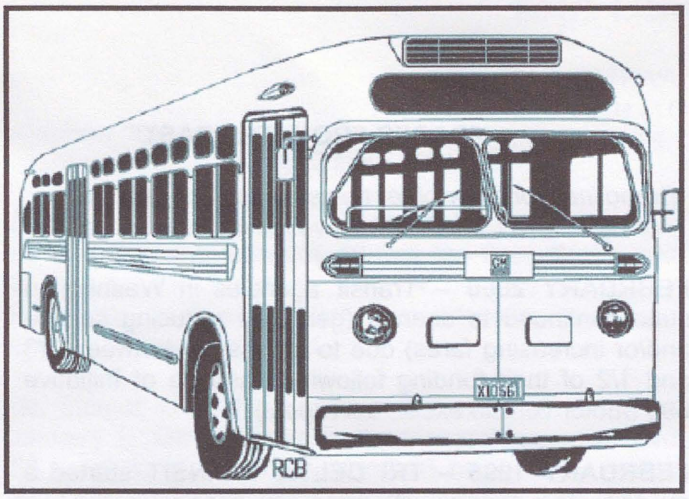


Western Transit

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ELK GROVE TRANSIT
(e-tran)

ELK GROVE: **e-tran** began operations on January 2, 2005 as the City of Elk Grove, in mid-south Sacramento County, began operating its own transit system. Prior to this, all transit was operated by **REGIONAL TRANSIT.** In the summer of 2003, the city used a consultant study to conclude that it could provide transit at a lower cost than that offered by **RT** *(WT 11/03, 2/04).*

Most **e-tran** lines (52, 57, 59, 60 and 66) retained their former **RT** numbers, routes and schedules.

e-tran 157-LAGUNA-ELK GROVE is a renumbered version of **RT** 53 that now also includes route deviation, allowing buses to travel up to 3/4 mile off route to pick up and discharge seniors and disabled persons.

e-tran 156-ELK GROVE BLVD. replaced that portion of **RT** 56 between Meadowview LRT Station and Elk Grove. 156 runs non stop between Meadowview and Cosumnes River College and includes an extension to Waterman Road in Elk Grove.

e-tran and **RT** fares are the same, including fare media, and inter-agency transfers are accepted.

The fleet includes 17 remanufactured Gilligs (101-117), now hybrid gasoline-electric powered. The buses utilize "green" energy efficient technology. The buses themselves, part of the **SAN DIEGO TRANSIT CORP.** 301-332 series, were stripped down to their frames and received structural repairs. The gasoline hybrid system, using an ultralow emission engine, produces almost no particle matter and exceeds state and federal standards Complete Coach Works performed all rehab work.

The Gilligs are painted an overall pale green with the "**e-tran**" logo. They have 40 Freedman mostly forward facing gray seats, satellite TV, reading lights, parcel racks, "talking bus" stop announcements, Ricon front door lift, two wheelchair stations and Twinvision electronic front, side and rear destination signs.

The system also has three brand new accessible, 18-seat Econoline/Aerotechs (301-303), also painted pale green, that are used on Line 157.

e-tran also has at least three, possibly more, former **OMNITRANS** TMC RTS-06 buses (234-236) which are painted all white with black window effect and **e-tran** logos, used on Line 156. These buses are Transit Sales International units leased from Shuttle Bus Leasing.

As all of the Gilligs were not on hand at the start, the city contracted with **ALL WEST COACHLINES** for four buses and drivers for the first week. **AWC** Prevost H3-45s 68160 and 68161, Prevost H3-41 69617 and one H3-40 were assigned. The buses were only used for protection, except 68139 (Prevost H3-40) operated one PM trip on Line 52 the first day.

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REGULATIONS AND COURT RULINGS

The California Air Resources Board has set February 24th for a public hearing to consider adoption of amendments to the Fleet Rule for Transit Agencies.

The changes would establish requirements for vehicles not presently covered, add a definition of commuter buses, add requirements for newly formed agencies and modify the urban bus engine emission standard for 2004 to 2006 model year diesel/hybrid bus engines.

The fleet rule would be expanded to include smaller diesel and alternate-fueled buses, commuter buses and heavy-duty trucks operated by transit agencies. These vehicles would be subject to a fleet average Nox limit and PM reduction requirement, phased in from 2007 to 1010. The standards can be met by newer engines, using retrofit technology or replacement of vehicles.

In a decision with far-reaching implications, a California Court of Appeal said penalties for civil-rights violations can be collected from a government agency.

Until the decision in a case involving a gay man and an **MTA** bus operator, a public agency could be sued for civil-rights violations, but did not have to pay because of a state law exempting them from punitive damages.

The trial judge refused to strike the Unruh Act's $25,000 provision saying that it is "to make whole, not to punish" and the Court Of Appeal agreed.

A decision has yet to be made by **MTA** on an appeal, but the private attorney who handled the case recommended it be taken to the State Supreme Court.

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"PAGES FROM THE PAST"

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

FEBRUARY 2000 – Transit agencies in Washington state continued to change (generally reducing service and/or increasing fares) due to the loss of between 1/3 and 1/2 of their funding following passage of Initiative 695 (motor vehicle excise tax repeal).

FEBRUARY 1995 – TRI DELTA TRANSIT started a major system change with three new lines replacing two others and with the discontinuation of Line 385-BRENTWOOD-MARTINEZ.

FEBRUARY 1990 – SOUTHWEST COACHES, INC. began operating the second part of an **MTDB** service contract including New Lines 902, 903, 933/934 and night hours on **SAN DIEGO TRANSIT** 13-SOUTHEAST SAN DIEGO-SDSU and 36-COLLEGE AVE-SPRING VALLEY.

FEBRUARY 1985 – As construction finished at Division 5, **SCRTD** closed Division 23 (Slauson & Western). Line 217 was divided into 208-BEACHWOOD and 217-FAIRFAX. Line 225 was shortened to no longer operate between Portugese Bend and Marineland due to roadbed deterioration on Palos Verdes Drive South.

FEBRUARY 1980 – SCRTD signed a $141 million contract to purchase 940 accessible GMC RTS 04 buses to arrive in new colors of white roof, black window effect and a three color belt rail of yellow over orange over red (a/k/a tri stripe).

WT STAFF FOR THIS MONTH

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(Continued from page 1)

GRAPE LINE (GL)

LODI: **GL** operates five fixed routes in and around Lodi using a fleet that includes 40-foot low floor NABIs and 35-foot Amtran Senators. The General Public Dial-A-Ride uses a mix of 16 passenger Econoline/Aerotechs and Econoline/Turtle Tops.

GL increased its fixed route and Dial-A-Ride fares on January 1. On fixed routes, the General fare rose from 50 cents to $1 (senior/disabled 25 cents to 50 cents) with General Monthly Pass going from $20 to $35 and Senior/Disabled pass $10 to $17.50.

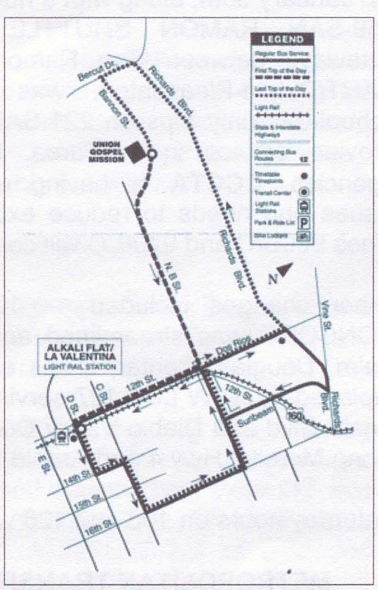
Dial-A-Ride fares increased — Regular $1 to $5 and Senior/Disabled $1 to $1.50 while the County Area (Villa Cerezos, Acampo and Woodbridge) surcharge rose from 50 cents to $1.

M. V. TRANSPORTATION, INC. is now the contract operator, having replaced *LAIDLAW* in 2004.

SACRAMENTO REGIONAL TRANSIT DISTRICT (RT)

SACRAMENTO: **RT** will soon release the draft environmental document for the South Sacramento Corridor Phase 2 project (which is a proposed four mile extension of the SOUTH LINE from Meadowview Station serving four stations at Morrison Creek, Franklin Blvd, Center Parkway and Cosumnes River College).

Since receiving comments from the Federal Transit Administration, the agency responsible for approving and funding new and expanded transit programs, about land use and station accessibility, **RT** amended the original plan including shortening Phase 2 at Cosumnes River College with options for Phase 3 to either run south along Bruceville Road or east to Calvine/ Auberry.



As part of the January 1st service change program, **RT** added a 616AM trip (new first trip of the day) and adjusted the 534PM (last trip of the day) which operate on special routings of Line 33-DOS RIOS SHUTTLE to serve the Union Gospel Mission on Bannon Street.

SAN JOAQUIN REGIONAL TRANSIT DISTRICT (SJRTD)

STOCKTON: Last October, **SJRTD** introduced its two new diesel-electric hybrid buses, two 40-foot low floor Gilligs decorated with flowers, blue skies and the slogan, "A Breath of Fresh Air: San Joaquin RTD introduces new low-emission hybrid buses".

The buses use a pick up truck size diesel engine, running on ultra-low sulfur "Clean Fuel" diesel with an Allison electric-drive transmission to power the bus. The buses have clean air nitrous oxide (Nox) reduction particulate traps. It is planned to use the test data to prove the viability of hybrid technology to state regulators, manufacturers and other transit agencies.

Beginning February 7th, **SJRTD** reduced service levels by seven per cent throughout the system as one way to cope with bus operator attendance issues. The current labor agreement includes a no-fault attendance policy allowing employees 12 absences when they call in ahead of time and also 12 "miss outs". Each occurrence could be for one day or more. Amalgamated Transit Union Local 276 and **SJRTD** are presently in intense labor negotiations on a new contract and the District has offered several proposals to amend current practices, all of which have been rejected by ATU.

SAN JOAQUIN REGIONAL RAIL COMMISSION (SJRRC)

STOCKTON: **SJRRC** officials are working on plans to begin a new commuter rail route, possibly by the end of this year, between Modesto and Sacramento, also serving Lathrop, Stockton and Lodi, called the "CENTRAL VALLEY EXPRESS".

UNION PACIFIC, owner of the trackage CVE would use, said they cannot add another passenger train at this time. In response, **SJRRC** has proposed building a second track in the Modesto and Lathrop corridors, at a cost estimated at $50 million. Capital costs are estimated at $50 million with annual operational costs of $10 million. Funding sources are being sought.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: December 12th brought **GGT's** winter service changes including extending Line 58-NOVATO-IGNACIO-HAMILTON into Hamilton Field with new stops at Hamilton & Nave, Hamilton & Chapel Hill, Hamilton Theater and Main Gate Road & Martin. 63-MARIN CITY-STINSON BEACH was discontinued for the winter while Saturday trips on 71-NOVATO-MARIN CITY were extended from San Rafael to Marin City. On

(Continued on page 4)

(Continued from page 3)

Line 93-GOLDEN GATE BRIDGE TOLL PLAZA-SAN FRANCISCO, northbound service is free to persons with a valid **GGT** Ride Value Ticket Book. All others pay the appropriate fare or present a valid transfer.

TRANSPORTATION AUTHORITY OF MARIN (TAM) MARIN COUNTY TRANSIT DISTRICT (MCTD)

SAN RAFAEL: With the passage of Measure A in the November 2004 election, **TAM** will now be transformed from a congestion management agency with federal and programs like STIP and TDA, to a multi-modal agency with sales tax authority.

TAM also funds **MCTD** local fixed route and paratransit service and **WEST MARIN STAGECOACH** through a cooperative agreement. **MCTD** local service is operated by **GOLDEN GATE TRANSIT** under a new 18-month agreement (November 2004 to June 2006).

During the first twelve months of the period, **GGT** and **MCTD** will examine opportunities to address long-term sustainability of the Marin County transit network. The contract includes a requirement that negotiations to either continue the contractual relationship or terminate it in April 2006 be made by November 2005 to allow each agency a full six months to implement whatever decision is made.

MCTD is responsible for 20 bus routes, all of which begin and end within Marin County – 15, 21, 22, 23, 29, 33, 35, 55, 59, 63, 107, 113, 115, 125, 126, 131, 132, 139, 143 and 149. They will have full responsibility for determining routes, schedules, fares and operating policies. **GGT** is responsible for the regional routes – 2, 4, 8, 9, 10, 18, 24, 26, 27, 32, 34, 38, 40, 42, 44, 54, 56, 58, 60, 70, 75, 80, 97, 117, 123 and 127, which operate both inside and outside of the county. They also maintained ownership of four Marin local routes – 36, 53/153, 57 and 71 in the Highway 101 corridor.

As an independent district, **MCTD** could be merged into **TAM.** A joint committee of **MCTD** and **TAM** is working with consultants to develop a short-range transit plan to address a number of issues. As well, **MCTD** has applied for FTA Section 5311 funds to support **WEST MARIN STAGECOACH** and **GGT** Route 63-STINSON BEACH. A short-term contract extension for **WMS** is in the works to meet CALTRANS (who administers the federal grant that runs the program) requirements.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: **MUNI's** oversight commission, the Municipal Transportation Agency, turned down the recent request to declare a fiscal emergency *(WT 1/05)* and **MUNI** officials are now advancing ideas to increase bus and rail fares by 25 cents (to $1.50), Fast Passes by $9 (to $54) and reduce service on a number of routes to address a $24 million budget deficit for this fiscal year and $55 for next year.

MTA has not permitted previous service reduction plans to be implemented, two tax measures on the November ballot to provide $9 million for **MUNI** failed, there were overestimates of revenue and increases in fuel costs.

CENTRAL CONTRA COSTA TRANSIT AUTHORITY (CCCTA)

CONCORD: Last June, the San Ramon City Council voted to give a one-year notice of intent to withdraw from **CCCTA,** a limited joint powers agency of 11 jurisdictions, contending the agency has not provided adequate bus service, particularly to **BART** stations, in the rapidly growing Dougherty Valley development. There will be 11,000 homes at build out and annexed.

A Dougherty Valley transit feasibility study concluded that between 900AM and 200PM buses should serve **BART** hourly with half-hour headways at rush hour. This program would cost $700,000 and revenues from the homeowners would exceed that once the development is complete. Other research showed money **CCCTA** receives based on San Ramon's population is being used to subsidize bus routes in other areas *(Ed. Note – this is the same as the City of Elk Grove/**REGIONAL TRANSIT** issue – see Page 1).*

On January 30th, along with a number of other changes, 259-SAN RAMON SHUTTLE FLEX VAN, using cutaways between San Ramon Transit Center and BART/Dublin-Pleasanton, was discontinued. Two school-day only trips on 221-SAN RAMON continue to provide service in the area. Like other Bay Area agencies, **CCCTA** is having revenue and ridership issues and needs to reduce expenses. Bishop Ranch Lines 960B/C and 970B/C will continue.

Other changes included — 108-MARTINEZ-NORTH CONCORD was streamlined and rerouted away from Palm, Douglas, Center, Bates and Commercial (to be replaced by NEW Line 127 serving Marsh Drive, Contra Costa Blvd and Diablo Valley College). 108 now travels along Morello, Hwy 4 and Arnold Industrial Way.

Saturday hours on 108 and 126 were also dropped.

METROPOLITAN TRANSIT SYSTEM (MTS)

SAN DIEGO: As of January 1st, the **METROPOLITAN TRANSIT DEVELOPMENT BOARD** was officially renamed **MTS** (Senate Bill 1233).

(Continued on page 5)

(Continued from page 4)

The Mission Valley East Final Operating Plan, to be used with the opening of the GREEN LINE, features the following — BLUE LINE will operate between San Ysidro and Old Town during all hours, with limited peak hour weekday service as far as Qualcomm Stadium. GREEN LINE will operate between Old Town and the Santee Town Center, including four new stations, at all hours. ORANGE LINE will operate between downtown San Diego and Gillespie Field Station during all hours. The 11 new Siemens Model S-70 low floor LRVs (3001-3011) will service the GREEN LINE.

The bus plaza portion of the new San Diego State University Transit Center opened January 30 and all bus routes serving the campus (11, 13, 81, 115 and 955) use the new center at Hardy and Campanile, that includes a special bus ramp leading to College Avenue. GREEN LINE Trolley service will begin this summer and serve the subway-level SDSU campus station.

ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

SANTA ANA: In the absence of any federal funding, the **OCTA** Board recently voted to suspend the Centerline light rail project while directing staff to analyze options for rapid transit development, returning in June.

Expected options include full or partial Bus Rapid Transit on the proposed rail route, METROLINK service expansion and revision of the county-wide rapid transit master plan.

The RFP for 25 40-foot, low floor, CNG powered buses *(WT 12/04)* has been expanded to an initial order of 50 with options for 150 additional units. The buses would need to be capable of a 400 mile range and the use of LED lights wherever possible is specified.

OMNITRANS (OT)

SAN BERNARDINO: As the new Chino Transit Center opened January 27, **OT** is planning for San Bernardino Transcenter and Ontario Transportation Center.

CTC, a joint project of **OT** and the City of Chino, on Sixth between Chino Ave and D Street, opened after three years of planning and construction. Four **OT** bus lines serve the center and **FOOTHILL TRANSIT** Line 497-DIAMOND BAR-LOS ANGELES will be extended eastward from Diamond Bar to Chino later this month.

The $3 million center features seven bus bays, shelters, benches and information kiosks around a central fountain in landscaped surroundings.

An RFP has been issued to hire a consultant to help locate a site in downtown San Bernardino. The corner of Rialto Ave and E Street had been considered, but Union Pacific is reluctant to sell due to disagreement over the responsibility of environmental clean up. This location is on the METROLINK line and would also serve the *sbX* Bus Rapid Transit alignment. The center would likely replace the present outdoor terminal along several blocks of 4th Street.

In the absence of a downtown master plan, **OT** and the City of Ontario recommended shifting the project to improve and enlarge the current Ontario Mills transfer center, **OT's** fifth heaviest stop, which is shared with **VICTOR VALLEY TRANSIT AUTHORITY** and **RTA.**

In July 2001, **OT** was authorized to buy 45 40-foot, low floor CNG buses from New Flyer, by exercising options on a **PIERCE TRANSIT (WA)** order. The first 22 were received in late 2003 (**OT** 0151-0172) and last summer, expecting a funding shortfall, the second half of the original order was reduced from 23 to 16. Since then, funding became available and the purchase order for 16 has been replaced by one for 23, the expansion buses for Line 66-MONTCLAIR-FONTANA VIA FOOTHILL.

On February 7th, **OT** convened the "*sbX* Leadership Conference" to hear the ideas policymakers, community leaders, agency staffs and transit riders have about the proposed *sbX* Rapid Bus type system and discuss the operational and design alternatives for the first corridor, E Street between Loma Linda and Cal State San Bernardino.

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: **LADOT** has two service contract RFPs on the street – a reissue of the *CITY RIDE* proposal *(WT 11/04)* and Package 5 for Community **DASH** including CHESTERFIELD SQUARE, VERMONT/MAIN, WATTS, WILMINGTON and SAN PEDRO.

Proposers can bid for all five routes, or only San Pedro and Wilmington or only Watts, Vermont/Main and Chesterfield Square. This will be a five year agreement beginning next October.

Currently, *CONNEX WEST* serves VERMONT/MAIN and CHESTERFIELD SQUARE, *FIRST TRANSIT, INC.* has WILMINGTON, *M.V. TRANSPORTATION, INC* has WATTS while SAN PEDRO is part of *CONNEX WEST'* **COMMUTER EXPRESS** contact.

In November, the west end loop of CHESTERFIELD SQUARE was enlarged to travel via 54th, Western, Slauson, Van Ness and 54th to allow a connecting point

(Continued on page 6)

with the new DASH/HYDE PARK SHUTTLE.

HYDE PARK is a one direction loop from Slauson via Van Ness, Florence, Crenshaw and Slauson. One bus runs on a 20-minute headway between 200PM and 600PM on weekdays and 1200PM-500PM on Saturday.

A new fleet of Econoline/Aerotechs, in the 03100 series, has been added to the CITYRIDE fleet, complete with a new logo and new vehicle graphics. The logo is intended to convey movement and mobility as a reflection of the program's commitment to the elderly and disabled citizens it serves.

A city-wide study of the Community DASH program is currently underway. Objectives of the study include the development of an evaluation methodology to identify a prioritized list of proposed new DASH lines, recommend actions and remedial measures to improve ridership on low performing routes. A **LADOT** goal is one new route each year over the next ten years.

Currently, DASH includes 27 routes within communities that should not duplicate **MTA** or other municipal lines nor replace school transportation services. All lines have been ranked — passengers per hour, subsidy per mile and operating ratio to develop a Performance Index Score. PANORAMA CITY/VAN NUYS and 601 PICO UNION/ECHO PARK (85 and 88 PPH) scored the highest while HOLLYWOOD/WILSHIRE and WARNER CENTER (26 and 4 PPH) are at the bottom.

Consultants TMD have developed a series of potential Community DASH routes throughout the city, including changes to existing lines and new alignments, some of which could be replacements for existing service operated by other agencies.

REGIONAL TRANSPORTATION COMMISSION (RTC) CITIZENS AREA TRANSIT (CAT)

LAS VEGAS, NV: **RTC** has placed an initial order for 30 Alexander Dennis Enviro 500 double deckers (and also exercised an option for 20 more) to be used on **CAT** Line 301-LAS VEGAS BLVD (STRIP) replacing a combined fleet of New Flyer and NABI articulateds.

The buses are scheduled to begin arriving in April and going into service in June. A two door vehicle for transit applications, the buses have 28 seats in the lower deck with 53 seats on the upper deck. The Trident 3 chassis beneath the Enviro is powered by a Cummins 330bhp, eleven litre engine with Exhaust Gas Recirculation (EGR), which replaces the former M11 model. The unit has a 4-speed Voith DIWA automatic gearbox.

LAS VEGAS RESORT CORRIDOR MONORAIL

LAS VEGAS, NV: Plans for a downtown extension of the recently opened **LVRCM** *(WT 8/04, 1/05)* have been shelved after city officials learned that the federal government will not help fund the project.

The $650 million monorail, which began operating last July behind some of the Strip's largest hotels, had to show a need for the extension. Organizers had hoped the privately financed project would cover its debts by carrying over 19 million passengers a year. Ridership was sharply curtailed when mechanical problems shut the monorail down for nearly four months.

VALLEY METRO (VM) CITY OF PHOENIX TRANSIT SYSTEM (PTS)

PHOENIX, AZ: Last November, Maricopa County voters passed Proposition 400 which continues the half- cent sales tax to provide funding for freeways, streets, bus transit, rural transit, Dial-A-Ride and light rail.

Construction of the first in-street section of the Metro Light Rail system, Line Section 4, was set for this month along Washington Street from 26th to the north side of Tempe Town Lake.

The changeover of contractors in the East Valley from three contractors to *M. V. TRANSPORTATION* began last August and will be completed this April. In August, all lines managed by *ATC-MESA* (30, 96, 104, 120, 128, 136, 531, 532, 533) were switched over and the East Valley Dial-A-Ride was shifted last month.

In April, most of the *ATC-RPTA* operated lines (61, 72, 81, 112 and 156 will move the to East Valley facility (3320 N. Greenfield Road in Mesa) along with Chandler Expresses 540 and 541 from *ATC-PHOENIX.*

Each articulated bus currently on 540 and 541 will be replaced by two standard buses.

GREYHOUND LINES, INC. (GLI)

DALLAS, TX: Last November 30th, **GLI** discontinued its MODESTO-OAKDALE-SONORA route (also part of **AMBUS** Route 34, but with the San Francisco-Stockton segment continuing). Service began in 2002 with help from a federal subsidy, since discontinued.

Recently, trips on the LOS ANGELES-CALEXICO route which stopped at Los Angeles' Union Station were rerouted and no longer serve the Station. Passengers are responsible for traveling between the stations *(Ed. Note – **MTA** Line 58 operates between the two stations on weekdays during rush hours).*



SCAT
South Coast Area Transit

Oxnard, California

FLEET #'S	BUILDER	MODEL	VIN #'S	YEAR	NOTES
3000-3001	Flxible	30096-6T	LD101028-029	04/90	Diesel
3100-3108	Orion	05.503	V6032964-972	1997	CNG
3500-3517	Flxible	35102-4D	SD106083-100	08/95	CNG
4000-4007	Flxible	40102-4D	SD106075-082	08/95	CNG
4008-4013	NABI	040.19	1A140545-550	2001	CNG
4014-4015	NABI	040.19	2A140560-561	2002	CNG
4016-4018	NABI	040.19	4A140029-031	2004	CNG
4528	Grumman	870 35096-6	CD094202	02/82	Diesel

SCAT is a joint powers agency operating fixed route and demand response service throughout western Ventura County in the cities of Ojai, Oxnard, Port Hueneme, Ventura and several unincorporated areas of the county. **SCAT** operates the fixed route service directly and *LAIDLAW TRANSIT SERVICES, INC.* operates the paratransit system.

SOUTH COAST AREA TRANSIT (SCAT)

For the first time in its 32-year history, SCAT was unable to provide bus service on March 1st because CNG fuel became unavailable following the rupture, in Fillmore, of the Los Angeles to Oxnard pipeline the agency uses to move the gas.

Operations resumed on March 2 with 20 diesel buses loaned from SANTA BARBARA MTD (Gillig Phantoms 250, 257-261, 263, 267-271 and 273-276 and Villagers 315-316 & 318-319), five from ORANGE COUNTY TRANSPORTATION AUTHORITY (GMC RTS 03's 3005, 3010, 3011, 3036 and 3038) and 8 from FOOTHILL TRANSIT (Gilligs F263, F636, F641, F754, F758, F900, F901 & F907).

By March 5, some SCAT buses were perating. *(Ed. Note - the source of their CNG fuel is unknown).*

Sunday service levels were operated until March 7 when additional buses became available and Saturday levels were started.

While SCAT did not previously have a contingency plan for losing its source of fuel, the Board will discuss the continued use of CNG at its upcoming retreat. Any change to their current alternative fuel plan is expected to meet resistance from the California Air Resources Board.

The Gas Company has routed natural gas from a Goleta pipeline to Ventura County however the gas is an inferior quality for heavy-duty transit engines. The Gas Company and Detroit Diesel have advised SCAT not to use the fuel for transit buses or engine failure would occur. The Gas Company estimates that pipeline repairs will not be complete for 4-6 weeks.

THOUSAND OAKS TRANSIT and SIMI VALLEY TRANSIT were also impacted by the fuel line.

TOT has continued to use its two Dennis Thomas SLF232s and two diesel buses (the four Orion Vs were sidelined). SANTA MARIA AREA TRANSIT Thomas Citiliner 175 is also being used by TOT.

SVT has five CNG and 2 diesel buses with four buses scheduled. The CNG units are being fueled in Chatsworth.



SCAT 4528 put back into service. Photo at the Oxnard Transportation Center. Craig Barnes photo.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Elk Grove Transit	301-303	Ford/ElDo Natl	Econ/Aerotech/—	2004	
The Bus (HI)	501-555	Gillig	GD102N4/41074182-236	2004	
	132-141	New Flyer	DE60LF/4U027035—044	2004	
King County Metro (WA)	2632-2812	New Flyer	DE60LF/4U026613-793	2004	
	2870-2899	New Flyer	D60LF/4U026949-978	2004	
National Park Serv (AZ)	3006-3009	New Flyer	C40LF/4U027002-005	2004	
Sun Tran (NM)	6401-6412	New Flyer	DE60LF/4U027023-034	2004	
Sound Transit (WA)	9600-9621	New Flyer	DE60LF/4U027045-066	2004	
Frontier Tours (NV)	65962-65967	Van Hool	C2045L/—	2004	AMBUS
-USED-					
Elk Grove Transit	101-117	Gillig	40102TB6V92T/—	1991	1
	234-236	TMC	T80204/—, —, NR828974	1992	2
Metro Trnst System (ATC)	2151-2155	New Flyer	C40/SU016045, 046, 056, 063, 066	1995	3
LACMTA (First Transit)	813-814, 817	Gillig	4096TB6V92TAC/M1084254, 255, 258	1991	4
	1000-1002	Gillig	S50T4096/R1085382-384	08/94	4
	1006, 1008-1009	Gillig	S50T4096/R1085388, 390-391	08/94	4
-DISPOSITIONS-					
San Diego Transit Corp	1208, 1213	Gillig	40102TB6V92TA/M1084130, 135	1991	5
	1226, 1252	Gillig	40102TB6V92TA/M1084148, 174	1991	5
North County Transit Dist	755, 758-763	Grumman	40102-6-1/CD094164, 167-172	03/82	5
	501-502	Flxible	35096-6T/DD095421-422	11/83	5
	507-508	Flxible	35096-6T/DD095427-428	11/83	5
	765-769	Flxible	40102-6T/LD101519-523	06/90	5
	771-773	Flxible	40102-6T/LD101525-527	06/90	5
Santa Monica MBL	4957-4958	MCI	TC40102A/N3000030-031	1992	6
	5152	GMD	T8H-5307A/G3500045	11/85	6
	5206, 5210	MCI	TC40102A/L3000193, 197	1990	6

-NOTES-

1. Ex SAN DIEGO TRANSIT 301-332 series.
2. Ex OMNITRANS —, —, 1677 (leased from Shuttle Bus Leasing).
3. Ex SAN DIEGO TRANSIT 1402, 1403, 1413, 1420, 1423.
4. Ex FOOTHILL TRANSIT, same numbers, without "F".
5. Sold by Nationwide Auction Systems – Otay Mesa in February 2005.
6. Sold by Ken Porter Auctions – Harbor City in February 2005.

Some of the Buses Being Used By SCAT







Top: OCTA 3011 at the Oxnard Transportation Center. Top Right: Foothill F900 at the Pacific View Mall Transit Center in Ventura. Right: Santa Barbara MTD 319 at the Oxnard Transportation Center. All photos by Craig Barnes.