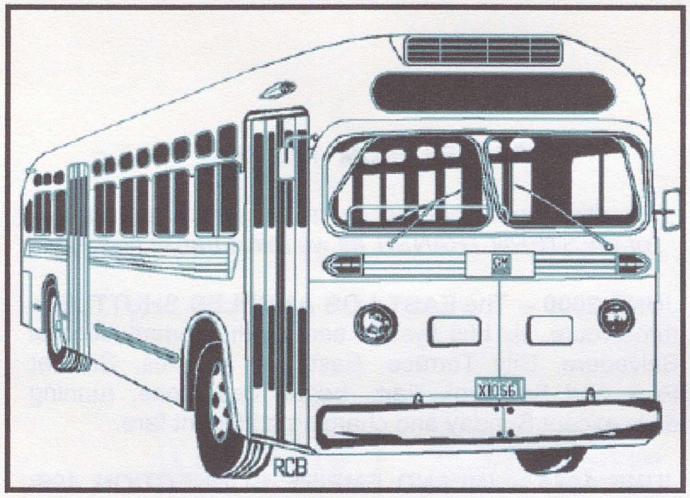


Western Transit

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VOL. 43, NO. 6 **June 2005**

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: A citywide Community DASH Need Assessment Study has been underway over the past eighteen months. The primary objectives of the study were to (1) analyze the existing Community DASH services to be able to make recommendations to improve the existing services that were under performing and (2) to produce a prioritized list of new and/or modified DASH routes the City could consider for implementation over the next ten years, subject to available funding.

DASH The study area did not include Downtown Los Angeles, the area generally bounded by the Hollywood Fwy, Los Angeles River, Santa Monica Fwy and Harbor Fwy as a separate study is planned next year. Seven DASH lines (A, B, C, D, DD, E and F) presently operate in that area.

The consultants produced a methodology to identify areas of Los Angeles with potential transit need/demand and to predict the Performance Index score of any new or restructured service. The PI score is a composite of three factors – passengers per service hour, subsidy per passenger mile and operating ratio – which are used by **LADOT** staff to evaluate service performance annually.

The predictive performance evaluation methodology follows a four step sequence – Predict Community DASH performance, Identify critical factors analysis, Transit service supply and unmet need/demand and the Community DASH potential.

For this study, over 100 proposals for new services were received. 85 potentially viable proposed new service/modified current routes were analyzed along with several route/service modifications for a number of current under performing (annual PI scores of less than 0.70) DASH lines.

The analysis produced a list of 20 recommended viable new or enhanced existing Community DASH routes.

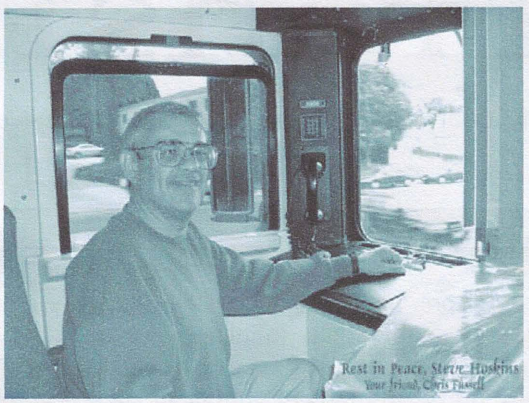
During April and May, the City Council approved a series of eight steps to allow the study to proceed toward implementation — adopt the final staff report, adopt the recommended prioritized list of Potential New Community DASH Routes; consider inclusion of sufficient operating and capital funding in the FY 05/06 budget to begin the top one or two ranked routes; resolve to include in the City's Legislative Program support for federal, state and local funding to replace existing transit vehicles and for purchase and/or operation of new vehicles for the top five routes; direct **LADOT** to initiate the public hearing process for the cost neutral recommendations on DASH/FAIRFAX, HOLLYWOOD-WEST HOLLYWOOD, BEACHWOOD CANYON and STUDIO CITY/VAN NUYS; implement expanded DASH/WARNER CENTER to complement the start up of **MTA's** ORANGE LINE this fall; direct the CAO to report back regarding potential alternative DASH transit funding sources; adopt as policy, not to substitute Community DASH for any future cancelled **MTA** services unless the City is guaranteed on-going funding for operation of that replacement DASH service and, adopt as policy, through its **MTA** Board representatives, a fare reimbursement agreement for all DASH routes to honor **MTA** monthly passes.

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

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IN MEMORY OF STEPHEN J. HOSKINS
DECEMBER 31, 1950-JUNE 25, 2005



Stephen J. (Steve) Hoskins, long time bus and rail fan and WT member and contributor, passed away on June 25, 2005 of complications from cancer.

Steve spent the last 15 years as a Coach Operator for OCTA, mostly at Irvine Division, but he worked for many Southern California properties including Airport Service, Airport Coach, Fun Bus Systems, Pacific Coast Sightseeing, Coordinators, Starline Sightseeing and Gray Line. A New York native, he also worked for bus firms on the east coast, as well.

An avid and accomplished photographer whose photos and slides are likely found in everyone's collection, Steve willingly shared his knowledge and enthusiasm for buses and trains with everyone.

He will surely be missed by all who knew him and knew of him.

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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)

JUNE 2000 – The **EAST LOS ANGELES SHUTTLE,** a three route, six bus system serving the communities of Belvedere, City Terrace, East Los Angeles, Salazar Park and Saybrook Park, began operations, running daily except Sunday and charging a 25 cent fare.

JUNE 1995 – INLAND EMPIRE CONNECTION 496-RIVERSIDE-MONTCLAIR was revised to be more of an express as new **RTA** 49-MISSION BLVD began. 100-RIVERSIDE-SAN BERNARDINO added Sunday hours and 149-RIVERSIDE-DISNEYLAND lost its alternate route on Green River Drive in Corona.

JUNE 1990 – INLAND EMPIRE CONNECTION began operations with the takeover of a shortened version of former **SCRTD** 149-LONG BEACH-RIVERSIDE. (Line 496-L.A.-RIVERSIDE-SAN BERNARDINO was taken over in August).

JUNE 1985 – With purchase of the former **YELLOW BUS COMPANY,** the **NORTH COUNTY TRANSIT DISTRICT** extended Line 305-OCEANSIDE-OUTER CAMPS-SAN CLEMENTE from the northern most camps of Camp Pendleton into San Clemente.

JUNE 1980 – WHITFIELD BUS LINES, INC. and the City of Las Cruces, NM began a 13 week privately financed demonstration of public transit using **WBL** school buses on Saturday. (This led to the eventual establishment of **LAS CRUCES TRANSIT (ROADRUNNER).**

WT STAFF FOR THIS MONTH

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Monday through Sunday & Holiday

Effective Jun 26 2005

622

Eastbound (Approximate Times)

LAX	Hawthorne	Inglewood	Los Angeles			Willowbrook	Lynwood	Downey	Norwalk
Aviation Station	Imperial & Hawthorne	Crenshaw Station	Vermont Station	Habor Fwy/I-105	Imperial & Avalon	Imperial/wilmington/ Rosa Parks Station	Long Beach Station	Lakewood Station	I-105/I-605 (Norwalk) Station
12:23A	12:27A	12:33A	12:40A	12:43A	12:47A	12:53A	1:01A	1:07A	1:12A
12:43	12:47	12:53	1:00	1:03	1:07	1:13	1:21	1:27	1:32
1:03	1:07	1:13	1:20	1:23	1:27	1:33	1:41	1:47	1:52

Monday through Sunday & Holiday

622

Westbound (Approximate Times)

Nowralk	Downey	Lynwood	Willowbrook	Los Angeles			Inglewood	Hawthorne	LAX
I-105/I-605 (Norwalk) Station	Lakewood Station	Long Beach Station	Imperial/wilmington/ Rosa Parks Station	Imperial & Avalon	Habor Fwy/I-105	Vermont Station	Crenshaw Station	Imperial & Hawthorne	Aviation Station
1:04A	1:08A	1:17A	1:22A	1:29A	1:32A	1:35A	1:42A	1:47A	1:52A
1:24	1:28	1:37	1:42	1:49	1:52	1:55	2:02	2:07	2:12

Additional Information

TTY 800.252.9040

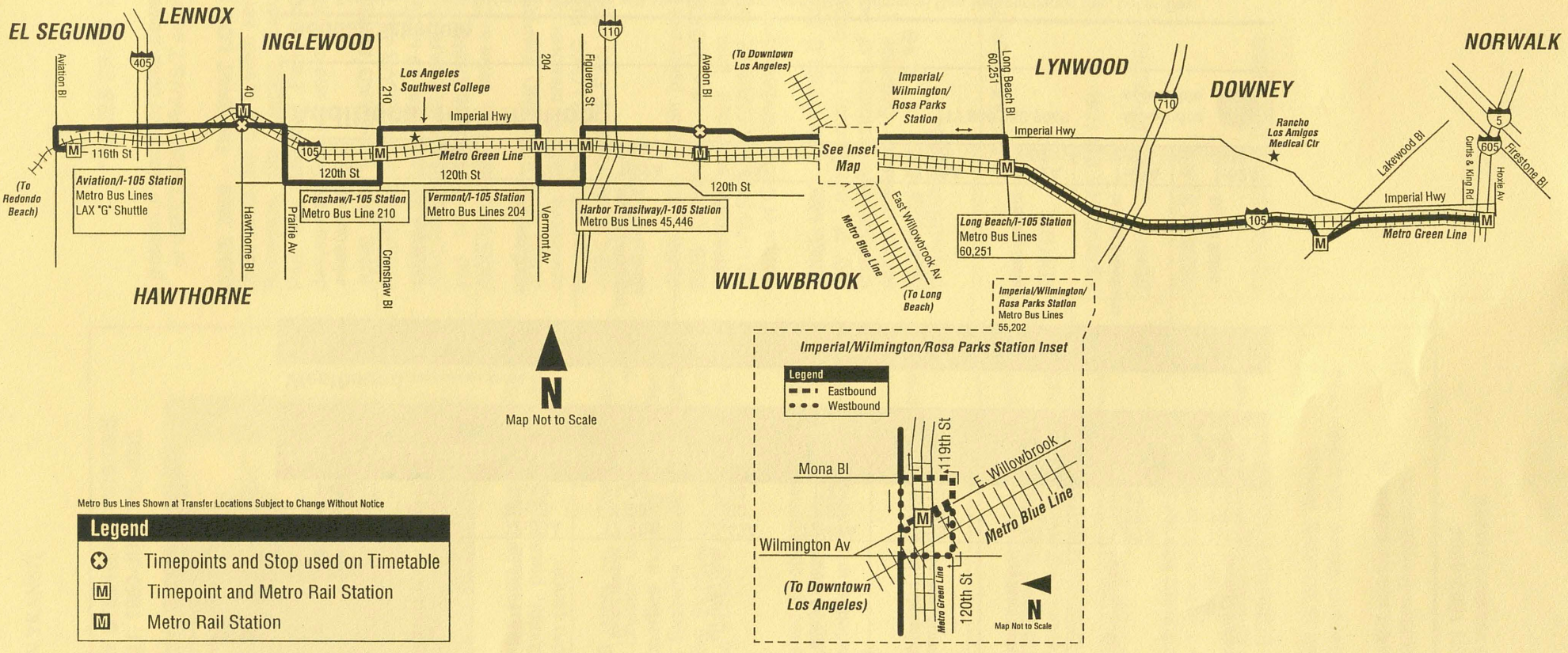
All service accessible

Holiday Schedule

Daily, Saturday, Sunday & Holiday schedule will operate on New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day.

Special Notes

Bus Stops only at timepoints mentioned above.



Metro Bus Lines Shown at Transfer Locations Subject to Change Without Notice

Legend

- Timepoints and Stop used on Timetable
- Timepoint and Metro Rail Station
- Metro Rail Station

(Continued from page 1)
The study concluded certain operational factors have critical impact on DASH performance. Route lengths between 5 and 10 miles have been most successful. Operation in low density areas and duplication of other bus services should both be avoided.

Based on 2004 data, the typical DASH route ridership is 47 passengers per hour with an average trip length of about one mile.

The top recommendations include — VAN NUYS/ WHITSETT, SYLMAR/SAN FERNANDO, EAGLE ROCK/GLASSELL PARK, NORTH UNIVERSITY (USC) PARK, SAN PEDRO/7TH/13TH, ELYSIAN VALLEY/ LINCOLN HEIGHTS, SUN VALLEY CIRCULATOR, HOLLYWOOD/LOS FELIZ, WEST WATTS – ALT 2, SYLMAR/ARLETA, PUEBLO DEL RIO – ALT 2, HIGHLAND PARK/GLASSELL PARK, MOUNT WASHINGTON – ALT 3, ARLINGTON, HUBBARD/ SAYRE, LOS FELIZ – ALT 2, PALMS/ROBERTSON, WARNER CENTER, HARBOR CITY, NORTH HOLLYWOOD CIRCULATOR, SILVERLAKE SOUTH and ARLETA/PACOIMA CIRCULATOR.

Beginning August 22nd DASH A-LITTLE TOKYO-CITY WEST will be rerouted south of 7th and Flower turning west and operating to 6th and Witmer in the City West area, no longer operating on Flower and Figueroa to Pico (Convention Center).

The City Council recently approved another extension *(WT 11/04, 02/05)* to December 2005 of CITYRIDE service contracts (with *CONNEX WEST* for Areas 1 and 2 and *WLCAC* for Area 3).

CITY NATIONAL PLAZA SHUTTLE (CNPS)

LOS ANGELES: May 31st brought the new CNPS downtown shuttle bus service. City National Plaza is the former Arco Plaza at Flower and Fifth.

The two-route free shuttle connects the Plaza with shopping areas, the Civic Center and Union Station during peak hours. Service operates every 15 minutes between 730AM and 630PM on an alignment on Flower, 8th, Figueroa, 1st, Spring, 3rd and Flower.

STANDARD PARKING operates **CNPS** with a fleet of 14 passenger all over orange Econoline/Champions.

METROPOLITAN TRANSIT SYSTEM (MTS)

SAN DIEGO: "New" seems to be the word in San Diego right now – new buses in the form of 47 CNG powered low floor New Flyers, 11 new Siemens low floor rail cars for the GREEN LINE opening in July and a new FY 05/06 budget whose spending is up 8 per cent although it includes more than $2.8 million in cutbacks on mostly low volume, high subsidy bus lines.

Unlike previous years, this budget does not include any money from the agency's contingency reserve funds as **MTS** wants to reduce a reliance on quick fixes and instead allow traditional revenues from fares, state and federal subsidies and the TransNet sales tax more closely match operating expenses.

A comprehensive analysis of all bus operations, considered out of tune with current residential and job patterns, is now underway and is expected to be completed in January and will be used to restructure routes and schedules later this year.

Although there were differing opinions, the **MTS** Board may look at the highly subsidized rural buses, nine routes extending to the north and east county, some of which have per passenger subsidies of $24.50 a trip. An expected one-year extension of the current *LAIDLAW TRANSIT SERVICES* Rural Bus contract was deferred.

On June 2nd **MTS** dedicated the 47 New Flyer C40LFs and officially introduced the new red and white colors and graphics. **CONTRACT SERVICES** routes received 2701-2706 and **SAN DIEGO TRANSIT**'s are expected to be numbered 601-641. Eleven are in service.

Also on order for **CHULA VISTA TRANSIT** are seven CNG powered El Dorado National EZ Rider II buses.

Two bus changes took place this month while most of the changes will start on July 10 with the opening of the GREEN LINE. June 12 saw Line 4-LOMITA VILLAGE shortened to begin/end at the 12th & Imperial Station during all hours, all days. Regular extra summer service on 904-CORONADO SHUTTLE started on June 22.

The BLUE LINE's northern terminal will change to Old Town Transit Center instead of Mission San Diego. A few weekday peak hour trips will continue east as far as Qualcomm Stadium. The new GREEN LINE will operate between Old Town and Santee Transit Center. BLUE LINE connections can be made at Old Town and ORANGE LINE connections can be made at Grossmont Transit Center. The ORANGE LINE terminal will now be Gillespie Field (formerly Weld Blvd. station).

Line 1-EL CAJON BLVD will be rerouted to the 70th St. Trolley Station instead of 73rd & El Cajon. Current Line 13 will be divided in two with 13 operating between Euclid Trolley Station and 73rd & El Cajon. NEW 14-FASHION VALLEY-GRANTVILLE will operate over the Mission Valley segment of the 13.

NEW 18-CAMINO DEL RIO will operate every 45

(Continued on page 4)

(Continued from page 3)
minutes on weekdays only between the Rio Vista and Grantville Trolley Stations replacing a portion of the former Line 81, to be discontinued.

844A-POWAY BUSINESS PARK will be discontinued as will all weekend service on 889-ALPINE-EL CAJON. 876-WESTSIDE LA MESA will be extended to serve the 70th Street and Grossmont Center Stations and 936 will also be rerouted to 70th Street.

961-PLAZA BONITA-SPRING VALLEY and 962 will no longer offer route deviation service and the 962 headway will be changed to hourly.

Despite numerous tests, engineers have yet to solve problems related to transmitting signals between two generations of Siemens LRVs, the ten-year-old SD100s (2000s) and the new low-floor S70 models (3000s).

The two generations of cars have worked together in tests, accelerating and braking together as expected. The trouble occurs when an older car pulls a new one. The train operator cannot send a signal that displays "next station" information to the new car and the operator cannot receive diagnostic information on the hydraulic brakes of the new cars.

CUSA, LLC (CUSA)

ANAHEIM: The **PACIFIC COAST SIGHTSEEING/ GRAY LINE** operated airport service (former **AIRPORT BUS)** was modified June 1st as the half hourly headway from Los Angeles Airport on the LAX-DISNEYLAND AREA route was extended from 230PM until 630PM and an Anaheim departure at 830PM was added. Previously, 730PM was the last LAX bound trip.

Using their ZORF, ticket prices were increased. LAX adult fares are now $19 one way, $28 round trip and OC adult fares are $14 one way, $24 round trip.

San Diego based **GOODALL'S CHARTER BUS SERVICE** is now operating the Sycuan Casino Shuttle between the El Cajon Transit Center and the Casino. Buses leave the Center and the Casino hourly between 500AM and 1100PM. The shuttle is free to Club Sycuan members. Those without Club Cards pay $10 to the casino. Upon arrival, passengers receive a boarding pass for the return trip and are reimbursed the $10 fee.

There are also four Bingo Bus Routes, each with one afternoon departure – 1-SOUTH BAY, 2-CHULA VISTA-NATIONAL CITY, 3-MIRA MESA-NORTH PARK and 4-NORTH COUNTY-KEARNY MESA.

Another Casino special is the free ride, two trips per day between North County points of Carlsbad, Vista, San Marcos and Escondido and the Valley View Casino, an enterprise of the San Pasqual Band of Mission Indians.

GRAY LINE OF LAS VEGAS and **ARROW STAGE LINES PHOENIX** operate two schedules a day on the LAS VEGAS-PHOENIX route, daytime via Needles and an overnight trip via Prescott and Kingman.

Buses leave Las Vegas at 1015AM and 1015PM and depart Phoenix at 715AM and 850PM for an 8 hour trip.

ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

ORANGE: **OCTA** has awarded New Flyer of America a $21,408,912 contract for fifty 40-foot, low floor, CNG powered buses, with first deliveries set for early 2007.

The contract includes options for up to 150 additional buses in 2008 and up to 177 additional buses in 2009.

These will be the first CNG buses in the fleet (the 232 NABIs are LNG). The Authority has also called for procurement of a turn key CNG bus fueling station to be located at Santa Ana Division 1.

Bids were also received from five other manufacturers, Neoplan for their AN440LF, NABI for their 40LFW, El Dorado National for the new Axess, Orion for the Orion VII and Millennium for their low floor RTS.

The current *LAIDLAW TRANSIT SERVICES* fixed route and ACCESS operations contract has been extended until November 30, 2005 in order to evaluate the large number of responses to the separate RFPs issued for operation of fixed routes, ACCESS paratransit service and reservations/dispatching functions.

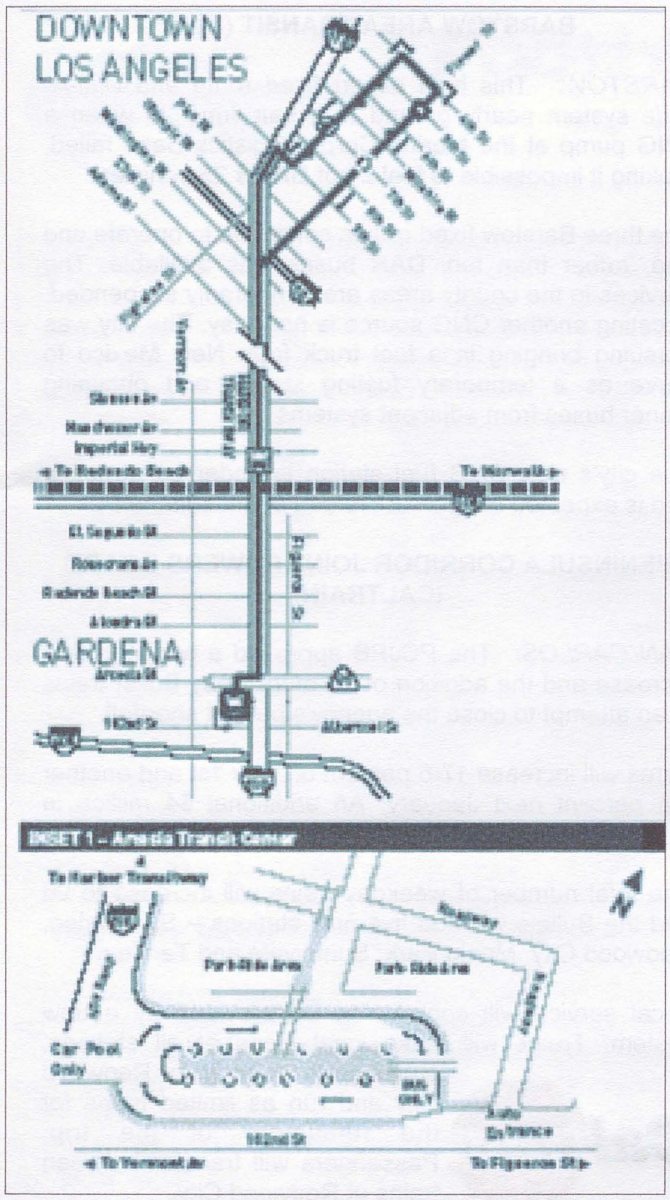
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: June 26th brought the Summer Shake Up, institution of five NEW lines including a new color scheme on the buses, discontinuation of route segments and frequency or span reductions on others.

450X-ARTESIA TRANSIT CENTER-DOWNTOWN L.A. is a new weekday express line (four two-directional round trips during peak hours) using buses painted in the blue and silver Express paint scheme. New Flyers 5325, 5390 and 5522 from Division 18 have been so splashed. *(Ed. Note – when **MTA** introduced the new red and orange colors in 2003, the blue also appeared on a single NABI, but the color was not officially adopted).* Line 450 will operate for a six-month trial.

Line 450 begins at the Artesia Transit Center and runs

(Continued on page 5)



along the Harbor Transitway (stopping only at the I-105 Station), Harbor Fwy, 9th, Figueroa, 4th and Flower to 5th, returning on Flower and Harbor Transitway to ATC.

Three NEW Rapid Bus lines also began, 714-BEVERLY RAPID, 717-FAIRFAX RAPID and the third, RAPID 3-LINCOLN BLVD (703 for planning purposes) operated by **SANTA MONICA MUNICIPAL BUS LINES.**

Line 714 travels over the route of Line 14 between Santa Monica & Canon and Washington & Olive during weekday rush hours. Line 717 operates between West Los Angeles Transit Center and the Hollywood/Vine RED LINE Station over the route of and replaces 317-FAIRFAX LIMITED. 717 runs between 600AM and 600PM on weekdays. Both are housed at Division 7.

645-WARNER CENTER-MULHOLLAND DR-VALLEY CIRCLE is also new. It runs 600AM-600PM on weekdays and replaced a portion of Line 245. Neoplans 4587 and 4681 (D8) were first day buses.

Weekday midday service on 202-WILLOWBROOK-COMPTON-WILMINGTON, 211-PRAIRIE AVE and 215-INGLEWOOD was cancelled. Line 168-LASSEN-PAXTON lost both its midday and Saturday hours.

110-GAGE AV-FOX HILLS was extended to Playa Vista near Jefferson and Lincoln while 115-MANCHESTER now runs directly along Manchester no longer serving Loyola/80th/Emerson except for selected school trips. 207/357-WESTERN was shortened to Imperial & Western.. 270-NORWALK-MONROVIA now serves Whittier College and Presbyterian Hospital.

The greatest number of changes took place in the San Fernando Valley, many related to the opening of the ORANGE LINE Busway, now set for this September.

The Tampa leg of 154-BURBANK BL-OXNARD ST was converted into Line 242-TAMPA and interlined with the Winnetka leg of 243-WINNETKA. New Line 244-DE SOTO was interlined with 245-TOPANGA CANYON.

The western terminal of 168-LASSEN-PAXTON was shifted from Nordhoff and Topanga Canyon to Chatsworth METROLINK Station. Other changes are a reroute to Northridge Fashion Center and a shift from Arleta to Laurel Canyon and Van Nuys.

Former 418-ROSCOE BLVD-NORTH HOLLYWOOD STA LIMITED was renumbered 353 and rerouted from Laurel Canyon to Lankershim. Former 426-SHERMAN WAY-NORTH HOLLYWOOD STA is now Line 363.

The last evening hour of daily service on 802–RED LINE Wilshire/Western, 803-GREEN LINE and 804-GOLD LINE was discontinued.

The fifth new line, 622--I-105 NIGHTLINE SHUTTLE, was added as a replacement for the discontinued last hour of GREEN LINE service. Line 622 is operated by *FIRST TRANSIT* using Orion VI's from late night runs on Lines 205 and 232.

The Advanced Transit Vehicle Consortium arm of **MTA** will soon enter into a negotiated procurement with New Flyer to buy up to 3 advanced design, gasoline hybrid articulated buses for testing and evaluating the hybrid propulsion system and operation on various lines.

SANTA MONICA MUNICIPAL BUS LINES (SMMBL)

SANTA MONICA: RAPID 3, the first Rapid Bus to be operated by another agency, made its debut June 27.

(Continued from page 5)

Using some of their fleet of new New Flyer H40LFs (4080-4089) painted traditional Santa Monica blue, but with yellow and gold lettering "RAPID BLUE BUS", the line travels during weekday peak hours between downtown Santa Monica and Aviation Station over the same alignment as 3-LINCOLN BLVD.

PARK LINK SHUTTLE (PLS)

SANTA MONICA: On July 2, the National Park Service inaugurated the first-ever shuttle linking Santa Monica Mountains Recreation Area sites to make the scenic areas more accessible and decrease traffic congestion.

PLS allows visitors to arrive at any one of nine park or beach stops and be shuttled to the other locations on a two directional loop which will operate on weekends and holidays. Buses will run every hour (2 buses each way) 800AM-500PM October thru March and 800AM-800PM at other times. **PLS** is a 3-year demonstration project.

An introductory fare of $1 will be offered this year (**MTA** Day Passes will be honored – connections with Line 434 are made in Malibu at Cross Creek). Those under 12, with an adult, ride free. $5 Day Passes begin next year.

The fleet includes six International/Startrans 20-passenger, air conditioned, accessible, diesel buses (PL1-PL6) with 3-position bike racks and is operated by *CONNEX TRANSIT, INC.*

SANTA BARBARA ASSOCIATION OF GOVERNMENTS (SBCAG)

SANTA BARBARA: **SBCAG** recently issued an RFP for operation of the CLEAN AIR EXPRESS beginning August 27th. CAE is a fixed route, inter community, commuter bus service operating between Santa Maria, Lompoc, Goleta and Santa Barbara *(WT 12/03)*.

At the start of the contract, CAE will consist of eleven peak hour round trip routes, five starting in Santa Maria and six in Lompoc, all destined for Goleta and Santa Barbara. The CAE fleet includes 14 buses, three MCI MC-9s, four MCI 102DL3s and seven MCI D4500s.

The 102DL3s (AIR 11-AIR 14) are owned by the City of Lompoc and are equipped with Caterpillar C10 Dual Fuel engines that were originally designed to operate on a mixture of diesel and CNG. The buses currently run exclusively on diesel and that will continue.

The D4500s (187-193) are equipped with Detroit Diesel series 60 diesel engines. The three spare, diesel powered buses are MC-9s (AIR 5, AIR 8 and AIR 9).

SANTA BARBARA AIRBUS, INC. is the current operator *(WT 12/03)*.

BARSTOW AREA TRANSIT (BAT)

BARSTOW: This high desert fixed route and Dial-A-Ride system nearly ground to a halt June 28 when a CNG pump at the Marine Corps Logistics Base failed, making it impossible to fuel 21 of **BAT's** 25 vehicles.

The three Barstow fixed routes continued to operate and one, rather than ten, DAR buses was available. The services in the county areas are temporarily suspended. Locating another CNG source is not easy. The city was pursuing bringing in a fuel truck from New Mexico to serve as a temporary fueling station and obtaining loaner buses from adjacent systems.

The city's new CNG fuel station is under construction and is expected to open at the end of the summer.

PENINSULA CORRIDOR JOINT POWERS BOARD (CALTRAIN)

SAN CARLOS: The PCJPB approved a two-step fare increase and the addition of 12 more Baby Bullet trains in an attempt to close the agency's budget shortfall.

Fares will increase 17.5 percent on July 1st and another 5.6 percent next January. An additional $4 million in revenue is forecast.

The total number of weekday trains will increase to 96 and the Bullets will add five new stations – San Mateo, Redwood City, Menlo Park, Sunnyvale and Tamien.

Local service will continue to be provided by a new system. Trains will make local stops at all stations, either north or south of Redwood City and run as limited trains for the remainder of the trip. Passengers will transfer between trains at Redwood City.

Service will be suspended for at least one year at Paul Avenue, Broadway (Burlingame) and Atherton. The plan also called for suspension at College Park, but instead four weekday trips continue to stop.

Together with other cost cutting measures, the program is expected to wipe out all but $2 million of next year's $13.6 million shortfall.

CALTRAIN has no guaranteed source of funds and must secure the $2 million from its partner agencies, **SAN FRANCISCO MUNI, SAMTRANS** and **VALLEY TRANSPORTATION AUTHORITY,** all of whom have their own financial issues. A possible solution would be the creation of a special district with taxing authority.

(Continued on page 7)

Foothill Transit

West Covina, California



FLEET #'S	BUILDER	MODEL	VIN #'S	YEAR	FUEL	YARD
F1000-F1015	Gillig	S50T4096	R1085382-397	08/94	Diesel	Irwindale
F1016	Gillig	S50T4096	R1085419	08/94	Diesel	Irwindale
F1020-F1039	Gillig	S50T4096	S1087155-174	09/95	Diesel	Irwindale
F1040-F1049	Gillig	S50T4096	T1087175-184	07/96	Diesel	Irwindale
F1050-F1063	Gillig	S50T4096	T1087349-362	07/96	Diesel	Irwindale
F1100-F1176	Gillig	G22D102N4	Y1071120-196	2000	Diesel	Irwindale
F1181-F1187	Gillig	G22E102R2	Y1090280-286	2000	Diesel	Irwindale
F1200	Orion	05.501	26501742	2002	CNG	Pomona
F1201-F1220	Orion	05.501	26501810-829	2002	CNG	Pomona
F1221-F1226	Orion	05.501	26501832-837	2002	CNG	Pomona
F1227-F1244	Orion	05.501	26501839-856	2002	CNG	Pomona
F1245-F1265	Orion	05.501	26501858-878	2002	CNG	Pomona
F1300-F1305	Orion	05.501	36502039-044	2003	CNG	Pomona
F1306-F1320	Orion	05.501	36502047-062	2003	CNG	Pomona
F1321-F1323	Orion	05.501	36502073-075	2003	CNG	Pomona
F1324-F1325	Orion	05.501	36502084-085	2003	CNG	Pomona
F1326-F1342	Orion	05.501	36502094-111	2003	CNG	Pomona
F1343-F1350	Orion	05.501	36502118-125	2003	CNG	Pomona
F1400-F1474	NABI	040.31	4A140219-293	2004	CNG	Pomona

NOTE: Only 32 of the F1000s are still active.

BAY AREA RAPID TRANSIT DISTRICT (BART)

OAKLAND: In late May the **BART** Board passed budget that is $24 million in the red. To offset some of the deficit, a 10-cent surcharge will be added to each ticket sale, parking fees will be established at ten stations, there will be reductions in the various discount fares and shorter trains will be operated during peak hours.

In late June, as negotiations continue with the five unions representing **BART** employees, Local 790 of the Service Employees International Union, representative of 1400 maintenance, clerical and professional workers, announced its intent to strike July 6, absent a contract.

AFSCME has okayed non economic portions of its contract, but the other unions said they would walk out in sympathy.

The three biggest issues center on retiree medical costs, work rules and length of the new agreement.

SACRAMENTO REGIONAL TRANSIT DISTRICT (RT)

SACRAMENTO: **RT's** Light Rail system was altered on June 19th in preparation for the opening and operation of the Folsom extension, later this year, and AMTRAK Station extension. The MEADOWVIEW and WATT/I-80 legs were combined into a new north/south alignment while the SUNRISE leg, to be extended into Folsom on the east end and to the AMTRAK Station on the west end, is now the second light rail route.

Most connecting South area and Rancho Cordova buses were modified, schedule wise, to maintain timed connections with the trains. Neighborhood Ride 17-DEL PASO HEIGHTS-MC CLELLAN PARK was realigned to Forcum Ave and Marconi/Arcade Station.

The **RT** Board recently voted for a two-step fare increase, this September and September 2006.

The present $1.50 base fare will increase to $1.75 this year and $2.00 next. Daily passes will go from $3.50 to $4.50 and then $5.00. Monthly Passes will rise from $60 to $80 to $85. Transfers, currently free, will be 25 cents. Other fares will be proportionately increased.

The last **RT** fare increase was in 2000 when the basic fare went from $1.25 to $1.50.

Paratransit fares will also rise – from $3.00 to $3.25 this year, to $3.50 in 2006 and to $4.00 in 2007.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Victor Valley Transit Auth	135-144	Ford/El Do	Econ/Aerotech/5HA22973-982	2005	
	145-150	Ford/El Do	Econ/Aerotech/5HA30419-424	2005	
Santa Barbara MTD	600-614	Gillig	G20D102N4/41074592-606	2004	
	700-710	Gillig	G19E102R2/41090906-916	2004	
Los Angeles County MTA	7525-7599	NABI	040.18/5A140063-137	2-4/05	
	9201-9230	NABI	60B.01/5A140139-168	05/05	1
Long Beach Transit	2401	New Flyer	GE40LF/5C027844	02/05	
	2402-2427	New Flyer	GE40LF/5C028009-034	2005	
-USED-					
Inland Empire Connection	1642	TMC	T80206/NR828939	1992	2
Glendale Beeline	B65	Gillig	S50T4096/S1087158	09/95	3
LACMTA (First Transit)	1029	Gillig	S50T4096/S1087164	09/95	4
CUSA/Goodall's Chtr	65001	MCI	102D3/XP052355	06/99	5
-DISPOSITIONS-					
Victor Valley Transit Auth	60	Ford/Goshen	Econ/GCII/WC905393	1998	6
	100	Ford/Startrans	Econ/Supreme/WHA74195	1998	6
Sonoma County Apt Exp	52-53	Neoplan	AN340A/GL013248, 247	1986	6
	64	Neoplan	AN340A/GL013130	1986	6
CUSA/Raz Transp (OR)	603	Prevost	H3-45/X1013084	03/99	7
AC Transit	6030	MCI	102DL3/1P053408	09/00	7

-NOTES-

1. New design articulated buses. Several arrived in late spring and will be used to train Bus Operators and Mechanics.
2. Ex Omnitrans, same number (second time).
3. Ex Foothill Transit F1023.
4. Ex Foothill Transit F1029.
5. Ex —.
6. For sale.
7. Being parted out.

(Continued from page 7)

GREYHOUND LINES, INC. (GLI)

DALLAS, TX: **GLI** recently unveiled its new look — on some of their MC-12 and 102DL3 buses. Gone are the corrugated steel sides and small running dog. The refurbished buses are painted white with one red and one blue stripe at the roof line. A large reflective Greyhound dog runs along each side of the bus, and on the roof with the word "Greyhound" behind the dog.

Inside, new seats, covered with soft blue fabric featuring the dog, have new, improved features. Arm rests move up and down and footrests automatically come up once customers remove their feet. Seat backs also feature a new elastic strap where passengers can place reading materials.



PHOTOS BY STEVE PATTERSON

The buses began operating this month in test market areas of Chicago, Milwaukee and Minneapolis. A few have also been seen in the Los Angeles area. As well, new express service is being offered in the same areas. Some buses on the CHICAGO-MILWAUKEE route now operate non stop in two hours instead of stopping in Skokie, Waukegan and Kenosha adding an hour to the trip. These are elements in a plan to focus on medium-haul trips of 450 miles or less.

In Sacramento, **GLI** may be moving from its present 7th and L Streets terminal to another location, to be determined, as part of a larger plan to revive the downtown K Street Mall area. The building's landlord, developer Danny Benvenuti, has proposed a stone, metal and glass tower on the site, dubbed 701 L, to include retail, office space and apartments.