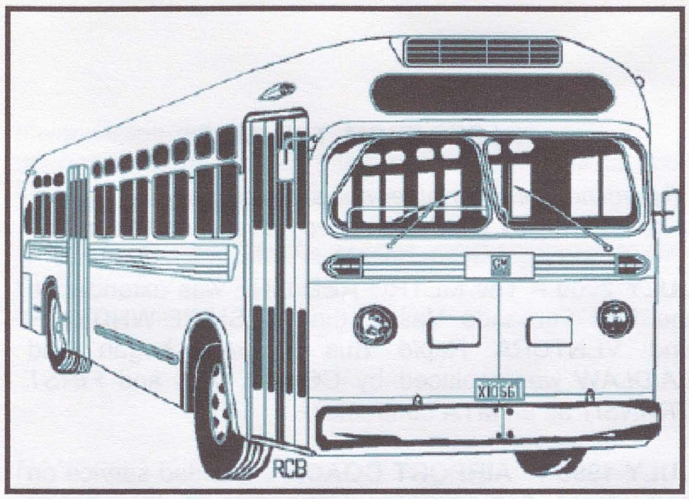


Western Transit

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THE BREEZE BUS (TBB)

SANTA MARIA: May 9th brought the start up of intra county commuter bus service in northern Santa Barbara County, linking Santa Maria, Vandenberg Air Force Base and Lompoc, *(WT 12/03, 7/04)*.

Known as **THE BREEZE BUS,** the service consists of eight southbound and seven northbound trips each weekday. Buses operate roughly between 600AM and 600PM with 30-60 minute peak hour headways and a three hour midday frequency.

TBB is a cooperative effort of Lompoc, Santa Maria, Vandenberg AFB and Santa Barbara County Association of Governments and is operated by **SANTA MARIA AREA TRANSIT.**

With buses operating primarily along Highway 1, **TBB** passengers, both cash and pass holders, can receive free transfers to and from **SMAT** and **COLT** buses and the Vandenberg Shuttle meets all **TBB** buses at the Air Force Base main gate.

Rides were FREE the first two weeks and then regular fares began to be charged – $2 adult, $1 senior and disabled. $75.00 monthly passes ($37.50 s/d) are also available.

SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS (SBCAG)

SANTA BARBARA: Using a portion of their Transit Development Act allocations, the City of Santa Maria and Santa Barbara County will begin a new vanpool service next March transporting farm workers in the Santa Maria Valley from their homes to the fields.

The organizational structure of the service and the number of vans and their routes have yet to be decided. Agency representatives will soon be working with farm workers, agriculturists and transportation providers to design the new service. After the service has been operating for a while, it will be evaluated to determine if it should be continued.

Many farm workers do not have drivers licenses and rely on informal private transportation providers who may charge high fees and may be unreliable.

A similar vanpool service operating in nearby Kings County has been judged to be successful.

CITY OF LOMPOC TRANSIT (COLT)

LOMPOC: On August 17th, **COLT** will add a second bus to Route 2-SOUTHWEST LOMPOC and begin offering two-way service on the route.

On the same day, Route 3-CENTRAL LOMPOC will be rerouted to better serve the needs of the community.

GUADALUPE FLYER (GF)

GUADALUPE: **GF** recently replaced its 30-seat bus with a new, clean diesel 54-seater (details presently

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

Geraro E. Elizondo dba BAY AREA CONNECTION SHUTTLE to sell and transfer ownership of PSC-8782 to *Jahangir M. Saiyed* and extend authority to operate between points in San Francisco, Alameda, Contra Costa, Santa Clara Counties and Bay Area airports.

SANTA CRUZ TRANSPORTATION, INC. dba SANTA CRUZ AIRPORTER to sell and *SANTA CRUZ AIRPORTER, LLC* to buy PSC-1270 and operating assets of *SCTI.*

DECISIONS

William Singer dba BILL'S BUS authorized to transfer his Santa Barbara area PSC to *BILL'S BUS, INC.*

Rahim Faraji dba LA'S BEST AIRPORT SHUTTLE granted PSC to operate between Anaheim, Garden Grove and LAX and establish a Zone of Rate Freedom.

Ivan Vallejo authorized to sell to *Rodrigo Polanco* all of the issued and outstanding stock of *MUNDO EXPRESS, INC.*



In the May 2005 issue, **VVTA** Board Member and Adelanto Council Member Trinidad Perez, Jr. was incorrectly identified in the **VVTA** story on Page 3.

HOW TO CONTACT US

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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)

JULY 2000 – The METRO RED LINE was extended to the San Fernando Valley, the WILSHIRE-WHITTIER and VENTURA Rapid Bus program began and *LAIDLAW* was replaced by *COACH USA* and *FIRST TRANSIT* as an **MTA** contractor.

JULY 1995 – AIRPORT COACH expanded service on both routes, two new Disneyland area shuttles began using newly acquired used RTS, equipped with baggage racks at the rear door while the ENTERTAINMENT EXPRESS was operating hourly.

JULY 1990 – The METRO BLUE LINE began between Pico and Anaheim Stations with bus connections at both ends – **RTD** 601-BLUE LINE SHUTTLE (LOS ANGELES) between Pico Station and 7th & Flower and **LBT** 55-BLUE LINE SHUTTLE between Anaheim Station and the four station downtown loop.

JULY 1985 – The 3-year period of 50-cent fares in Los Angeles County ended. 35% of the sales tax revenue then had to be used for the proposed rail system, 25% would continue to be returned to the cities with the remaining 40% to be used as **LACTC** decided.

JULY 1980 – MONTEBELLO MUNICIPAL BUS LINES extended Line 40/45/50-BEVERLY BOULEVARD from 4th & Indiana westward to 5th & Beaudry replacing the 4th Street segment of **RTD** Line 47-WHITTIER BLVD-EAST 4TH STREET.

WT STAFF FOR THIS MONTH

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(Continued from page 1)
unknown) using a combination of Measure D funds and TDA grant funds. **SBCAG** assisted with the purchase.

GF, operated by *SANTA MARIA ORGANIZATION OF TRANSPORTATION HELPERS (SMOOTH),* offers 13 round trips on the GUADALUPE-SANTA MARIA route.

KINGS AREA RURAL TRANSIT (KART)

HANFORD: Last October 15th, **KART** inaugurated two NEW routes, another local line in Hanford and a medical center shuttle to and from Fresno.

Line 6-CENTENNIAL PLAZA serves the west side with a one-way loop from AMTRAK Station via 7th Street, 11th Avenue, Lacey, Plaza roadways, 12th Avenue, Target center roadways and 7th Street. Line 6 is pulse scheduled at the downtown station every half hour, as are the other five Hanford local lines.

HANFORD-FRESNO operates Tuesday and Thursday for passengers with medical appointments only. The fare for all trips is $3 and trip reservations need to be made one week in advance. The bus departs Hanford at 900AM and Fresno's Children's Hospital at 230PM.

The medical facilities served include Selma-Kaiser, University Medical Center, Veteran's Hospital, Fresno-Kaiser and Children's Hospital.

VALLEY TRANSPORTATION AUTHORITY (VTA)

SAN JOSE: **VTA's** zero emission fuel-cell buses (three Gillig low floors numbered 4001-4003) went into service in April, one bus each on 33-BAYPOINTE-GREAT MALL-MILPITAS and 45-PENITENCIA STATION VIA PIEDMONT with the third as a spare.

The three buses are powered by a fuel-cell engine, an electrochemical device that converts hydrogen gas and oxygen from the air into electricity, heat and water. The 40-foot, low floor ZEBs have standard equipment including air conditioning, wheelchair ramps, destination signs and annunciation systems, all powered by the electricity generated by the fuel cell.

The buses will be rotated monthly to different routes in the **VTA** system over the two year life of the program.

Bus Rapid Transit came to Santa Clara County in early July in the form of RAPID 522-SAN JOSE-PALO ALTO VIA EL CAMINO REAL. The 522 replaced the former 300-EL CAMINO REAL LIMITED STOP. Line 522 operates with a fleet of five 2300 series New Flyer 60-foot articulated and 14 low floor 1000 series Gilligs, all wrapped in a special red, white and blue design.

Michael Burns, for five years Director of Transportation at **SAN FRANCISCO MUNICIPAL RAILWAY,** has now joined **VTA** as its Executive Director, replacing Peter Cipolla, who recently retired.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (AC)

OAKLAND: Amalgamated Transit Union Local 192, representing 1500 bus operators, and AFSCME Local 3916, representing office workers and mid managers, both approved new 2-year and 1-year contracts.

A public hearing was held on July 20 on plans to restructure Line 376-RICHMOND-NORTH RICHMOND SHUTTLE into a continuous loop and also eliminate the segment on 23rd, reducing service hours but retaining coverage for about 85% of the riders. Line 376 operates half hourly between 815PM and 245AM (4 buses).

As the first steps toward a Rapid Bus on East 14th, 82L-OAKLAND-SAN LEANDRO was adjusted, beginning on July 3rd, to operate between BART/Bay Fair and 11th & Jefferson in Oakland making only 22 stops operating on a 10-minute headway 600AM-700PM using only 2000 series 60-foot Van Hool articulated buses.

The **AC** Board recently approved the initial study/ negative declaration and RM 2 Implementation Plan for Trans Bay Express and BART Owl services *(WT 1/05).* Following public hearings, some adjustments were made but the overall program is the same.

Objectives of the Express Bus plan include – added service to be assigned where it is expected to attract the most patronage, service will be added to routes that reinforce the local transit network, additional routes will be designed to be unique and not duplicate others and additional service will be allocated in a geographically and socially equitable manner and operate inside and outside **AC's** service area, reflecting the regional nature of RM2 funding.

Staffs of **AC, MUNI, SAMTRANS, LAVTA, CCCTA** and **BART** developed a comprehensive Owl network that will — mimic BART as closely as possible yet minimize disruption to current Owl patrons, establish a regional pulse system allowing most travelers to need only one transfer, establish secondary pulses to integrate **BART's** DUBLIN branch and Peninsula service, agree that **AC** Owls not overlap **BART.**

BART Owl buses, to be operated by **AC,** will pulse at 14th & Broadway in downtown Oakland and provide service to the RICHMOND and FREMONT lines. East Bay – San Francisco service will be provided by the

(Continued on page 4)

(Continued from page 3)

RICHMOND BART OWL. This line will serve all four **BART** Market Street stations and also pulse with **MUNI** at Market & Van Ness and Market & Kearny. The **CCCTA** line, operating as CONCORD/PITTSBURG BART OWL, pulses in Oakland. **AC** will still operate on San Pablo Ave, on Foothill Blvd between downtown and Eastmont Mall, on Line 57 between downtown and Oakland Airport and on Line 51. **MUNI** and **SAMTRANS** will continue serving The City and the Peninsula.

The **AC** Board approved a fare increase for September 6th – local bus fare will increase from $1.50 to $1.75 (youth/seniors/disabled 75 cents to 85 cents). Transbay fares will rise from $3.00 to $3.50 (youth/senior/disabled $1.50 to $1.70). Tickets and passes will also increase.

The 2800 series 40-foot Gilligs have been deactivated and plans continue to sell 46 of them to **MUNI** to replace remaining 8800 and 8900 series New Flyer D40 buses in the fleet (See Equipment Report).

All but three of the 2700 series 30-foot Gilligs (2719, 2741, 2742) are active with most of them assigned to Hayward Division 6 and used on Fremont local lines.

The next order of Van Hool articulated buses, originally scheduled for mid 2005 delivery, have been delayed until next spring. A major stumbling block is getting their engines certified for the 2005 emission standards.

The prototype for ten 30-foot Van Hool gas-electric hybrid buses is expected in Oakland this fall, to be followed by nine more and then 50 diesel 30-footers to replace all of the 2700s.

July 11th saw the introduction, in Washington, D.C. on a two route downtown shuttle system, of the 29 Van Hools **AC** sold **WMATA** last year. *(Ed. Note – it is believed the buses kept their **AC** fleet numbers).*

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: The **GGT** Board has scheduled hearings in August on plans to discontinue Transbay Commute Shuttle Line 32-PEACOCK GAP-SAN RAFAEL and 34-SANTA VENETIA-SAN RAFAEL in December as a further cost savings measure.

As there are some local travelers on the routes, **GGT** advised the **MARIN COUNTY TRANSIT DISTRICT** of the proposed discontinuations in case they would choose to offer substitute local service.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: The **MTA** Board recently approved a $29 million contract with Orion Bus Industries for the purchase of 56 40-foot, diesel hybrid model Orion 07 low floor buses with an option for another 56. Deliveries will begin in the spring of next year. The new buses are slated to replace the oldest buses in the fleet while the purchase of 1993 model Gilligs from **AC TRANSIT** will replace existing contingency buses.

Measure I, passed by voters in March 2004 required, among other things, replacement of all pre 1991 buses. This includes the 8800 and 8900 series New Flyers and 9000 series Orion I 30-footers. **MUNI** was expected to begin replacing buses right away and finish by the end of 2006, but agency officials could not find the money to begin replacing buses until this purchase. *(Ed. Note – except for publicity from **MUNI,** the fact that about half their fleet are electric trolley coaches is not mentioned in any stories concerning the need for replacements).*

The 1977 model Flyer E-800 trolley coaches are getting close to "the-end-of-the-line". About two dozen (of the original 343) are active and normally used on Lines 6-PARNASSUS, 49-VAN NESS-MISSION and interlined runs on 22-FILLMORE/41-UNION. Information suggests they may all be removed from service by October.

Three charter amendments, currently being discussed by Board of Supervisors' committees would impact the **MTA, MUNI's** governing board. The first, introduced by Supervisor Sandoval, would reverse many reforms instituted by Prop. E and return line item control of the budget to the Supervisors. The second, by Supervisor Ammiano, would split the appointments to the **MTA** Board between the Mayor and Supervisors. If this was approved in November, the current Board would be dismissed next April. There is significant concern these amendments may impact recruitment of a new Director to replace Michael Burns as they could make it more difficult to find someone to make a major career change with such uncertainty. The third charter amendment, introduced by Supervisor Alioto-Pier, would allow parking meter enforcement on Sunday with revenues going to local business districts rather than to **MTA.**

OMNITRANS (OT)

SAN BERNARDINO: Last March, the **OT** Board authorized not exercising Option Year 1 of the current *TRANSPORTATION CONCEPTS, INC.* contract and instead directly operate those lines (7, 8, 9, 30, 31 and **INLAND EMPIRE CONNECTION** Line 90) and hire 9 Maintenance and 52 Operations positions.

Shortly thereafter, *TCI* began experiencing employee resignations at their Riverside garage as staff began to seek other employment. The firm offered a monetary incentive program for those who stayed until August 31 along with continued employment at other contract sites.

(Continued on page 5)

They continued their hiring and training program to fulfill their contract obligations, but, as of mid-June, had only 31 of the 52 bus operator positions needed.

TCI field supervisory staff were reassigned to driving duties to fill gaps, but service was routinely missed and, beginning June 22, selected trips on Lines 7, 8, 9 and 90 (those operated by one bus run on each line) were officially suspended *(Ed. Note – **OT** Riders Alerts were issued to notify riders*) until July 18.

Several ideas were researched in efforts to reasonably ensure that published service was able to be provided. **IEC** 90-MONTCLAIR-RIVERSIDE represented 36.3% of total contracted fixed route hours and used 40-foot buses. It was decided to bring Line 90 and its 11 buses (Neoplan AN-440A 9701-9707 and TMC RTS 06 1641, 1642, 1670 and 1674) in house, which would allow *TCI* sufficient staff to operate the remaining five lines and restore the suspended trips to the schedules.

The Line 90 change took effect on July 18 with plans to transfer the rest of the contract service on August 31.

VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

VICTORVILLE: The **VVTA** Board recently approved its FY 05/06 operating budget of $6,649,204 and capital budget of $6,696,944.

The consolidation of transit service under a single contractor *(ATC/VANCOM)* plus the discontinuation of the VICTOR VALLEY COMMUTER resulted in a new budget that was 6.8% less than the previous budget. This budget is also the first to reflect all jurisdictions sharing equally (20%) in the cost of Administration.

Service consolidation had a significant impact on lowering each jurisdiction's percentage of LTF (Local Transportation Funds) needed for transit which could allow for service increases without pressure on LTF money, which can also be used for streets and roads. 53% of LTF was budgeted for transit this year and it is reduced to 41% in FY 05/06.

The capital budget will focus on the engineering and construction of the new Foxborough facility, bus replacements, improved security and accessibility at bus stops and implementation of ITS technologies to control expenses and improve operational efficiencies.

Funds will be requested to replace the seven 2001 model Bluebirds (403-404 and 701-705), classified as medium duty, alternate fuel buses (7 year life), with heavy duty, alternate fuel buses (12 year buses).

Funding to purchase replacements for model year 2000 Transmark TRE-32s (501-508) was requested last year.

Friday July 1st was the last day of VICTOR VALLEY COMMUTER operation *(WT 5/05)*. The two morning trips were operated by Neoplan AN345A's 1002 and 1005, Coaches 1001, 1004 and 1005 handled the afternoon trips.

LUX BUS AMERICA COMPANY (LBA)

ANAHEIM: **LBA** recently started the HOTEL HOPPER, a new service between the Anaheim area (Katella Palms Hotel, formerly Ramada Inn) and hotels in the LAX area, Los Angeles, Hollywood, Beverly Hills and Santa Monica. It is an extension of the ANAHEIM-SAN DIEGO route, which now offers two daily round trips.

Using a pale green, 14-passenger Dodge Sprinter van, HH leaves Anaheim at 900AM, 130PM, 430PM and 815PM and departs Los Angeles at 700AM, 1130AM, 330PM and 1045PM. Connections are made with the LAS VEGAS route in Anaheim.

NORWALK TRANSIT SYSTEM (NTS)

NORWALK: The Norwalk City Council has approved formal transfer of operation of **SANTA FE SPRINGS TRAM** and implementation of the WHITTIER SHUTTLE weekday peak hour service beginning September 6th.

NTS had operated **SFST** on a contract basis for the last few years and, since June 30th when the contract was terminated by Santa Fe Springs for financial reasons, has continued operation, believing it was financially feasible under the larger **NTS** system.

The city will give Norwalk its $175,000 "Subregional Incentive Program" funds for the next two years. **NTS** will then apply for Formula Allocation Program funding. The **SFST** route, schedule and fares will stay the same.

The new Line 6-WHITTIER SHUTTLE will offer four weekday peak hour round trips using two new 40 passenger, hybrid electric buses. The line will operate between the Whittier Depot, in downtown on Greenleaf, and the Norwalk METROLINK Station including a stop at Carmenita and Telegraph. Regular **NTS** fares apply.

NTS TMC RTS 7051 has been repainted and lettered for **WHITTIER TRANSIT,** where it is now assigned.

LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS (DPW)

ALHAMBRA: The 2005 Summer Beach Buses program includes seven routes, operated by **CUSA/ANTELOPE VALLEY BUS, INC.,** those from last year plus EAST LOS ANGELES-SANTA MONICA and TOPANGA CANYON-TOPANGA STATE BEACH-WILL ROGERS-SANTA MONICA.

(Continued from page 5)
Except for TOPANGA CANYON, each route operates about three days per week with one trip arriving Santa Monica about 1000AM and departing at 300PM. One way fares are $1, $1.50 or $2.

TOPANGA CANYON operates on weekdays only with 3 round trips – depart Ventura & Topanga Canyon at 900AM, 1145AM and 210PM. Return trips leave Santa Monica at 1005AM, 100PM and 340PM.

For the summer, the service span on the LOS NIETOS AREA FREE SHUTTLE has been lengthened. The first trip will depart Los Nietos Middle School at 1205PM (instead of 235PM). Half hour headways continue.

The new SOUTH WHITTIER SHUTTLE *(WT 12/04)* is expected to begin operation by the end of this year.

Also in the development stage is the ROSEWOOD SMART SHUTTLE, a combination fixed route and demand response service in the Athens, Rosewood and Willowbrook areas.

Service would run 600AM-700PM on weekdays on a 30 minute headway using two leased 10-20 seat buses. Funds have been identified to buy two new buses. RSS would make selected stops including **MTA** GREEN LINE Stations and also divert into neighborhoods.

CITY OF EL MONTE TRANSPORTATION SERVICES

EL MONTE: The FLAIR PARK COMMUTER SHUTTLE route has been streamlined and renamed as EXPRESS FLAIR BUSINESS PARK SHUTTLE.

Buses departing the METROLINK Station travel a one-way loop via Center, Valley, Baldwin, Telestar, Aerojet, Flair Dr, 10 Freeway, Santa Anita, Ramona, Tyler, Valley Mall and Center.

Eight morning and eight afternoon trips are offered.

A new midday EXPRESS MIDDAY FLAIR/MTA/ BUSINESS PARK SHUTTLE route has begun offering five round trips between 1120AM and 230PM, connecting with METROLINK trains. The alignment is the EXPRESS FLAIR route plus a diversion into the **MTA** El Monte Station.

ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

ORANGE: American Public Transportation Association, the trade association of the public transit industry, recently announced that **OCTA** has been awarded the APTA Outstanding Public Transportation System Achievement Award for larger systems for 2004. **OCTA** is the first Southern California system to ever win the large system award.

The current LAIDLAW operations contract (small bus fixed routes, ACCESS paratransit, reservations and order taking) will be extended to March 2006 to allow for additional changes in the procurement process for the next contract.

AMTRAK/COMMUTER CARRIERS (A/CC)

LAS VEGAS, NV: Last April 25, **AMTRAK** changed the route and schedule of the Thruway van service that ran between the SOUTHWEST CHIEF stop at Needles, CA and Laughlin and Las Vegas, NV.

The route was changed to begin and end at Kingman, AZ. Service now departs Las Vegas 945PM, Laughlin 1230AM and arrives Kingman at 130AM to connect with the eastbound Train #4. Taking a connection from westbound Train #3, vans depart Kingman at 1155PM arriving Laughlin 1255AM and Las Vegas 340AM.

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

PHOENIX, AZ: Groundbreaking ceremonies for the Light Rail System took place on February 15 as officials flipped a switch to light a full-scale replica of the future METRO bridge over the Tempe Town Lake.

The 20-mile METRO light rail line, is to link Mesa, Tempe, Phoenix and, eventually, Glendale.

In addition to the numerous contract operations moving to *M. V. TRANSPORTATION* by April *(WT 2/05),* Lines 84 and 114 were switched from *ATC/RPTA* to *ATC/ TEMPE* and 131 START in the Southwest Valley moved from *ATC/RPTA* to *ATC/PHOENIX.*

TRI COUNTY METROPOLITAN TRANSPORTATION DISTRICT (TRI MET)

PORTLAND, OR: The Memorial Day weekend saw the debut of the weekend only BLUE LAKE SHUTTLE that operates between Gresham Transit Center and Blue Lake Park via Division, 223rd, Fairview, Marine Drive and Blue Lake Park Drive. BLS makes the same stops as Line 12-SANDY BLVD.

TRI MET Service operates every 20 minutes between 1000AM and 500PM (2 buses) and operates between Memorial Day and Labor Day. Regular **TRI MET** fares apply.

(Continued on page 7)

CONNEX AND ATC/VANCOM

Britain's National Express Group has announced the sale of its North American public transit operations subsidiary *ATC/VANCOM* to competitor *CONNEX* for a cash consideration of $93 million, before working capital and other completion adjustments.

ATC, which dates to *BEE LINE TRANSIT CORP.* in 1935 and the Giacoma family, presently operates in 50 cities in 18 states. *(Ed. Note – Western area contracts include* ***METROPOLITAN TRANSIT SYSTEM, CHULA VISTA TRANSIT, VICTOR VALLEY TRANSIT AUTHORITY, FOOTHILL TRANSIT, SANTA CLARITA TRANSIT, SONOMA COUNTY TRANSIT, VINE , CHICO AREA TRANSIT SYSTEM, BUTTE COUNTY TRANSIT, CITIZENS AREA TRANSIT (NV) and PHOENIX TRANSIT SYSTEM).***

Proceeds from the sale of the transit operations will be used to fund the future expansion of NEG's North American school bus operations.

PUBLIC TRANSIT FUNDING MECHANISMS IN CALIFORNIA

Transit in California is funded by a number of tax sources. The Transportation Development Act provides two major sources of money. The Local Transportation Fund (LTF) source has been in existence since 1972 and the State Transit Assistance Fund (STAF) was created in 1980.

STA funds are derived from statewide sales tax on gasoline and diesel fuel. The money is appropriated to the State Controller by the Legislature for allocation by formula to each Transportation Planning Authority. This formula allocates 50% of the funds according to population and the remaining 50% is allocated according to operating revenues from the prior fiscal year.

STA qualifying criteria is contained in the California Code of Regulations. A single year test comparing the ratio of Operating Cost divided by Service Hours and a three year test of the same data averaged are evaluated against an "allowable cost per hour" equal to or less than the product of the percentage change in the Consumer Price Index (CPI) of the same period.

Should a transit agency fail the STA efficiency test, they cannot obtain the money for operating expenditures.

However, there are provisions for agencies to provide documentation to exclude certain costs from their submittal. Funds can be used for capital expenditures or they can wait until they pass in a future year (up to three years) to drawdown the funds for operating purposes.

SAN DIEGO TROLLEY

When it opens to the public on July 10, 2005, the Mission Valley East (MVE) trolley line extension (i.e. the Green Line) will close a critical 5.9-mile gap in the existing system. First envisioned by the Metropolitan Transit System (MTS) more than 25 years ago, the $506 million project should provide San Diegans with increased mobility within the busy Interstate 8 corridor.

As one of four new stops being built along the MVE extension, the San Diego State University (SDSU) underground trolley station is already garnering local, state, and national attention as a gem in the region's transportation system. The SDSU facility holds the distinction of featuring the first subterranean trolley station and tunnel in San Diego. It is projected that over 4,300 students, faculty, staff and visitors to campus will use the SDSU Station each day

The other new stops along the MVE extension are Grantville Station — complete with a unique architectural design that features a set of 40-foot high elevated platforms and high-capacity elevators; Alvarado Hospital Medical Center Station; and 70th Street Station. Each station has a selection of site-specific public art. In addition, transit-oriented developments (TODs) are planned along the route to co-locate residential and commercial projects around Trolley stations.

The MVE extension and the new state-of-the-art trolleys are expected to generate more than 11,000 new Trolley trips a day, and enhance transportation capacity and mobility within the busy Interstate 8 corridor. The project is also projected attract over 2.5 million new annual transit riders in the region as a result of improved transit connectivity.



New Siemens 3001 on the Green Line at the Old Town station. Craig Barnes photo.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Monterey Park Spirit	935	Bluebird	ULF/3F214371	2003	
El Sol Shuttle	L301-L306	ElDorado/National	EZ Rider/4C084182-187	06/04	
Beach Cities Transit	528-529	ElDorado/National	MSTII/5CU48088-089	2005	
San Diego MTS	401-441	New Flyer	C40LF/5C027931-971	04-05/05	1
	2701-2706	New Flyer	C40LF/5C027925-930	03/05	1
	7101-7106	El Dorado/National	E-Z Rider II/5C084220-225	05/05	1
San Diego Trolley	3001-3011	Siemens	SD70	2004	
California Charters	61323	Van Hool	C2045/52046638	01/05	
AC Transit	1001	Van Hool	A330/32061175	08/02	2
	1004-1063	Van Hool	A330/32061505-564	06-11/03	
	1064-1091	Van Hool	A330/42061565-592	11-12/03	
	1093-1096	Van Hool	A330/42061594-597	12/03	
	1098-1101	Van Hool	A330/42061599-602	01/04	
	1104-1106	Van Hool	A330/42061605-607	01-02/04	
	1108-1119	Van Hool	A330/42061609-620	02-03/04	
	1120-1121	Van Hool	A330/42061821-822	03-05/04	
	1123-1124	Van Hool	A330/42061824-825	02-03/04	
	1126-1130	Van Hool	A330/42061827-831	03-06/04	
	2001,2003	Van Hool	AG300/32062078-079	08-09/03	
	2004-2018	Van Hool	AG300/32062159-173	11-12/03	
	2020-2057	Van Hool	AG300/42062175-212	12/03-11/04	
-USED-					
SF Municipal Railway	2801-2860 (46)	Gillig	40102TB6V92TAC/Various	02/93	3
LADOT (Connex)	unnumbered	Gillig	S50T4096/S1087160	09/95	4
LADOT (First Transit)	21	Ford/ElDorado	Econoline/Aerotech/VHB91583	1997	5
	114	Ford/ElDorado	Econoline/Aerotech/VHB84093	1997	6
-DISPOSITIONS-					
Santa Monica MBL	5181, 5186-87	MCI	TC40102A/J3024262, 353-354	11/88	7
	5207	MCI	TC40102A/L3000194	1990	7
Glendale Beeline	B60-B61	Gillig	3596TB6V92/D1080537, 539	1983	7
	B305-B306	Gillig	40TB966V92/E1081030-031	1984	7

-NOTES-

1. Delivered in new red paint scheme.
2. Buses 1002, 1003, 1122 and 1125 were never in Oakland. 1092, 1097, 1102, 1103, 1105 and 1107 actually ran in revenue service prior to May 2004 and 1111-1131 were delivered to AC but never used.
3. Ex AC Transit 2801-04, 06-10, 12, 14, 18, 20-21, 24-25, 27, 29-33, 35-44, 46-53 and 55-60.
4. Ex Foothill Transit F1025.
5. Ex LADOT (Connex) same number.
6. Ex WV Smart Shuttle same number.
7. Sold by Ken Porter Auctions – Harbor City in July 2005.



SAN DIEGO'S NEWEST *El Dorado National EZ-Rider II 7106 (left) and New Flyer C40LF 2705 at the Chula Vista Transit yard. Craig Barnes photos.*

