set by **MCTD.**

A five year program of annual fare increases began in 1998 with a goal to cover 1/3 of the operating cost and have averaged 4.5% annually. The proposed changes are considered as an interim, one year increase given the upcoming major restructuring of transit service set for discussion over the next several months.

Recently, the **GGT** Board directed staff to develop a new transit service plan to restructure current services and reduce expenses to within expected funding levels. Commute Routes are considered Priority 1, Basic Inter-County Routes are Priority 2 and Local Marin Routes are Priority 3. Part of the planning process has been to develop changes to local routes and integrate them with inter county service, if possible. A series of hearings are planned for later in April with a final Board decision in June and implementation in September.

YOSEMITE AREA REGIONAL TRANSPORTATION SYSTEM (YARTS)

MERCED: In February the **YARTS** Board took action on several issues including continued management of the system by Merced County Association of Governments, issuing an RFP for lease-purchase of over-the-road buses for **YARTS,** issuing an RFP for service from Mono County on Highway 120 and an agreement with Mariposa County to continue to fund service to Merced College for residents and for CalWorks clients.

Service in FY 03-04 will continue on two corridors. On Highway 140 all year buses will continue to be operated by **VIA ADVENTURES, INC.** in the third year of a five year agreement at an hourly rate of $93.94.

Highway 120 East service should remain as last year, weekends only in May and June and daily from July to the end of the summer season with a soon-to-be-selected contractor. **MAMMOTH MOUNTAIN SKI AREA** was the previous contractor *(WT 6/02).*

Historically, firms operating **YARTS** contracts provided their own buses and included in their costs the capital cost and maintenance costs of the buses. Recently, **YARTS** received FTA Section 5309 federal funds that may be used for capital purchase or lease purchase of buses, but may not be used for operational expenses and **YARTS** is now interested in securing vehicles.

YARTS operating costs would be reduced if they owned the vehicles and provided them to the contractor (it is estimated that for every $4 in capital cost, the operating cost would be reduced by $3). **YARTS** has sufficient money to lease-purchase 5 buses over four years and issued an RFP to secure newer, accessible vehicles.

UTAH TRANSIT AUTHORITY (UTA)

SALT LAKE CITY, UT: **UTA** recently placed into service 13 new, accessible, 57 passenger MCI D-4500 intercity buses with three assigned to Meadowbrook Division in Salt Lake City for Line 48-BRIGHAM-SALT LAKE CITY and ten to the Ogden Division for Line 70-OGDEN-SALT LAKE CITY.

UTA recently held two public hearings, one each in Ogden and Salt Lake city, to receive testimony on plans to discontinue six lines (including four commuters).

In Weber County (Ogden), Lines 687 and 694 that serve Alliant Techsystems and 690 and 691 that serve the IRS are all proposed for discontinuation while the current riders will have the option of moving into **UTA** Rideshare vanpools.

In Salt Lake City, it is proposed to drop Line 4-RESEARCH PARK-HOGLE ZOO and 6-15TH EAST and to extend 52-UNIVERSITY OF UTAH into downtown SLC and replace Line 6 along 1500 East and 900 South.

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(Continued on page 7)

samTrans

SAN MATEO COUNTY TRANSIT DISTRICT

San Carlos, California
(As Of April 2002, Updated February 2003)

FLEET NOS.	BUILDER	MODEL	VIN NOS.	YEAR	NOTES
100-114	Volvo	B-10-M	FA009066-080	1985	1, 2
220-238	Ford/El Dorado	Econ/Aerotech	mixed	1999	
250-269	Ford/El Dorado	Econ/Aerotech	mixed	1997	
270-279	El Dorado	Activan	mixed	2002	
280-297	Dodge	Ricon Activan	mixed	1999	
400-407	Gillig	401026V92T	L1083366-373	1990	
508-539	New Flyer	D60	LU013619-650	1990	
600-671	Gillig	C21D102N4	W1088769-840	1998	
700-708	Gillig	35102TB6V92T	P1084807-815	1993	
709-757	Gillig	35102TB6V92T	P1084909-957	1993	
900-957	Gillig	40102TB6V92T	P1084748-805	1993	
958-972	Gillig	40102TB6V92T	P1084894-908	1993	
9116-9130	Neoplan	AN460A	FL013437-451	1985	1, 3
9408-9437	Gillig	401026V92T	L1083374-403	1990	
9500-9507	New Flyer	D60	LU013611-618	1990	
9758-9759	Gillig	35102TB6V92T	P1084959, 958	1993	
9760-9763	Gillig	35102TB6V92T	P1085108-111	1993	
9861, 9865, 9868	Gillig	40TB966V92	E10880795, 799, 802	1984	
9876, 9881	Gillig	40TB966V92	E1080810, 815	1984	
II 100-139	NABI	436.10	2A140105-144	2002	4

9000 series buses are assigned to contractor M V TRANSPORTATION for Peninsula Main Line Commutes.

NOTES:
1. Being replaced early 2003 by NABI articulateds.
2. Volvo VINs are mixed.
3. 9129 off roster.
4. Being placed into service at this time.

(Continued from page 6)

SKAGIT TRANSIT SYSTEM (SKAT)

BURLINGTON, WA: As of last November 1st, **SKAT** is no longer providing service on weekends. At the same time, Line 410-ANACORTES LOCAL was adjusted to provide more service to Island Hospital and Anacortes Senior Center.

After leaving the 10th Street Center, buses pass the Guemes Ferry, then the Senior Center, Island Hospital, Washington State Ferry and Skyline area, then to Mt. Erie School, Island Hospital, Senior Center and the loop around R Avenue and Commercial Street before returning downtown.

INTERCITY TRANSIT (IT)

OLYMPIA, WA: Following voter approval of an 0.3 percent sales tax increase for public transportation, **IT** began to develop a service expansion plan starting as soon as this past February.

Changes included more peak hour service, weekday evening and weekend service, restoring service to Yelm as well as the Lacey Community Center and Tri Lakes.

Beginning in December, **IT** began using an oxygenated fuel called "biodiesel". Biodiesel is the name for a variety of ester-based fuels made from vegetable oils and is 80% petroleum diesel and 20% biodiesel.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
LADOT (First Transit)	01001	Ford/Supreme	Trolley/10A03062	2001	
	01002-01003	Ford/Supreme	Trolley/10A04723, 722	2001	
-USED-					
Pacific Coast Sightseeing	63133-63134	MCI	102D3/TP048693, 695	06/96	1
	63137	MCI	102D3/VP049245	11/96	1
Inland Empire Connection	601	TMC	T70206/KR826743	10/89	2
-DISPOSITIONS-					
Omnitrans	605, 629, 631	TMC	T70206/KR826747, 771, 773	10/89	3
Riverside Transit Agency	2307	GMC	T80204/BV810697	1980	4
	3011	GMC	T80204/CV820821	1982	4
Inland Empire Connection	2308	GMC	T80204/BV810698	1980	4
SCRRA (Metrolink)	113	UTDC	91-85-RTC-2-85-L/1956	06/92	5
	634	UTDC	91-85-RTC-2-85-L/—	—	5
Central Coast Area Trnst	B-134	Orion	01.506/E6000925	1984	6
	B-145—B-147	Gillig	3096TA6V92/D1080862, 863, 865	1983	7

-NOTES-

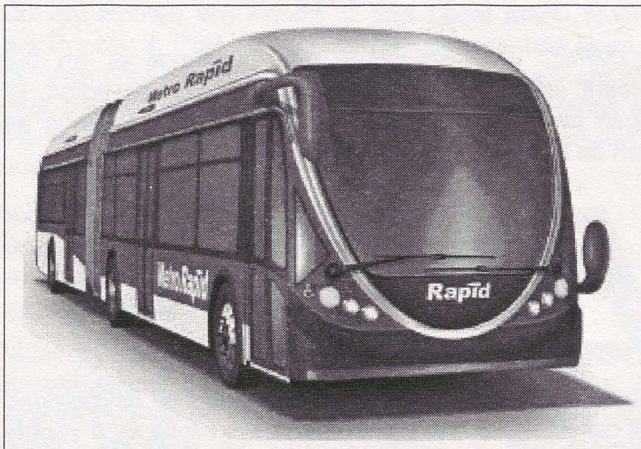
1 Ex California Charters, Inc., same numbers..
2. Returned from Omnitrans, same number.
3. For sale thru Nationwide Auction Systems, Inc.
4. To Regional Transit Service (Riverside).
5. Retired due to accident damage.
6. For sale, also listed as VIN E5544925.
7. For sale, originally Riverside Transit Agency 400, 401, 403.

SCRRA coach 184 was wrecked in transit from manufacturer and never arrived in Los Angeles. Number will not be reused.

SCRRA has purchased four F40 engines from AMTRAK and at least three are in the Los Angeles area including AMTK 256 (1977 EMD F40PHR), AMTK 300 (1979 EMD F40PH) and AMTK 396 (1981 EMD F40PHR). The units will now be refurbished.

KING COUNTY METRO – TRANSIT DIVISION and SOUND TRANSIT (WA) are seeking proposals for 272 diesel fueled, 60-foot, articulated, low floor hybrid drive and 60-foot standard drive transit buses.

The LACMTA Board will soon be asked to approve award of a $158,000.000 contract to Ansaldobreda S.P.A. for manufacture and delivery of 50 light rail vehicles, exclusive of any option orders.



The MTA Board of Directors approved the purchase of 200 high capacity 60-foot articulated buses powered by compressed natural gas as the final installment of the Board's original plan to purchase nearly 2,100 new buses. The articulated buses seat 50 percent more passengers than a standard 40-foot bus.

The new state-of-the-art CNG articulated buses will begin arriving in the summer of 2005 and will be placed into service on the new San Fernando Valley Metro Rapid Transitway in the San Fernando Valley, now under construction, as well as other MTA Metro Rapid bus routes in demand for high capacity buses. The new state-of-the-art CNG articulated buses will begin arriving in the summer of 2005 and will be placed into service on the new San Fernando Valley Metro Rapid Transitway in the San Fernando Valley, now under construction, as well as other MTA Metro Rapid bus routes in demand for high capacity buses.