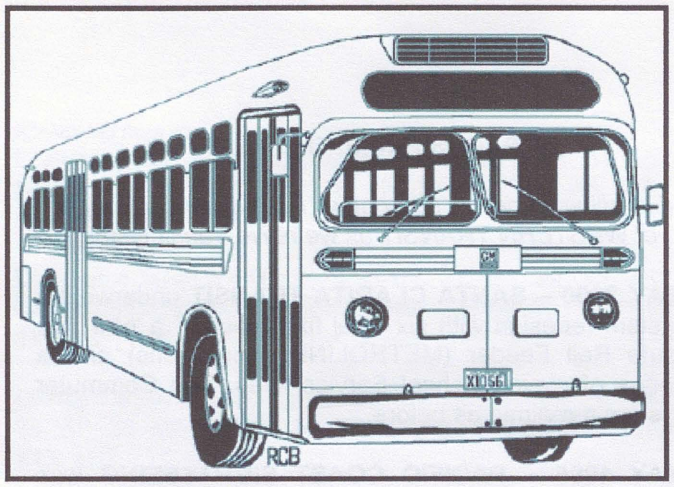


Western Transit

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VOL. 43, NO. 5 **May 2005**

BURBANK LOCAL TRANSIT (BLT)

BURBANK: February 28th saw the start up of **BLT's** second fixed route, NOHO LINE SOUTH, connecting the **MTA** RED LINE North Hollywood Station with the Media District and Magnolia.

NOHO operates on weekdays during extended peak hours (600-1000AM and 300-730PM) along a one-way loop via Lankershim, Magnolia, Hollywood Way, Riverside, Olive, Alameda, Buena Vista, Magnolia and Lankershim. A 15-20 minute headway is offered (2 buses).

Other **BLT** services include, to/from Burbank Metrolink, the fixed route MEDIA DISTRICT SHUTTLE and two shared ride shuttles, GOLDEN STATE/AIRPORT AREA and DOWNTOWN AREA.

Plans call for conversion of the shared ride services into fixed routes and introduction of a new fixed route linking the RED LINE Station with the employment centers at Bob Hope Airport, expected to take place this August.

March 2005 was the 30th consecutive month of ridership growth at **BLT.** The fixed route conversions will increase capacity and offer more service to Burbank residents.

ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

ORANGE: **OCTA** opened its newest operating division, located at 4301 MacArthur Blvd. in Santa Ana on May 15, the date of the System Shake Up.

This location is known as Division 1 (numbered in honor of the former SANTA ANA/SOUTH COAST TRANSIT CORP. garage on East Washington in Santa Ana which became **OCTD** Division 1). Closed in 1977, the property was taken as part of the widening of the Santa Ana Freeway in the mid 1990s.

Division 7 (Irvine) no longer houses directly operated buses, but is expected to service contract operated fixed routes and paratransit buses later this year.

There were a few service changes, but most changes were internal. Lines 37-EUCLID and 74-SEGERSTROM were extended from Euclid & Talbert along Talbert/ MacArthur to Hyland and layover inside Division 1, which also serves as a relief point. Southbound trips of Line 21-VALLEY VIEW were rerouted in Buena Park.

On weekdays, Lines 82 and 87, 85 and 89 and 91 and 205 will be interlined all day long. 82 and 87 connect at Empressa and Aventura, 85 and 89 at Los Alisos and Santa Margarita and 91 and 205 at Laguna Hills TC.

At this time, Santa Ana only services diesel powered buses and the fleet was shuffled accordingly. Santa Ana is the largest division in terms of buses (180) and staff. Operations at both Garden Grove (140 buses) and Anaheim (150 buses) were reduced.

Line assignments were changed with the plan to reduce the number of hours and miles for pull outs and travels.

MTA LIBRARY
ONE GATEWAY PLAZA
15TH FLOOR
LOS ANGELES, CA 90012

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

Genaro Elizondo dba BAY AREA CONNECTION to sell and transfer PSC-8782 certificate to *Jahangir Saiyed* to operate between points in Contra Costa, Alameda, San Francisco, Santa Clara Counties and Bay Area Airports and to establish a ZORF.

Juin Hing, LLC for door-to-door shuttle PSC between Los Angeles area airports and points in San Diego, Orange, Los Angeles, Kern, Fresno, Sacramento, Alameda, San Francisco and Santa Clara Counties and establish a Zone Of Rate Freedom.

SANTA CRUZ TRANSPORTATION, INC. dba SANTA CRUZ AIRPORTER to sell and transfer ownership of the firm, its operating assets and PSC-1270 to *SANTA CRUZ AIRPORTER, LLC.*.

Rahim Faraji for PSC between points in Ventura, Los Angeles, Orange, Riverside, San Diego, San Bernardino Counties and San Diego, Ontario, Orange County and Los Angeles Airports and establish a ZORF.

AMY TRANSPORTATION, LLC for PSC between points and airports in Orange and Los Angeles Counties, also on an on-call basis between points San Diego, Orange, Los Angeles, Kern, Fresno, Sacramento, Alameda and San Francisco Counties and establish a ZORF.

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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 2000 – SANTA CLARITA TRANSIT underwent a system redesign with six local fixed routes, a new five route Rail Feeder (METROLINK connections) and a series of eleven School Service lines. The Commuter system remained as before.

MAY 1995 – PACIFIC COAST SIGHTSEEING was named the GRAY LINE operator for Los Angeles offering eight sightseeing tours (**PC** already was the affiliate for the Anaheim/Buena Park area).

MAY 1990 – Most assets (buses, vans, autos) of **LAS VEGAS-TONOPAH-RENO STAGE LINE, INC.** were auctioned in mid April while the PHOENIX-LAS VEGAS-RENO route ceased April 24 and was assumed temporarily by **KT CONTRACT SERVICES. LTR** and **KT** (Southern Nevada) or **FRONTIER TOURS** (Northern Nevada) had filed joint applications for service takeovers.

MAY 1985 – New buses were arriving in San Diego County – eight Bluebird City Birds for **NATIONAL CITY TRANSIT** and Orion Is for both **CHULA VISTA TRANSIT** (7) and **COUNTY TRANSIT SYSTEM** (9).

MAY 1980 – The STRAND STREAKER was scheduled to begin operations between Coronado and Imperial Beach via the Silver Strand. SS was operated by **THE BUS THAT GOES IN CIRCLES, INC.** using Flxible New Look buses, formerly of **DENVER.**

WT STAFF FOR THIS MONTH

EDITOR:	Edmund Buckley
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REPORTERS & SOURCES:	Ron Downing Hank Fung Dana Gabbard Russ Jones Andrew Novak Warren F. Quon Scott Richards Daniel Young

(Continued from page 1)
Division 1 houses 01, 29, 33, 35, 37, 43, 47, 51, 53, 55, 57, 59, 66, 70, 71, 72, 74, 76, 79, 82/87, 85/89, 86, 145, 178 and 462.

Division 4 (Garden Grove) has 01, 21, 25, 29, 42, 43, 47, 50, 51, 53, 54, 55, 56, 57, 60, 62, 64, 66, 91/205, 177, 187, 206, 211, 454 and 701.

Division 6 (Anaheim) serves 20, 24, 25, 26, 29, 30, 33, 35, 37, 38, 42, 46, 47, 50, 53, 54, 56, 57, 59, 71, 167, 213, 453, 721 and 757.

The articulated fleet was also changed – 35 of them are assigned to Santa Ana (7306-7320 and 7401-7420), the rest at Garden Grove (7201-7210 and 7301-7305). They are still used on Lines 43, 57 and 60.

OMNITRANS (OT)

SAN BERNARDINO: As part of their April 25 changes, **OT** discontinued Lines 201-CITY LINK and 202–TEAM HOUSE. Replacement services are available.

201 began last October *(WT 10/04)* on a demonstration basis, connecting with two demonstration **METROLINK** trains (also discontinued in April) and operated on a one way loop serving downtown San Bernardino. Line 1-COLTON-DEL ROSA is a replacement.

Line 202 offered one morning trip from downtown San Bernardino and one return afternoon trip. As a replacement, two trips on 15-FONTANA-HIGHLAND-REDLANDS were modified to serve the intersection of Mountain View and Mill Street.

OT has secured options for 15 buses from **CULVER CITY BUS** for CNG, 40-foot low floor New Flyers. It is presently unknown when the options would be exercised, but they will save months of procurement.

The **OT** Board exercised the third option year (July 05-June 06) of the existing paratransit contract with *TRANSPORTATION CONCEPTS, INC.* including continuation of *OMNI LINK* service in Chino Hills and Yucaipa. Pending the outcome of a public hearing to discontinue the poor performing *OMNI LINK* in Grand Terrace/South Colton, this portion of the contract was extended through September 4, 2005.

VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

VICTORVILLE: May 1st saw the beginning of sales of the *2005 Summer Freedom Pass,* **VVTA's** first ever summer youth pass. The pass is available to anyone under age 18 and provides unlimited rides on all scheduled routes all summer (May 27 – September 5) at the cost of $30.00.

Pass holders will also receive discounts at several local merchants including The Brass Pickle, Victor Bowl, Greenhouse Café, TOSS Skate Shop and Holiday Skate World.

A public meeting was held on May 16 over continuation of the *VICTOR VALLEY COMMUTER (WT 08/02, 05/03, 03/04, 06/04)* which will conclude its three year demonstration on June 30th.

11 people, including several riders, testified in support of continuing the *VVC* citing the benefits it has brought to them and/or the community in general. Victorville Public Works Director Guy Patterson testified that the service had been given a fair trial and his city wanted to use the money that would otherwise go to *VVC* to implement new service west of Highway 395 and to the new Southern California Logistics Airport.

Consisting of two routes (SAN BERNARDINO and RANCHO CUCAMONGA) offering southbound morning and northbound afternoon trips, *VVC* began operations in July 2002. Two directional service started in May 2003 and last July, service levels were reduced to six round trips (two morning and four afternoon with service to Cal State San Bernardino). Last October, with special CALTRANS funds, service levels were increased for one month *(WT 9/04)* to assist with traffic congestion related to the Interstate 15 Devore Project.

The most recent performance data shows an average of 2500 riders per month.

At least three of the five **VVTA** Board members had previously indicated they would not favor continuing the *COMMUTER,* if it meant not being able to offer additional local service. With the notable exception of County representative Anthony Adams, who gave an impassioned speech extolling the virtues of the service and pointing out that each service element is subsidized because they are important and that the Board should continue working with other jurisdictions to find the needed funding. Adelanto member Trinidad Lopez and Victorville member JoAnn Almond both said they believed local needs outweighed the "Down The Hill" needs. The final vote was 4-1 to discontinue *VVC* at the end of the three year CMAQ demonstration period (the end of June 2005), whether new funds can be found or not. Friday July 1st will be the last day of service.

ANTELOPE VALLEY TRANSIT AUTHORITY (AVTA)

LANCASTER: The first **AVTA** service to Edwards Air Force Base started on January 31 as 788-PALMDALE-LANCASTER-EDWARDS AFB began – three morning and three afternoon trips.

(Continued on page 4)

(Continued from page 3)

Only special regular ($150) or senior/disabled ($75) monthly passes are honored for fare. 100 passes are sold on a first come/first served basis. To be eligible for this bus, riders must pre-qualify with their organization Transportation Incentive Program (TIP) Coordinator.

The Palmdale Transportation Center (to serve **AVTA, METROLINK, GREYHOUND, AMBUS** and the County sponsored **BEACH BUS)** opened for business April 25.

PTC has a Spanish-style 3150 square foot terminal, a 45-foot-tall clock tower, a passenger train loading platform, a 300-space parking lot, a 200 space Park and Ride lot and an 8-bus bay transfer center.

AVTA also made changes — extending Lines 2-PALMDALE and 3-AVENUE R to the new PTC, implementing NEW Line 8-PALMDALE SHOPPERS SPECIAL, a two way loop connecting PTC and Antelope Valley Mall operating on Sierra Hwy, Palmdale Blvd, 10th West and Avenue P. One bus operates each way every half hour.

System wide headways after 600PM on weekdays and all day on weekends are now hourly, except Line 8, although only its southbound loop operates.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: The 50 cent fares on seven shuttle lines (218, 603, 605, 607, 608, 620 and 625) will rise to the standard $1.25 on July 3rd with contractor changes.

The lower fares were initially established to promote ridership *(Ed. Note – Line 603 patronage would suggest this happened).* Recent analysis indicated that new riders are no longer being attracted.

The last ten of the 2900-2932 series Flxible Metros were withdrawn from service in mid-month, ending 44 years of Flxible buses on the property *(WT 12/01).*

MTA continues to buy high capacity buses to improve the operational efficiency of the bus system.

Beginning with the June Shake Up, all 8000-8099 series 45-foot buses will be assigned to 720-WILSHIRE-WHITTIER RAPID with 78 45-footers replacing 91 40-foot buses. The first thirty 9200 series 60-foot articulated buses will be assigned to the new ORANGE LINE starting in September. By December, the next sixty such buses will be deployed on 754-VERMONT RAPID and the yet-to-begin 757-WESTERN RAPID.

SPANISH LANGUAGE BUS COMPANIES UPDATE

LOS ANGELES: **FRONTERAS DEL NORTE** has added Portland, Oregon to its LOS ANGELES-YAKIMA, WA route that departs daily at 800PM and includes stops in Bakersfield, Fresno, Sacramento and Medford.

V BUS TOURS is a NEW company with a station inside the Walnut Market at Florence & Seville in Huntington Park. Service includes LOS ANGELES-SAN JOSE departing Los Angeles at 130PM Friday through Monday, LOS ANGELES-SAN YSIDRO departing Los Angeles at 430PM Friday thru Monday and LOS ANGELES-LAS VEGAS, NV leaving at 900AM on Saturday only. Las Vegas fares include hotel packages.

AZTECA DE ORO is now advertising connections with **AUTOTRANSPORTES TUFESA** with service to Ciudad Obregon, Caliacan, Hermosillo and Zacatecas.

EASTERN CONTRA COSTA TRANSIT AUTHORITY (TRI DELTA TRANSIT – TDT)

ANTIOCH: Public hearings were conducted last month to receive testimony on planned changes to be started on July 31st – NEW routes – 384 between Brentwood Park & Ride and Antioch Park & Ride via Balfour and Deer Valley, 385 between Brentwood and Antioch via Fairview, Lone Tree and Hillcrest and 386 between Brentwood, Byron and Discovery Bay.

The South Antioch loop of 388 would be changed to run via Hillcrest, Davison, Lone Tree, Dallas Ranch, Pewett Ranch, Deer Valley to Kaiser and return. DAR/SAND CREEK would be replaced by a loop on Oak, Sellars and Balfour. The segment of 392 between Brentwood PNR and Antioch PNR would be shifted to Line 393.

Trips on many lines would be dropped including midday service on 70-PITTSBURG-MARINA and most evening trips on 389-BART/PITTSBURG-BAY POINT and 390-BART/PITTSBURG-ANTIOCH PARK AND RIDE.

TDT is presently taking delivery of eight small buses (Advanced Bus Industries TSV-30 models), originally sold to **CENTRAL OHIO TRANSIT AUTHORITY.** Several more of the former **COTA** buses have recently joined the **SPRINGS TRANSIT** fleet in Colorado.

VALLEJO TRANSIT LINES (VTL)

VALLEJO: The City Council held hearings during March to receive comments on a number of service proposals, to be funded by Regional Measure 2.

Sunday and holiday service would be added to Lines 1-SOUTH VALLEJO-RANCHO VALLEJO, 2-

(Continued on page 5)

(Continued from page 4)

NORTHEAST VALLEJO, 5-REDWOOD-ASCOT PKWY, 9-SONOMA BLVD-SERENO-FAIRGROUNDS, 80-BART/DEL NORTE and 85-VALLEJO-FAIRFIELD.

Weekday frequency on 3-GLEN COVE-GEORGIA ST and 4-TUOLUMNE ST-DOWNTOWN would be reduced to hourly. Midday service on 91-VACAVILLE-BART/DEL NORTE would be replaced by daily trips on NEW 92-VACAVILLE-FAIRFIELD-BAYLINK FERRY.

Phase 2 of a Multiyear Fare Increase Program took effect on April 3rd. Adult and youth local fare is now $1.50 (senior-disabled 75 cents). Monthly pass and ten-ride ticket prices also increased. Baylink Bus 2, 3 and 4 zone cash and pass fares also increased — Vacaville-BART is now $5.50, Fairfield-BART is now $5.00 and Vallejo-BART or Vallejo-Fairfield is $3.75.

M.V. TRANSPORTATION recently acquired controlling interest in *VALLEJO CITIZENS TRANSIT CORP.,* the firm that is under contract to the city to operate **VTL.**

VCTC will continue to operate independently as an *M.V.* subsidiary. The larger company stepped in to assist *VCTC* after it had difficulty providing necessary capital to meet growing requirements of the Vallejo contract.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: **GGT** Directors recently approved a five per cent increase in bus, ferry and intercounty paratransit fares effective on July 1st. Individual bus and ferry fares will increase between 5 and 35 cents and paratransit fares will rise 25 to 55 cents.

The Marin County $2 local fare for travel on **GGT** buses within Marin, set by the **MARIN COUNTY TRANSIT DISTRICT,** will not be changing.

GGT and the County of Marin recently signed an agreement for the District to operate the 66-MUIR WOODS SHUTTLE between Memorial Day 2005 and Labor Day 2005 with possible operation in 2006 and 2007. The County will fully reimburse **GGT** their costs.

The winding roads and steep grades in the Muir Woods recreation area of southern Marin require the service use small (30 x 96) transit buses. **GGT** has four 30-foot RTS buses (505-508) to be supplemented by two leased, from Shuttle Bus Leasing, 30 foot Gilligs (509-510) most recently **BEACH CITIES** 105 and 107.

FOLSOM STAGE LINES (FSL)

FOLSOM: The City of Folsom is planning significant changes to the **FSL** system of commuter express, local fixed route and tripper buses, to coincide with the opening of **REGIONAL TRANSIT's** four station light rail extension to Folsom this October.

Service will be provided to all three rail stations in the city – Iron Point Road, Glenn Drive and Historic Folsom. The city recently held public meetings to review the service alternatives.

SACRAMENTO REGIONAL TRANSIT DISTRICT (RT)

SACRAMENTO: Construction began at the AMTRAK Sacramento Depot a/k/a Sacramento Valley Station and **RT** Lines 30-J STREET, 31-J ST-CSUS and 143 have been routed out of the station to on-street layover zones (30 and 31 on J Street between 5th and 6th and 143 to 3rd and J).

In order to provide rest and meal breaks, on April 3rd more schedules had individual trip times altered while others received adjusted (lengthened) headways.

Light Rail test train operations began in mid month from Sunrise Boulevard to the downtown Folsom terminal in preparation of the planned October 15th opening.

AMTRAK CALIFORNIA (AC)

SACRAMENTO: **AMTRAK** changes took effect April on 25th, but there were few train changes.

When the new Oakland Coliseum Station opens later this spring on the CAPITOL CORRIDOR, numerous bus changes are planned. Route 21B between San Jose and Monterey will be discontinued while 20A to/from Grass Valley and Nevada City will be shortened to Auburn with new connecting service to be provided by **GOLD COUNTRY STAGE.**

NEW Bus Route 37-MERCED-MONTEREY BAY will begin when the CC train changes occur. Two daily round trips connecting Merced, Los Banos, Hollister, San Juan Bautista, Salinas and Monterey will operate connecting with both north and south SAN JOAQUINS.

Routes 7-NORTH BAY-REDWOOD EMPIRE and 34-BAY AREA-STOCKTON are now operated by different contractors, 7 by *PREFERRED CHARTERS* and 34 by *EL CAMINO CHARTER LINES.* The 34, previously operated as a *GREYHOUND LINES* schedule, was changed to add Dublin/Pleasanton, Livermore and Lodi.

SAN JOAQUIN REGIONAL TRANSIT DISTRICT (RTD)

STOCKTON: The Downtown Stockton Alliance sponsored the first week (April 28-May 4) of evening service on **RTD** Line 19-DOWNTOWN TROLLEY LOOP. The week included a seven-game home stand of the Stockton Ports baseball team and performances of "Cats" at the Civic Memorial Auditorium.

(Continued on page 6)

(Continued from page 5)
The regular fare on the downtown circulator is 25 cents.

Construction of the new downtown transit center has finally begun. To be located on the block bounded by Weber, California, Channel and Sutter, the two story building will include three historic buildings on Weber. The ground floor will comprise a passenger lobby area, information center and commercial space. The second floor will house **RTD** offices. The new center will replace the present four-corner, on-street terminal at Channel and Sutter.

SPRINGS TRANSIT (ST)

COLORADO SPRINGS, CO: A new DOWNTOWN FREE SHUTTLE was instituted last year including the purchase of several AVS brand 30-foot electric buses, similar to some **LADOT** units, numbered 0401 up.

Recently, the city purchased at least eleven Advanced Bus Industries model TSV-30 buses from **CENTRAL OHIO TRANSIT AUTHORITY.** These units are identical to the units **TRI DELTA TRANSIT** recently acquired. They are being repainted into the green and yellow DFS colors including the checkerboard belt rail and renumbered as 0101 up.

THE BUS (TB)

CASPER, WY: April 18th brought the city's first fixed route transit — four routes beginning and ending in the downtown area and radiating thru town.

The **TB** system is owned by the city and managed by the *CASPER AREA TRANSIT COALITION,* a private, non-profit corporation that had previously been providing Dial-A-Ride service.

The fleet includes three new 26-passenger buses and one retired paratransit bus. Several other paratransit buses are in reserve.

Rides were FREE the first week after which the regular $1 fare (50 cents senior/disabled) was charged.

In Wyoming, fixed route buses now run in Cheyenne, Casper, Rock Springs, Riverton and Jackson.

PUGET SOUND REGIONAL TRANSIT AUTHORITY SOUND TRANSIT (ST)

SEATTLE, WA: In February, **ST** implemented a number of changes including an increase in fares on 550-BELLEVUE-SEATTLE to match all other **ST** pricing.

ST assumed operation of **KING COUNTY METRO** 226-BELLEVUE-SEATTLE in September 1999 and kept the lower **KCM** fares with the understanding the price would increase following significant service improvements. Since then, over 75 weekly trips have been added and new electric/diesel hybrid, low floor, articulated buses are now operating. Adult fares are now $1.25 – one zone, $2.00 two zone at all hours. Youth and Senior/Disabled are 75 cents/$1.50 and 50 cents/$1.00. **KCM** only fare media are no longer accepted.

Line 510-EVERETT-SEATTLE EXPRESS now operates along Howell Street in downtown Seattle between 230PM and 700PM. Line 511-LYNNWOOD-SEATTLE was revised to operate between Lynnwood and Ash Way park-and-ride lots via the new Interstate 5 direct access ramps and no longer serve the Alderwood Mall.

TRANSPORTATION AND LEGISLATION

In Washington state, Mukilteo watch salesman Timothy Eyman has proposed yet another initiative concerned with reducing motor vehicle taxes.

He sponsored Initiative 695, approved by voters in 1999, that repealed the state's 2.2 percent motor vehicle excise tax and established flat $30 state fees for most cars. *(Ed. Note – the MVET repeal forced most of the state's transit systems to greatly reduce service, and/or increase fares. Several of them subsequently received other money to help fund transit programs).* Passed in 2002, I-776 outlawed optional county license fees and extended the $30 fee to light duty trucks.

This initiative, which would change the way vehicle excise taxes are calculated and slash revenues for both **SOUND TRANSIT** and the SEATTLE MONORAIL PROJECT, is directed to the Legislature. If supporters collect some 225,000 signatures, it would be presented to lawmakers in January. Absent their approval, the measure would appear on the November 2006 ballot.

ST charges a 0.3 percent annual levy and receives one-fifth of its revenue from the tax.

SMP, with plans to build a 14-mile line between Ballard and West Seattle, charges a 1.4 percent tax. Officials believe that courts would rule the measure does not affect their project because the tax revenue already is pledged as collateral for a line of credit.

FOOTHILL TRANSIT (FT)

Due to marked increases in the cost of such items as fuel, insurance, security issues and implementation of new state-mandated bus technologies, FT, like many other transit agencies, has planned fare increases over the next two years.

(Continued on page 7)

EASTERN CONTRA COSTA TRANSIT AUTHORITY (TRI DELTA TRANSIT)

Antioch, California



FLEET #'S	BUILDER	MODEL	VIN #'S	YEAR	NOTES
9594-9599	Gillig	S50T40102	S1086113-118	1995	
9788-9799	Gillig	C20D102N4	V1088398-409	1997	
9893-9899	Gillig	C20D102N4	W1088024-030	1998	
9996-9997	Gillig	G22E102R2	X1090250, 291	1999	Ex demonstrators
0094-0099	MCI	102EL3	YP061051, 389, 392, 395, 398, 401	2000	
0171	ABI	TSV-30	YM532009	2001	Ex COTA (OH)
0172-0177	ABI	TSV-30	1M532014, 017-018, 021, 026	2001	Ex COTA (OH)
0178-0179	ABI	TSV-30	1M532035-036	2001	Ex COTA (OH)
0180-0181	Gillig	C20D102N4	11110865-866	2001	
0182-0199	Gillig	C20D102N4	11110882-899	2001	
0296-0299	MCI	D4500	3P055686-689	2002	

TRI DELTA TRANSIT is a joint powers agency operating fixed route and demand response service throughout eastern Contra Costa County in the cities of Antioch, Brentwood, Byron, Martinez, Oakley, Pittsburg and several unincorporated areas. *M. V. TRANSPORTATION* is the contract operator of both the fixed routes and paratransit system

Somewhat changing directions on its original plans to increase both cash fares and pass prices this July, the FT Board recently voted to reduce local cash fares, but increase express cash fares and all prepaid media.

Adult local fares will be reduced from $1.10 to $1.00 (senior and disabled 50 cents). Local Plus (formerly Express 3) will rise to $3.00 and Commuter Express (formerly Express 5) will increase to $3.50. Transfers, currently free, will cost 50 cents (senior and disabled 25 cents).

The FT FY 05/06 budget projects operation of 738,000 service hours transporting 14, 250,000 passengers and earning fare revenues of $15,827,300, or about 26 per cent of operating costs.

Several capital and operating programs will be underway including purchase of 42 more CNG powered NABI buses (second option order FT has exercised on the MTA 370-bus contract), to be stationed at Irwindale Division. These buses will replace the last 32 40-foot Gillig Phantoms (1000-1063 series) and add 10 expansion buses to the fleet.

Deliveries of the first NABI order of 75 (F1400-F1474) were completed this past January. The first 53 buses were deployed at Pomona Division which garage is now exclusively CNG. The remaining 22 are housed at Irwindale and are presently being fueled during the midday at MTA Division 9 under an agreement with MTA. The Irwindale CNG station will soon be under construction.

Current FT garage assignments include -- Pomona - 190, 191, 193, 195, 285, 291, 292, 486, 488, 492, 493, 497, 498, 499, 699, 852, 853/854 and 855. Irwindale houses 178, 184, 185, 187/189, 269, 272, 274, 280, 281, 283/284, 289, 480/481, 482, 494, 690 and 851.

AS WE WENT TO PRESS
FRANK J. LICHTANSKI PASSES AWAY



Frank J. Lichtanski, long time General Manager/CEO of Monterey-Salinas Transit loving husband, father, brother, uncle, cousin, teacher, and mentor passed away June 9th, 2005 after a brief struggle with cancer. Frank will be remembered for his 31 years of dedication to providing the very best transit service to the people of Monterey County. His quick wit, good humor, commitment to excellence, love of nature and wanderlust will leave a lasting legacy within Monterey County and the transit community at large. He is survived by his wife Pam, daughter Aaron, and sisters Jeannie Stopa and Fran Stauff. Visitation service was held Friday June 10th and Saturday June 11th at the Little Chapel by the Sea in Pacific Grove located at 61 Asilomar Avenue. A memorial service celebrating Frank's life is planned for Saturday June 18th at 2:00pm at the Monterey Conference Center

Frank was also a bus fan, a frequent contributor to WT and also a long time member. He will be greatly missed.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
WESTCAT	127-128	Gillig	G27B102N4/21073403-404	08/02	
Antelope Valley TA	3331-3336	NABI	40C-03/3A140612-617	2003	
Valley Metro (Phoenix AZ)	7102-7156	NABI	45CLF-01/3A140041-095	2003	
Valley Metro (Tempe AZ)	7157-7164	NABI	45CLF-02/3A140748-755	2003	
Sound Transit (WA)	9548-9552	New Flyer	D40LF/4U027527-531	2004	
Citizens Area Transit (NV)	800-829	New Flyer	D60LF/4U027572-601	2004	
Snohomish County (WA)	25800-25815	New Flyer	D60LF/5U027820-835	2005	
Coast Mtn Bus Co (BC)	2101	New Flyer	E40LF/5U027865	2005	
Pierce Transit (WA)	320-329	New Flyer	C30LF/5U027881-890	2005	
Santa Rosa City Bus	001-006	New Flyer	D40LF/YU021155-160	11/00	
	008	Dennis Thomas	SLF200/XGW13776	08/00	
	009	Dennis Thomas	SLF200/XGW14184	10/00	
-USED-					
Golden Gate Transit	509-510	Gillig	3096TB6V92TA/G1081595-596	1986	1
LACMTA (First Transit)	1010	Gillig	S50T4096/R1085392	08/94	2
	1026	Gillig	S50T4096/S1087161	09/95	2
Glendale Beeline	B62-B63	Gillig	S50T4096/S1087165, 157	09/95	3
	B64	Gillig	S50T4096/S1085397	08/94	3
ECCTA – Tri Delta Trnst	0171	ABI	TSV-30/YM532009	2001	4
	0172-0175	ABI	TSV-30/1M532014, 017-018, 021	2001	4
	0176-0179	ABI	TSV-30/1M532026, 035-036	2001	4
-DISPOSITIONS-					
Imperial County Transit	19100	Gillig	40TB1026V92T/J1082466	1988	5
Yosemite Transp System	143	Gillig	4096TBL10/J1082160	1988	5
Kern Regional Transit	B108-B111	Ford/El Do	Econ/Aerotech/RHA61584, 86, 88. 92	1994	6
	B252	Chevrolet	Van/T3303118	1995	6

-NOTES-

1. Ex Beach Cities Transit 105, 107.
2. Ex Foothill Transit F1010, F1026.
3. Ex Foothill Transit F1030, F1022, F1015.
4. Ex COTA (OH) —.
5. At Complete Coach Works, to be parted out.
6. Sold by Ken Porter Auctions in Torrance – February 2005.





Left - Santa Rosa 005, a New Flyer D40LF in downtown Santa Rosa. Right - Tri Delta 0175, an ex Central Ohio Transit Authority (OH) ABI TSV-30. This is the first one painted and ready to go into service. Both photos from the MBS San Francisco Convention. Both photos by Andrew Novak.