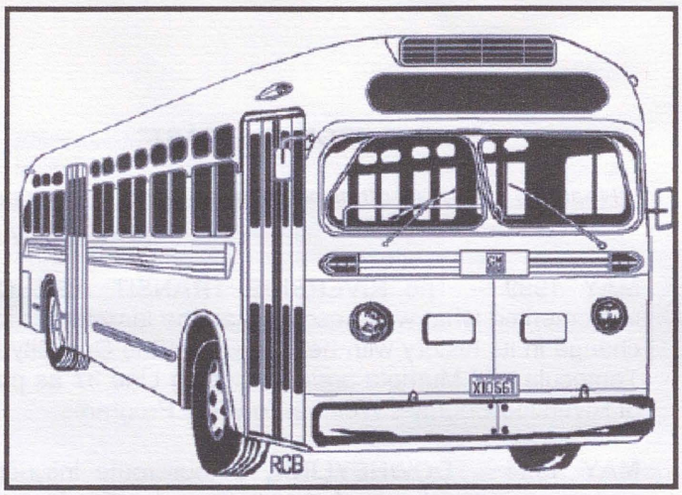


Western Transit

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VOL. 42, NO. 5 **May 2004**

TRANSBAY TERMINAL PROJECT

SAN FRANCISCO: In mid March, the City and County of San Francisco, the San Francisco Redevelopment Agency and the **PENINSULA CORRIDOR JOINT POWERS BOARD,** working with Transbay Joint Powers Authority (TJPA) issued the signed Final Environmental Impact Statement/Final Environmental Report for the proposed $2 billion Transbay Terminal/CALTRAIN Downtown Extension/Redevelopment Project.

California Environmental Quality Act certification meetings were held during mid April on a project consisting of three key components -- a new multimodal transportation terminal allowing connections between **MUNI, AC TRANSIT, GOLDEN GATE TRANSIT, SAMTRANS, GREYHOUND, BART, CALTRAIN** and the proposed **HIGH SPEED RAIL AUTHORITY.** The terminal would be located at First & Mission, site of the present Transbay Terminal; an extension of **CALTRAIN** from its Fourth & Townsend station to an underground terminal at Transbay; and establishing a redevelopment area plan designed to revitalize the Transbay Terminal area by supporting transit oriented development.



The Locally Preferred Alternative provides expansion of **AC TRANSIT** Bay Bridge bus service to meet estimated year 2025 demand (150 peak hour bus trips). Buses will be accommodated in a single level, center platform facility with buses operating clockwise and an enclosed, air conditioned waiting area for passengers. **AC** will have 30 stop locations on a 1300 foot platform.

In addition, a second, half level will provide space for **MUNI** Treasure Island buses, **GREYHOUND** and other private tour and charter buses.

Buses would access the terminal on a dedicated ramp structure leading directly into both bus levels.

Dedicated storage would be provided for up to 70 **AC TRANSIT** buses in the area under I-80 Freeway between 2nd and 3rd Streets.

Over the years, many studies have concluded that **CALTRAIN** should be extended downtown somewhere around Transbay Terminal.

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

Long Nam Trieu has filed an application to control the City of Industry based *SOGO BUS COMPANY, LLC.*

DECISIONS

Fawad Ali and Omar Tarzi granted authority to transfer PSC 15006 to *V. Traveler, Inc., a California corporation dba THRIFTY EXPRESS AIRPORT SHUTTLE.*

Brenda Mason dba A CAR 4 KIDS granted a PSC for scheduled and on-call service between points in Contra Costa, Alameda and San Francisco Counties and to establish a Zone Of Rate Freedom.

Paramvir Sandhu dba 777 TRANSPORTATION granted PSC to offer scheduled service between points in Santa Clara, Alameda and Yolo Counties and establish a ZORF.

The application of *Kevin and Robin Burns dba CLASSICAB SHUTTLE* to operate a scheduled and on-call service between points in Coachella Valley and Beaumont, on one hand, and Ontario, Orange County, Los Angeles International Airport, on the other, and establish a ZORF was dismissed.

THE TRANSIT FAN'S PLEA

As you may know by now, it is getting more difficult to be able to take photos with the new Homeland Security. A petition has been made to lift the ban on amateur photography.

To learn more and to sign the petition, please go to http://www.petitionspot.com/petitions/notransitpicban.



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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)

MAY 1999 – The **RIVERSIDE TRANSIT AGENCY** implemented what was described as the largest service change in its history with new service in the Sun City to Temecula and Murrieta areas, including Line 37 as part of Riverside County's Welfare-To-Work Programs.

MAY 1994 – DOWNEYLINK, a four route intra-city system with a fleet of Ford Econoline/El Dorado Aerotech buses, started operations with MAYFLOWER CONTRACT SERVICES, INC. as the contractor.

MAY 1989 – As administrator for the yet-to-start COMMUTER TRANSPORTATION IMPLEMENTATION PLAN renamed **MUNICIPAL AREA EXPRESS (MAX)** prior to start up, the City of Torrance approved purchase of 23 25-passenger Gillig Spirit buses for the three route system.

MAY 1984 – SCRTD placed the first of the 3300-3714 series Neoplan AN440A buses in service, concentrated all MAN articulated buses on 1-HOLLYWOOD BLVD and was in the final construction stages of Division 10, which opened in June.

MAY 1979 – ORANGE COUNTY TRANSIT DISTRICT was accepting delivery of 2001-2065, non-lift equipped Grumman Flxible 870s. The District was then involved in two legal battles, one with the California Attorney General which would force **OCTD** to provide lifts on its buses and the second, with a statewide handicapped persons group, to block purchase of buses without lifts.

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(Continued from page 1)

In the early 1990s an analysis of the existing Terminal and its Bay Bridge access ramps showed that the terminal and ramps required significant upgrading to improve seismic performance and meet new accessibility standards. While many alternative designs for improvements were offered, the estimated costs also suggested its replacement.



The front of Transbay Terminal looking from Mission & Fremont.
Andrew Novak photo

During 1995/1996, terminal upgrade and replacement alternatives were studied and three primary options emerged: 1) a new transit terminal on the present site, 2) a new terminal between Main and Beale, south of the 201 Mission Street building and north of Folsom and 3) a surface terminal at the Main/Beale site.

In March 1996 the San Francisco Board of Supervisors recommended the Main/Beale site (Main/Beale North) as the City's preferred bus terminal alternative and recommended locating the proposed new **CALTRAIN** terminal underground at the site of the existing Terminal. The Board subsequently reversed this action.

AC TRANSIT opposed moving the terminal and filed legal actions against the City and CALTRANS *(WT 7/97, 8/97)* to stop various actions which **AC** determined would adversely impact their operations.

In December 1998, the "Transbay Terminal Improvement Plan" study was begun by the Metropolitan Transportation Commission, guided by a working group including public agencies, organizations and individuals affected by the project. Phase 1 identified the terminal components and functional requirements to guide design concepts for the facility.

In early 1999, Mayor Willie Brown appointed Maria Ayerdi, now TJPA Executive Director, to supervise the project. She continued consensus building, influenced changes in City policy to favor regional transit investments and good relations with partner agencies, brought interested management to the studies and was able to achieve consensus on a project that met the City's objectives and worked for the transit agencies.

In February 1999, the Board of Supervisors repealed its previous endorsement of the Main/Beale site and the following November, San Francisco voters approved Proposition H, making it City policy to extend **CALTRAIN** to a new terminal at First and Mission. Phase 2 of the Transbay Terminal Plan selected a terminal concept for additional analysis.

In April 2001, the City and County of San Francisco, **AC TRANSIT** and the **PENINSULA CORRIDOR JOINT POWERS BOARD** entered into an agreement creating the Transbay Joint Powers Authority (TJPA) to plan, build and operate the new Transbay Terminal.

As with any large capital project, property and resident impacts are unavoidable. The two main issues concern the proposed midday bus storage under the I-80 Freeway (west Bay Bridge approach) between Second and Fourth Streets and various property takings.

Presently, **AC TRANSIT** uses the bus loop ramps that provide access between the Bay Bridge and Transbay Terminal to store its buses during the day. In the plan there would no longer be space to store buses on the ramps as much of the ramp structure will not be rebuilt to increase redevelopment opportunities, improve views and reduce costs of the terminal. Instead, buses would need to be stored a short distance away.



Upper level of the Transbay Termanal looking towards the bus entrance.
Charles Powell photo

Daytime bus storage is a critical issue for **AC** as a large number of TransBay buses operate only in the rush hours. The proposed midday storage area is under the freeway in a location that previously served as parking lots. A noise wall will be built to reduce the noise impacts of the storage facility on Stillman Street, just to the south of the freeway, businesses and residences.

In mid-April, plans envisioned FEIS/FEIR certification, followed by TJPA project approval allowing the project to move to advanced design, engineering and right-of-way processes and ultimately to completion.

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GOLDEN GATE TRANSIT (GGT)

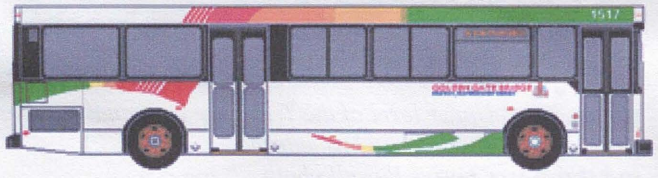
SAN RAFAEL: Recently, **GGT** purchased six New Flyer model D60 articulated buses from **SAMTRANS.** The buses, still numbered 516-521, are assigned to Routes 35–SAN RAFAEL-CANAL AREA and Peak Hour 36-MARIN CITY-SAN RAFAEL-CANAL AREA.

March 14th brought service changes – All trips on 60-SAN RAFAEL-SF FINANCIAL now serve Sausalito and Marin City. Line 22-SAN ANSELMO-LARKSPUR-SAUSALITO was extended to San Rafael while selected trips on 23-MANOR-FAIRFAX-SAN RAFAEL were shortened at San Anselmo, connecting with 22. Weekend service to Marinwood on Line 57 was reinstated after being cut last November. 63-MARIN CITY-STINSON BEACH weekend service resumed for the summer and fall with service to Audubon Canyon Ranch only during the spring and early summer.

The **GGT** Board recently voted to increase all Bus, Ferry and intercounty paratransit fares by ten percent beginning this July 1st. Typical increases include Sausalito-San Francisco from $2.80 to 3.10 and Santa Rosa from $6.60 to $7.25.

With local Marin trips comprising over 50 percent of **GGT** bus ridership, the **MARIN COUNTY TRANSIT DISTRICT** took concurrent action and will raise local Marin fares from $1.80 to $2.00.

In early March, the first of 80 new buses (diesel powered Orion Vs numbered 1501-1580 with 41 cushioned reclining seats, luggage racks, overhead lighting and a redesigned wheelchair area) entered service throughout the system *(WT 12/03)*.



The M. V. Golden Gate, **GGT's** first vessel placed into service on August 15, 1970 was retired from service on March 26 and replaced by one of the original Larkspur high-capacity (715 passengers) Spaulding vessels.

BAY AREA RAPID TRANSIT DISTRICT (BART)/ SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

OAKLAND/SAN CARLOS: Last June 22nd *(WT 7/03)* **BART's** PITTSBURG/BAY POINT and DUBLIN/ PLEASANTON rail lines were extended deep into San Mateo County as far south as Millbrae.

The two agencies became partners in 1990 after signing a contract detailing how they would jointly, build, fund and operate the trains. **SAMTRANS** agreed to cover operating costs including deficits, but the financial assumptions were very optimistic. **SAMTRANS** pays the full operating costs of the extension, but receives the fares for trips that begin or end at the five extension stations – Millbrae, San Francisco Airport, San Bruno, South San Francisco and Colma. This is because San Mateo County is not a member of the three county (San Francisco, Alameda and Contra Costa) **BART** system, did not pay property taxes to build it nor collect the half-cent sales tax to support **BART.**

Nine months after inauguration, the line carries only half of its' projected patronage. The recession and heavy Bay Area job losses are blamed for the lower numbers.

The contract had an escape clause, but **SAMTRANS'** Board voted to stay in early 2002 when the first year operating expenses were estimated to be $29 million with $22 million in revenue.

SAMTRANS did not agree with the service levels **BART** planned to operate, agreed to start, but wanted to monitor patronage and make adjustments promptly. Service reductions in February *(WT 2/04)* saved about $2 million, but **SAMTRANS** views them as inadequate.

Against **BART's** advise, **SAMTRANS** staff insisted on charging for parking, now suspended, and levying a surcharge on Peninsula riders. San Mateo County voters had approved a half-cent sales tax that supports **SAMTRANS** and **CALTRAIN** in addition to **BART.**

For the first three months, **SAMTRANS** paid between $6 and $7 million to **BART.** They began making partial payments and fell into arrears in October. In February, **BART** threatened to file a lawsuit against **SAMTRANS** over the $11 million they claimed was owed.

Following mediation by the Metropolitan Transportation Commission, **SAMTRANS** will pay the bills on time and the two agencies will meet regularly in a quest to reduce the deficit. Also agreed to was a single ticket valid on **BART, CALTRAIN** and **SAMTRANS.**

PENINSULA CORRIDOR JOINT POWERS BOARD dba CALTRAIN (PCJPB)

SAN CARLOS: The "Baby Bullet" trains – with promises of a 57 minute trip between San Francisco and San Jose – are expected to begin operation on June 7 after two years of work that saw buses on the weekends *(WT 7/02)* as crews built new tracks and signaling systems to allow express trains to pass slower ones.

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There will be five morning and five afternoon trips with stops at San Jose, Mountain View, Palo Alto, Hillsdale, Millbrae, 22nd Street (AM SB/PM NB for reverse commute trips) and San Francisco.

CALTRAIN future plans envision extending its passing tracks and adding more express trains, some making different stops, as the economy recovers.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: Two public hearings were held recently, on April 29 for proposed changes in southern Alameda County and on May 5 to determine if the District is facing a fiscal emergency under California state law.

Changes include shortening Line 213 to run between Lido Faire Center and BART/Fremont and shorten Line 232 between BART/Union City and NewPark Mall only. NEW Line 216-NEWPARK MALL-FREMONT-BART/ UNION CITY would replace the discontinued segments and operate hourly 500AM-1000PM on weekdays.

NEW Line 332 would combine the revised 232 and the Niles Road segment of Line 216 and run weekends only from NewPark Mall to BART/Fremont via Union City.

Chevron Texaco Corp. was awarded the contract to build and operate a new hydrogen fueling station, to be located at Division 4 in East Oakland *(WT 4/04).* The station will fuel the fleet of three 40-foot Van Hool fuel cell buses and future fleets of service vehicles.

REGIONAL MEASURE 2 ON MARCH 2004 BALLOT

The measure to increase tolls on state owned bridges to $3 with the extra money going to fund a wide variety of projects in seven Bay Area counties passed and the increase will become effective July 1st.

A variety of bus, rail, bridge and highway projects *(WT 1/04)*, many set to begin next year, will be funded.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT (MTD)

SANTA BARBARA: Recently the **MTD** Board approved renewing the contract with the City of Santa Barbara to fund and **MTD** to operate the DOWNTOWN WATERFRONT ELECTRIC SHUTTLE with a few contract changes. The new hourly rate was increased to $63.58, fare revenue collected will be deducted from invoices to the city and City logos will be added to each DWE vehicle. The extended contract ended last Labor Day and city and transit staff had been meeting to review statistics, funding sources and cost of service.

In late April **MTD** held several public meetings to review proposed changes for September. The bigger changes include elimination of midday trips on 10-CATHEDRAL OAKS, new limited service on 14-MONTECITO for Presidio Springs on Sunday, discontinuation of 19Y and new weekend service to the Santa Barbara Botanic Garden on 22-OLD MISSION. It was also proposed to reduce service levels on selected holidays – no service on New Year's Day, Saturday hours on Martin Luther King Day and Sunday service on Day after Thanksgiving and Christmas Eve.

The SB Botanic Garden service is meant to replace the FIELD TRIP summer weekend tourist route, started in 2000 to encourage residents and visitors to use public transit when visiting local attractions, but FT averaged only 10 riders per service hour and had a nearly $8.00 per passenger subsidy. The Line 22 change would function year-round on an "on demand" basis.

KINGS AREA RURAL TRANSIT (KART)

HANFORD: **KART** operates ten fixed route lines and three Dial-A-Rides throughout Kings County, located in central California and south and west of Fresno and west of Visalia.

These include Hanford city routes 1-NORTHWEST, 2-NORTH, 3-EAST, 4-SOUTHEAST and 5-SOUTHWEST and five intercity routes — HANFORD-LEMOORE-NAS (half hourly with 3 buses), HANFORD-AVENAL (3 trips, 1 bus), HANFORD-CORCORAN (2 trips, 1 bus), HANFORD-LATON (2 trips) and HANFORD-VISALIA (3 trips and sharing 1 bus with LATON). The three DARs are located in Hanford, Lemoore and Avenal.

Last July, M. V. TRANSPORTATION, INC was awarded a three-year operations contract with possible extensions for **KART** replacing long time contractor TRANS WEST SPECIALTIES, associated with ORANGE BELT STAGES. They operate a fleet of 34 buses and cutaways from a **KART** yard in Hanford.

With the opening of the new Visalia Transit Center *(WT 4/04),* the HANFORD-VISALIA route has been altered in Visalia to replace the one way loop near College of the Sequoias and to serve downtown Visalia at VTC. The three weekday round trips continue.

Previously, buses traveled via Highway 198, looping via Mooney, Caldwell, Lynwood, Walnut, Akers & Highway 198, returning to Hanford. Buses now operate to the College, then continue south on Mooney Bl. to Caldwell (Sequoia Mall), returning Mooney to Highway 198 and on to downtown VTC at Oak and Santa Fe.

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The Lemoore Multi-Mode Transit Center is now under construction and is to open this fall. It will serve **KART, ORANGE BELT STAGES, AMBUS, GREYHOUND LINES** and Palace Indian Gaming Center shuttles.

SUNLINE TRANSIT AGENCY (STA)

THOUSAND PALMS: In January, **STA** implemented a number of schedule changes, primarily stretching headways in response to continuing traffic delays, but with the same number of service hours. 14-DESERT HOT SPRINGS-PALM SPRINGS had weekday and weekend headways stretched. 24-PALM SPRINGS-CATHEDRAL CITY changed from 75 to 90 as 50-PALM DESERT LOCAL changed from 50 to 55. The branches of 80-INDIO LOCAL were stretched from 50 to 60. Line 91-INDIO-MECCA was rerouted and now travels from the Indio terminal at Hwy 111 & Flower via Flower, Golf Center Pkwy, Indio Springs Pkwy (Fantasy Springs Casino), Dillon Rd (Trump 29 Casino) to Hwy 111 and then as before.

A new 7-Day Pass, offering unlimited rides and costing $9, has been instituted.

The last round trip of the day on *SUNLINK's* PALM DESERT-RIVERSIDE route was discontinued to reduce costs of the program *(WT 12/03)*. The former Super Buses were replaced by three accessible, one-door Goshen Sentry ML-2000s. **STA** recently announced discontinuation of all *SUNLINK* service after June 30.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: The **RTA** Board voted to award a two-year contract (beginning July 2004) with three option years, small bus fixed route service contract *(WT 3/04)* to McDonald Transit Associates dba TRANSITWAYS.

In January, **RTA** issued an RFP for proposals to manage and operate the current small bus, fixed routes as a turnkey operation. Five firms responded and four of the proposals were deemed technically responsive. COACH USA/ GOODALL'S submittal received the lowest ranking and was excluded from consideration.

MC DONALD, MV TRANSPORTATION, LAIDLAW TRANSIT SERVICES and TRANSPORTATION CONCEPTS were the other proposers.

MDT received the highest technical rating because they offered the highest number of personnel dedicated to the project, 100 percent dedication of project personnel to **RTA**, highest number of full time Operators and highest amount of bus operator training hours and three garages (Hemet, Temecula and Corona).

Changes to 36–BANNING-YUCAIPA and 41-MEAD VALLEY have been approved to begin July 1. Line 36 will operate between Banning and Calimesa City Hall as now, then via County Line Road, Interstate 10 and Orange Street to the Redlands Mall. Line 41 will now run between Mead Valley and Riverside County Regional Medical Center in Moreno Valley, operating weekdays hourly 500-830AM and 230-730PM (2 buses).

The new Memorandum Of Understanding between **RTA** and Amalgamated Transit Union Local 1277 *(WT 12/03)* provides that all **RTA** funded bus routes operated with 40-foot buses must be operated by ATU members.

Current operation of **INLAND EMPIRE CONNECTION** Line 149-RIVERSIDE-MALL OF ORANGE is part of a contract with TRANSPORTATION CONCEPTS, INC. that ends on June 30th. Related to the MOU, Line 149 will become a directly operated line July 1st with the same alignment, schedule and fares. The **IEC** service is part of an interagency **(RTA/OCTA)** agreement with costs shared 70/30. That arrangement, although at a higher cost of $86 per hour (TCI most recently was $71 with **RTA** provided buses), will continue.

*(Ed. Note – there were discussions of **OCTA** assuming Line 149 and having it contractor operated until the proposed 91 Freeway Express Bus Program began, but **RTA** operation was deemed most appropriate given the tasks required and time frames involved).*

Meetings were held mid month to receive rider input on proposals to discontinue the Frederick, Eucalyptus, Alessandro segment of 17-MORENO VALLEY and drop the Jurupa Road to Felspar & Mission leg of 38-NORCO-JURUPA and instead operate on Limonite and Mission Blvd/7th Street into downtown Riverside.

TRANSPORTATION, LEGISLATION AND COURTS

California State Assemblyman John Dutra (D-Fremont) has introduced AB 2737 which would limit the liability of public agencies that locate public facilities adjacent or leading to roads not controlled or owned by the agency.

This bill, if enacted into law, would effectively overturn the California Supreme Court's decision in "Bonanno v. CENTRAL CONTRA COSTA TRANSIT AUTHORITY.

CCCTA operates bus routes within the county and while they can recommend where bus stops should be located, the exact location is ultimately determined by

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the city or the county. In 1993, Darlene Bonanno was injured as she crossed the street to go to a bus stop. Bonanno sued several governmental and private entities based on negligence and notice theories. All of the parties, except **CCCTA,** settled.

The trial court found **CCCTA** responsible for a dangerous condition and the Court of Appeal affirmed, noting the bus stop "beckoned pedestrian bus patrons to cross, and compelled cars to stop, at the feeder crosswalk without traffic lights or pedestrian activated signals". The Supreme Court limited its review solely to the question of whether the location of the bus stop constituted a dangerous condition because bus patrons would be enticed to cross a dangerous crosswalk to reach the stop. The Court held that the stop was a dangerous condition and **CCCTA** liable for the injury.

AB 2737 would provide a public agency is not liable for these conditions. This immunity clearly recognizes the limited liability of public transit agencies in siting bus stops where the city or county has the ultimate say in determining where the stop should be placed and where the jurisdiction owns or controls the roads that must be traversed to reach the bus stop.

In an 8-1 ruling (Justice David Souter the dissenter), the United States Supreme Court ruled the South Coast Air Quality Management District overstepped its authority by requiring private trash haulers, bus lines and other companies to buy low-pollution vehicles for their fleets.

This decision significantly sets back a broad effort by AQMD to expand its reach to control smog. The federal government has primary authority over these pollution sources, but local regulators claim federal officials are not doing enough to clean the air.

Some legal experts said the ruling could also forecast trouble for other efforts by California officials to push for new air pollution regulations.

The AQMD had argued the Federal Clean Air Act gave them authority to impose the anti-pollution requirements vehicle fleets. Since they were only limiting the types local fleet owners could buy, not their manufacture, the regulations did not overstep their power said AQMD.

The eight justices disagreed, saying Congress specifically sought to keep local officials from taking such actions when it debated the Clean Air Act.

AQMD Executive Officer Barry Wallerstein said the agency would continue trying to apply its fleet requirements. He said that although the court ruling said AQMD could not require private companies to buy low polluting vehicles, the agency would attempt to continue placing that requirement on public agency fleets. They will also try to require cleaner engines for private firms that have contracts with public agencies.

The Ninth U.S. Circuit Court of Appeals (San Francisco) recently ruled 2-1 that the Metropolitan Transportation Commission was stating a goal, not a binding promise, when it submitted a plan to the federal government in 1982 to improve air quality by increasing transit ridership 15 percent in the nine county area by 1987.

MTC has not met the goal, despite population increases Its 2000-01 report found a 12.5 percent increase in ridership over 1982-83, but transit use has fallen since.

The case involves MTC's 1982 regional air-quality plan, approved by the Environmental Protection Agency, that included a five year timetable for 15 percent ridership increases by **AC TRANSIT, BART, SAMTRANS, GOLDEN GATE TRANSIT, MUNICIPAL RAILWAY** and **VALLEY TRANSPORTATION AUTHORITY.**

The EPA later interpreted the plan as binding and U.S. District Judge Thelton Henderson agreed and in July 2002 ordered MTC to achieve the increase by 2006, without specifying how it should be done or what would happen if it were not accomplished.

The appeals court said MTC had committed itself to working with transit agencies to increase ridership, that the 15 percent number was "an unenforceable goal" that proved overly optimistic, wrote Judge Richard Clifton.

LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS (LACDPW)

LOS ANGELES: In May 2002, the County approved a three-year contract with ANTELOPE VALLEY BUS, INC. for operation and management of the Summer Beach Bus Service Program to provide bus service from unincorporated County areas of the Antelope Valley, Altadena, La Crescenta, Charter Oak and Topanga Canyon to Santa Monica on selected days during the summer months.

Last year the SANTA CLARITA SUMMER BEACH BUS ROUTE was implemented on a trial basis with plans to make the route permanent if it was judged successful.

The initial route was a success and the contract has been amended this year to include SANTA CLARITA route over 23 days of intermittent service with the City of Santa Clarita reimbursing the County for operating and marketing costs.

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KERN COUNTY REGIONAL RURAL TRANSIT PROGRAMS

BAKERSFIELD: In the spring of 2002, the Kern County Council of Governments initiated a process to evaluate alternatives to its current rural transit network.

Last August, the final report (two interim reports had been issued) was issued outlining a series of steps for Kern County's transit providers, establishing guidelines and a recommended process to enhance coordination and eventual consolidation of services in the county.

The original objectives of the effort changed over time with the major change the recognition that a necessary element of a successful Kern Regional Rural Transit Strategy would be consolidation of some or all services, except for **GOLDEN EMPIRE TRANSIT** of Bakersfield.

Kern County is far ahead of many of its peers concerning transit options. However, in the area of route and fare coordination, it is very decentralized, has much less regional oversight with a mix of different service hours, eligibility requirements, fares and access to information. Enhanced coordination will be needed to bridge the gap toward consolidation.

KERN REGIONAL TRANSIT is the county's second largest operator with 12 intercity routes and one local line in Lamont. **KRT** also operates Dial-A-Rides in populous unincorporated areas. Arvin, California City, Delano, McFarland, Ridgecrest, Shafter, Taft, Tehachapi and Wasco each offer local DARs for their residents and adjacent urbanized areas. **GET** is the largest system, operating 18 fixed routes and complementary paratransit for ADA certified persons.

Connections are also offered with **TULARE COUNTY TRANSIT, INYO-MONO TRANSIT, METROLINK, ANTELOPE VALLEY TRANSIT AUTHORITY** and **SANTA CLARITA TRANSIT.**

Many Kern County operators receive a substantial part of their funding from Transportation Development Act funds and State Transit Assistance Funds. Kern is unique in that local jurisdictions are not required to contribute to the cost of providing intercity services, except for the RIDGECREST-CALIFORNIA CITY route. Most counties have a cost sharing agreement. The operators also currently have no revenue sharing or transfer agreements, no service coordination policies nor regional service standards.

Current systems include the City of Arvin, **KERN REGIONAL TRANSIT, GOLDEN EMPIRE TRANSIT,** City of California City, **MC FARLAND DIAL-A-RIDE, DELANO TRANSIT, SHAFTER SHUTTLE, RIDGECREST TRANSIT SYSTEM, TAFT AREA TRANSIT, TEHACHAPI DIAL-A-RIDE** and **WASCO DIAL-A-RIDE.**

To move toward a fully consolidated system, most or all transit would operate under a single agency with one administrative structure, responsible for management and oversight of day-to-day operations. Two organizational options have been suggested – Transit District or Joint Powers Agreement. A JPA seems to be a better option as the long term goal is consolidation.

Three options were suggested – Kern COG, Kern County (with three possible departments as lead) and a new agency, if a JPA was chosen.

Short term service planning approaches include options to offer more than fixed routes and dial-a-rides. Primary improvements include streamlined express buses on NORTH KERN, WESTSIDE, FRAZIER PARK and HIGHWAY 58; a volunteer driver reimbursement program to replace three poorly performing services (BORON-MOJAVE, TAFT-MC KITTRICK and RIDGECREST-RANDSBURG) with a lower cost option; subscription bus between Lamont/Arvin and Tejon Ranch Business Park or Laval/I-5 and flexroute service (combination fixed route and demand response) on TAFT, FRAZIER PARK, TEHACHAPI, ROSAMOND and KERN RIVER VALLEY DARs.

STANISLUS AREA REGIONAL TRANSIT (START)

MODESTO: Last July 7th **START** implemented several changes including adding route numbers – MODESTO-TURLOCK EXPRESS is Route 10 and MODESTO-TURLOCK LOCAL is Route 15, WESTSIDE STAGE is Route 40, WESTSIDE RUNABOUT is Route 45 and MODESTO-RIVERBANK-OAKDALE is Route 60.

Both Routes 40 and 45 now offer five bound trips each (was 3) while the 60 now offers an earlier morning trip from Oakdale at 555AM and a later evening round trip from Modesto at 705PM and from Oakdale at 750PM.

NEWMAN DIAL-A-RIDE now offers Curb-To-Curb service in Newman, Crows Landing and parts of Gustine, 700AM-600PM. DAR also offers trips at fixed times to Patterson.

STORER TRANSPORTATION SERVICE continues to operate the system under contract to the County.

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VALLEJO TRANSIT (VT)

VALLEJO: April 5th brought numerous changes to both the local and express lines including NEW 9-SERENO DRIVE DOWNTOWN that operates hourly replacing Route 85 local stops on Fairgrounds and Sereno Drive. The 85 was extended to Fairfield Transportation Center and now operates more like an express bus.

The were minor adjustments on 1-RANCHO VALLEJO, 2-NORTH VALLEJO-BEVERLY HILLS, 5/7-REDWOOD ST-SPRINGS ROAD, 6/8-TENNESSEE-ASCOT PKWY

Midday service on 3-GLEN COVE-GEORGIA and 4 - SUTTER HOSPITAL-TUOLUMNE is hourly and 90/91-VACAVILLE-SUISUN/FAIRFIELD-BART is two hourly.

Peak hour trips on 80-VALLEJO-BART/EL CERRITO DEL NORTE were modified to begin at Sereno Transfer Center instead of on Mini Drive in the Crest area.

YOLO COUNTY TRANSPORTATION DISTRICT (YOLOBUS)

WOODLAND: Reacting to rather high bus operator turnover (loss of 30 over the last year with a work force of 56), Yolo County politicians have indicated a desire to consider changing how the system operates including both in-house operation and possibly merging with **REGIONAL TRANSIT** of Sacramento *(Ed. Note – **YOLOBUS**, then **YOLO TRANSIT SYSTEM,** began operations in January 1982 (WT 1/82) following the Joint Powers Agency's decision to contract with another provider after **RT** proposed to change its costing formula to charge full costs in allocation of vehicle hours and miles. **RT** and its predecessors **SUBURBAN TRANSIT LINES** (1966) and **GREYHOUND LINES, INC** (1975) had operated local service for many years).*

YCTD Executive Director Terry Bassett said his first choice would be to ask contract operator FIRST TRANSIT to agree to improve its benefits package in hopes of keeping employees longer.

FT became the **YOLOBUS** contractor after its purchase of COACH USA TRANSIT SERVICES, INC. last year. As ATE MANAGEMENT & SERVICE COMPANY, FT was the contractor here in the 1980s.

Amalgamated Transit Union Local 256 represents FT employees and Union President Vic Guerra, expressed their preference for in-house operation as it should mean better conditions for its members. Top rate for FT bus operators is $14 an hour. Local 256 also represents **RT** operators where the highest paid make $21 an hour.

Bassett said he will advise against merging at this time. After studying **RT's** cost structure, he said Yolo County could provide bus service on its own less expensively. He will recommend the negotiation of up to a two year extension of the existing **YCTD**/FTI contract with possible employee adjustments, and work with the Sacramento Area Council Of Governments to update the Short Range Transit plan to provide an opportunity to review alternative service delivery options.

Roy Rice, FT Project Manager, told the **YCTD** Board the bus operator turnover rate was similar to the nationwide average and included retirements and some due to medical reasons, that commendations had risen and complaints dropped and that **YOLOBUS** recently had a perfect CHP inspection, a first ever event here.

The Board then voted to direct the Executive Director to 1) continue consideration of transit service options for **YCTD** including **RT** as an option, 2) hold talks with **RT** to obtain a written proposal regarding service options and 3) request SACOG to provide additional resources for Short Range Transit Plan update.

REGIONAL TRANSIT (RT)

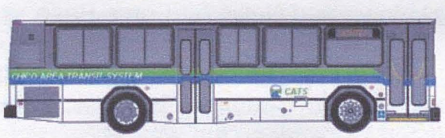
SACRAMENTO: **RT** also had an April service change adding a NEW "Neighborhood Ride" small bus shuttle, 33-DOS RIOS which serves the Dos Rios area of downtown Sacramento and operates weekdays only every 20 minutes between 630AM and 600PM.

Former Line 87-HOWE AVENUE-SOUTH NATOMAS was divided into 86-DOWNTOWN-SOUTH NATOMAS-MARCONI/ARCADE STA and 87-MARCONI/ARCADE STA-65TH STREET STA. Alignments and service frequencies remained as before.

CHICO AREA TRANSIT SYSTEM (CATS)

CHICO: **CATS** made several changes in December including improved headways (60 to 30) on Lines 5-EAST 8TH STREET and 6-WHITMAN PARK. As well, Line 7 was changed to allow weekday midday and all day Saturday trips return to serving the Sierra Sunrise Village loop while weekday morning and afternoon trips serve the Hank Marsh Junior High School area.

Last summer, six thirty-five foot Gillig Phantoms (031-036) were placed into service. These buses complete an order of nine, three of which entered service in 2001.



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ANAHEIM TRANSPORTATION NETWORK ANAHEIM RESORT TRANSIT SYSTEM (ATN/ARTS)

ANAHEIM: As part of its plans to reduce vehicle trips and emissions in the Anaheim Resort area *(WT 6/02)* and as part of its' City of Anaheim franchise application, **ATN** developed a series of three employee shuttles, the first of which started May 1st – NORTH ANAHEIM EMPLOYEE SHUTTLE. Using one of the **ARTS** E-Bus electric buses, the line begins at North & Harbor, making 4 stops enroute to Harbor House at Disneyland.

ATN's first shuttle, LA PALMA SHUTTLE, in the Northeast Anaheim Industrial Area stopped January 15 due to the lack of on-going operational funding.

ARTS expanded into Garden Grove on April 1 with the establishment of Route J–GARDEN GROVE which provides service to and from the Embassy Suites, Marriott Suites and the Anaheim Convention Center at Harbor & Convention Center Way.

1, 3 and 5 day **ARTS** Day Passes are now available at area hotels, one dozen vending kiosks, Disneyland Main Shuttle Drop Off Area and select other locations.

GROVE RESORT DISTRICT SHUTTLE (GRDS)

GARDEN GROVE: **GRDS,** which formerly served all seven hotels in Garden Grove's Resort District (centered around Harbor & Chapman), was revised on April 1st to continue on its half hourly schedule, but now serving the five remaining hotels.

REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA (RTC)

LAS VEGAS. NV: Las Vegas' new high-tech bus is running late, mostly related to technology issues. It was originally scheduled to begin before the end of 2003, then pushed back to March 15 and recently set back to an unknown date. That will depend on the testing.

The optically-guided express buses, a fleet of ten new low floor, articulated, Civis brand buses built by Irisbus in France, will have on board computers that will use cameras to follow lines on the pavement, almost allowing the buses to drive themselves along dedicated lanes between downtown and Nellis Air Force Base.

The buses will operate on Line 501-LAS VEGAS BLVD. NORTH (Downtown Transit Center to Nellis Air Force Base) making only ten stops along the way.

DALLAS AREA RAPID TRANSIT (DART)

DALLAS, TX: **DART** recently placed into service a fleet of eighty standard floor, low-sulfur diesel powered, one door suburban style (reclining seats, individual reading lights) NABI buses (5700-5779) that are replacing a fleet of 1988 model MCI 102A3s.

The buses are assigned to **DART** Dallas express lines to/from Carrollton, Farmers Branch, Garland, Glenn Heights, Irving and Rowlett.

KING COUNTY METRO-TRANSIT DIVISION (METRO)

SEATTLE, WA: **KCM** operates a fleet of 236 Breda dual-mode buses (5000-5235) that need replacement. They operate as conventional diesel buses on surface streets and as an electric trolley bus in the Downtown Seattle Transit Tunnel.

In 2000, the Transportation Research Board published a report of the findings of several diesel-electric hybrid vehicle projects in transit.

Study results were encouraging and showed that diesel hybrid electrics offered reduced drive cycle emissions relative to diesels. The lower emissions are a function of ultra-low-sulfur-diesel (ULSD) fuel, particulate trap technology and improved fuel technology.

However, all data was based on a 40-foot urban transit bus. **KCM** issued a RFP and awarded a contract to New Flyer Industries for a 60-foot articulated bus with an Allison EP-50 Hybrid-Electric Drive. Coach 2599 was delivered to Seattle in October 2002 for road testing. The plan was to create one year's worth of revenue service data in the shortest time possible. The bus has operated in simulated revenue service 20 hours a day, seven days per week.

All aspects of the testing have been positive and, late last year, a contract for 235 DE60LFs, **KCM** (213) and **SOUND TRANSIT** (22), was awarded to New Flyer.

SIGNS OF THE TIMES

At the 2002 APTA EXPO in Las Vegas, Luminator introduced their full-color destination signs. They were similar to TwinVision's, as one was with a full-color section for the route number and the destination part in amber. The part-color sign is 16x148. The other was a full-color sign, 16x112. Since then, a full-color side sign (8x96), full-color rear sign (16x48) and a full-color dash sign (14x32) have been introduced.

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ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
Oakland, California

FLEET #'S	BUILDER	MODEL	SERIAL #'S	YEAR	NOTES
1001-1093	Van Hool	A330	32061175	09/02	1
1800-1829	New Flyer	D60	KU013350-379	6/89	2
1901-1930	New Flyer	D60	TU013723-752	9/96	
2001-2023	Van Hool	AG300	32062078	09/02	1
2601-2652	Gillig	40102TB6V92T	L1083661-712	1990	2
2701-2761	Gillig	3096TB6V92T	L1083822-882	1990	
2801-2860	Gillig	40102TB6V92T	N1084650-709	1992	
2901-2971	NABI	416.09	VA140001-071	1/97	
3001-3067	NABI	416.09	WA140001-067	3-4/98	2
3101-3166	NABI	416.09	WA140139-204	1998	
4001-4021	NABI	040.07	XA140190-210	9/99	
4051-4072	NABI	040.07	3A14001-022	03/03	
4073-4075	NABI	040.07	3A14029, 042, 040	04/03	
4076-4090	NABI	040.07	—-		
6001-6028	MCI	102DL3	YP053060, 087-139 (odd nos.)	4-5/00	
6029-6034	MCI	102DL3	1P053404, 08, 11, 14, 17, 19	9-10/00	
6035-6040	MCI	102DL3	1P053424, 30, 42, 48, 54, 60	9-10/00	
6041-6044	MCI	D4500	3P055640-643	12/02	
6045-6079	MCI	D4500	3P055645-679	12/02-1/03	
7201-7223	NABI	040.07	XA140210-233	09/99	

-NOTES-

1. Being delivered, many in service – 1000's are 40 foot, 2000's are 60 foot articulated. Serial's and dates are for 1001 & 2001.
2. Inactive buses include 1806, 1809-814, 1817-1818, 1825, 1829, 2641 and 3063.

All of the 101-131 Econoline/Aerotechs, 1400-1483 and 1500-1549 Gillig Phantoms and 2400-2428 and 2500-2578 New Flyers retired by December 21, 2003. Roster information as of January 2004.

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These signs can display 26 colors that include red, lime, yellow, blue, fuchsia, aqua, white, maroon, chartreuse, blue violet, pale turquoise, green, gold, deep sky, lilac, navy, deep pink, spring green, light yellow, olive, light blue, purple, light green, teal, salmon, and grey.

These signs consist of a single RGB LED for each pixel. By combing the intensity of each color, various colors can be achieved. For example yellow (red & green), purple (red & blue) and white (all three colors—red, green, blue).

TwinVision's color signs, the Chroma I and Chroma IV, consist of three separate LED's, a red, green, and blue, for each pixel.

Culver City 7066 had a Luminator full-color sign installed as a test. MTA's new NABI C45's will be delivered with the full-color front signs.

Next month, programming the signs.

NEW BUS DELIVERIES

CORPUS CHRISTI REGIONAL TRANSPORTATION AUTHORITY (TX) as ordered 11 Optima Bus Corporation's Opus low-floor buses. Delivery is scheduled for the fall of this year



PIERCE TRANSIT (WA) introduced 20 New Flyer C30LF buses into regular service on April 1. The buses cost $5.74 million. They are equipped with bike racks, colorful cloth upholstery, eye-catching new color scheme, air-conditioning, and improved destination signs. The new buses are *"Clean Machines,"* fueled by compressed-natural gas.



EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Santa Cruz MTD	2201-2208	New Flyer	C40LF/2U024047-054	2002	
	2210-2224	New Flyer	D35LF/2U024705-719	2002	
	2225-2238	New Flyer	D40LF/2U024640-653	2002	
	2301-2311	Orion	05.501/36502006, 141-150	2003	
The Bus (HI)	501-555	Gillig	G20D102N4/31074182-236	2003	
Modesto Area Express	20118-20120	Gillig	G27D102N4/11072278-280	12/01	
	20321-20328	Gillig	G20B102N4/31074043-050	09/03	
	20329-20334	Gillig	G20D102N4/31073978-983	09/03	
	29813	Gillig	C21D102N4/W1089025	02/98	
	29914	MCI	102D3/XP052277	06/99	
Tower Tours	5601, unnumb	Setra	S-417/—, 33000028	2003	
VTA (Santa Clara)	4001	Gillig	G28D102N4/31073941	03/03	
-USED-					
Gray Line of Seattle (WA)	603-604	MCI	102D3/SP047213, 216	02/95	1
	605, 607	MCI	102D3/TP048276, 303	02/96	1
	1016, 1018	Prevost	H5-60/N1001208, 214	1992	2
	8501	Prevost	H5-60/J1001017	1988	3
-DISPOSITIONS-					
Santa Cruz MTD	8301-8304	GMC	T80204/DV821626, 634, 640, 642	1983	4
	8305-8308	GMC	T80204/DV821644, 649, 650, 655	1983	4
Greyhound Lines, Inc	1526	TMC	102A3/GR005402	03/86	5
	1625	TMC	102A3/GR005543	06/86	5
Laughlin Transit, Inc (NV)	24-25	Eagle	AE-10S/DB040002, 015	07/83	5

-NOTES-

1. Ex Horizon Coach Lines (BC), same nos.
2. Ex Gray Line of Alaska (AK), same nos.
3. Ex Autocars Orleans Express 8501.
4. For sale from SCMTD.
5. To ABC Bus Sales in Garden Grove.

MONTEBELLO BUS LINES 8846, a GMC RTS T8J206, reported (*WT 12/03*) going to Transit Sales International for sale is still an active member of the MBL roster.

PALOS VERDES PENINSULA TRANSIT AUTHORITY has nine assignable options for El Dorado National MST II buses available.



Valley Transportation Authority 4001 is a fuel cell bus built by Gillig. It is a model G28D102N4, built on 03/31/03.



A new NABI 60-BRT for Los Angeles! This photo was taken in March 2004 just after coming off of the assembly line. NABI's high-capacity new-design 60-foot low-floor articulated bus is changing the paradigm of public transport--enabling operators to increase passenger capacity and appeal, especially to choice riders. Again NABI illustrates its leadership by creating a product that is responsive to industry trends such as bus rapid transit.