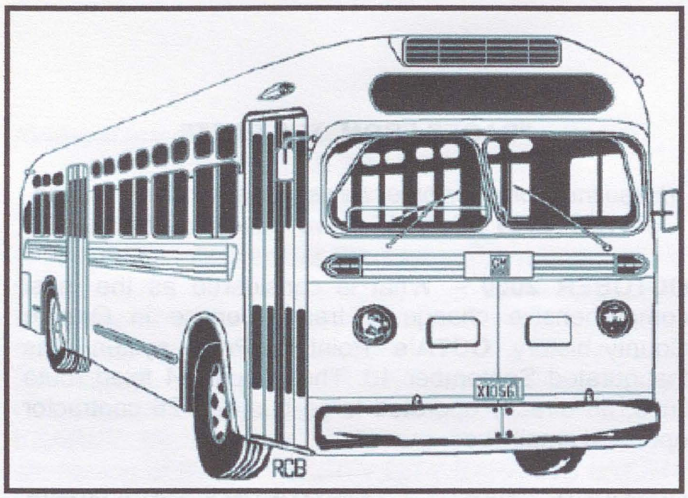
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VOL. 43, NO. 10 **October 2005**

BURBANK BUS (BB)

BURBANK: September 1st brought a new name to the former **BURBANK LOCAL TRANSIT**, two new fixed route lines to replace the AIRPORT AREA SHUTTLE and DOWNTOWN SHUTTLE (semi demand-response program) and four new buses in the form of four CNG powered Transmark TRE-32s, B06-B09. The buses have been painted in **BB**'s new colors of blue and white

burbankbus➡ During Fiscal Year 04/05, **BLT** continued to experience record ridership and the change to fixed routes with buses replacing the smaller vans will allow for continued growth.

The AIRPORT SHUTTLE and DOWNTOWN SHUTTLE each operate between 530AM and 1000AM and 245PM to 745PM, AIRPORT every 20 minutes (3 buses) and DOWNTOWN every 15 minutes (1 bus).

AIRPORT travels in a one-way loop via Front, Burbank, Victory, Empire, Ontario, Thornton, Hollywood Way, Winona, Buena Vista, San Fernando, Ontario, Glenoaks, Scott, Burbank and Front.

DOWNTOWN also travels a one-way loop via Front, Verdugo, 1st, Magnolia, Glenoaks, Palm, 3rd, Olive, Glenoaks, Cedar, San Fernando, Verdugo and Front. Three morning and afternoon trips travel an extended alignment on Glenoaks, Alameda and San Fernando.

The MEDIA DISTRICT SHUTTLE continues to operate on weekdays during extended peak hours between the Burbank METROLINK Station and the movie studio area along West Olive Avenue.

The NO HO LINE SOUTH *(WT 3/05)* also continues between the **MTA** RED LINE North Hollywood Station and the Media District operating a one-way loop via Lankershim, Magnolia, Buena Vista, Alameda, Olive, Riverside, Hollywood Way, Magnolia and Lankershim.

The third phase of **BB** expansion will be the October 31st inauguration of the new NOHO-EMPIRE route from North Hollywood RED LINE to the Burbank Airport area, north along Buena Vista, west on Ontario and south on Hollywood Way. Service hours and fares will be the same as the other new Shuttles.

BB fares are $1 per trip, but passengers presenting **MTA** fare media or **METROLINK** tickets and passes ride without payment of additional fare.

The City of Burbank has set aside funds to purchase four new CNG buses (B06-B09 are leased by the city from *LAIDLAW*). The procurement will likely require one year. This program was delayed from June due to the difficulty in finding the appropriate buses.

The original plan was to buy some used diesel powered Gillig Phantoms from **FOOTHILL TRANSIT** *(WT 4/05)*, but the decision was made to go alternate fuel and this delayed the program.

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

Biviano Medina for PSC to transport passengers and their baggage between San Ysidro, Santa Ana and Los Angeles and establish a Zone Of Rate Freedom.

Jose Luis Ayala-Aroche dba EL CORRE CAMINOS to sell and transfer ownership of the firm and PSC-11518 to *EL CORRE CAMINOS, INC.*.

L.A. MEX TOURS, INC. for On Call PSC between San Ysidro, El Monte and Los Angeles and establish ZORF.

DECISIONS

Following a California Supreme Court decision not to review a recent Court of Appeal decision, Case 88-03-016 — Cities of St. Helena and Yountville, County of Napa and Napa Valley Vintners Association vs. Napa Valley Wine Train was closed. Decision 01-06-034, which determined the Wine Train's excursion service is not a public utility, will remain in effect.

OBITUARIES

C. M. (Max) Gilliss, the second Executive Director of the **LOS ANGELES METROPOLITAN TRANSIT AUTHORITY** and the first for **SCRTD,** passed away on August 25 at the age of 87.

James E. Wood, former owner of **GRAY LINE SCENIC TOURS OF RENO** and **CALIFORNIA NEVADA GOLDEN TOURS** (sold the firm in 1979) and a Nevada state politician, passed away September 27 at age 91.

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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)

OCTOBER 2000 – What is considered as the most comprehensive change in transit service in Orange County history, **OCTA's** "Point To Point" system was inaugurated September 10. There were 84 fixed route lines, 58 directly operated large bus and 26 contractor operated small bus.

OCTOBER 1995 – SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY started first suburb to suburb commuter rail line, INLAND EMPIRE-ORANGE COUNTY, between Riverside, La sierra, West Corona, Anaheim Canyon, Orange, Santa Ana and Irvine (later extended to both San Bernardino and Oceanside).

OCTOBER 1990 – COVINA CITY TRANSIT started operations – two fixed routes Tuesday thru Saturday with a fleet of three Specialty Vehicle Manufacturing motorized trolleys charging 50 cent fares.

OCTOBER 1985 – MONTEBELLO MUNICIPAL BUS LINES restructured its lines to provide service to the recently opened Montebello Town Center including 20-GREENWOOD-SAN GABRIEL and 70-WILCOX.

OCTOBER 1980 – Using a fleet of two former **GREYHOUND LINES, INC.** MC-5s, the new **SONOMA COUNTY TRANSIT** established the SANTA ROSA-MONTE RIO (RUSSIAN RIVER) route, following the discontinuation of **GLI** service.

WT STAFF FOR THIS MONTH

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METROPOLITAN TRANSIT SYSTEM (MTS)

SAN DIEGO: September 6th saw additional bus route changes *(WT 8/05)* including moving many downtown terminals from the Embarcadero to the Civic Center, shortening 1-EL CAJON BLVD to run only between the 70th Street Trolley Station and 5th & University in Hillcrest, discontinuance of 27-FASHION VALLEY-KEARNY MESA north of Bayard & Garnet and the shortening of 30-UNIVERSITY CITY EXPRESS and 34-LA JOLLA at University Towne Center, replacing them with the NEW weekday only 31-SCRIPPS RANCH-UTC that will travel along Mira Mesa, Camino Ruiz, Miramar, Eastgate Mall, Executive Dr, Genesee UTC roadways, Genesee and Campus Point to both Scripps and Thornton Hospitals.

831-NORTHWEST SANTEE and 832M-NORTHEAST SANTEE (counter clockwise) were both discontinued and 832C became 832. 853-RANCHO SAN DIEGO SHUTTLE and 875-LEMON GROVE SHUTTLE were also dropped. 963 and 964-MIRA MESA SHUTTLES no longer offer route deviation and all passengers need to board and alight along the regular route.

In September, the **MTS** Board was given an update on Senate Bill 959, the legislation designed to clean up the **MTS** enabling legislation, particularly with the passage of SB 1703 *(WT 6/03).*

Passage of SB 959 would change the procurement process and also allow **MTS** to consolidate **SAN DIEGO TRANSIT CORP, SAN DIEGO TROLLEY** and **MTS** in the future. In addition, language from AB 117 (Kehoe) that specifies that bus routes that belonged to **SDTC** prior to January 1, 2004 could not be removed from **SDTC** *(Ed. Note – routes could be changed or dropped, but could not be contracted out).*

Amalgamated Transit Union, Local 1309 also proposed adding language that read, in part, "or binding upon the Board as a joint employer". **MTS** Counsel Tiffany Lorenzen and Executive Director Paul Jablonski were working with Local 1309 on development of a letter of understanding to clarify what this language meant. The **SDTC** labor agreement has a "no contracting" clause and, in the past, some people wanted to interpret a merger of **MTS, SDTC** and **SDTI** as requiring the **SDTC** language to apply to the combined organization. **MTS** (and former **MTDB)** Board Members have always resisted this concept because of the cost differences associated with the **SDTC**/ATU contract. Chairman Leon Williams pointed out that employees of contractor *ATC/VANCOM* are also members of Local 1309.

During September, the **MTS** Board discussed several proposals to modify the *RURAL BUS* system (Lines 867, 888, 889, 891, 892, 893, 894) prior to public hearings scheduled for this month.

4 options of service changes (mostly discontinuations) and fare increases were offered. Option 1 was based on productivity and only 894-TECATE-EL CAJON would be retained. Option 2 was a lifeline option with 867, 888 and 894 offered. Option 3 is coverage based keeping all but 889 and trimming those retained. Option 4 was a combination and includes substantial fare increases.

Proposed fares are based on achieving a 15 percent farebox ratio. A $10 one way fare on all but 894 ($4 was proposed) is being suggested.

When the County of San Diego turned **SDCTS** over to **MTDB** I June 2002, service changes required as part of the agreement including added services in some areas. At the same time, additional regulatory requirements for employee issues, workers compensation and safety issues were put in place.

Under California state law, rural systems need to generate a 10 per cent farebox recovery. Some Rural Bus fare subsidies are in the $40 to $60 per rider range. **MTS** is working toward more modest subsidies.

MTS has requested that the funding status of the SORRENTO VALLEY COASTER CONNECTION be placed before SANDAG to discuss appropriate funding sources. **MTS** has few available dollars, if no funding source is located, either service reductions will be made or a fare will need to be implemented.

SOUTHLAND TRANSIT, INC. has been recommended as the new contract operator for a series of small bus programs including RANCHO BERNARDO and SCRIPPS RANCH DART, Fixed Routes 961-965, SORRENTO VALLEY COASTER CONNECTION and *CALTRANS'* SORRENTO VALLEY Mitigation Services. *STI* is the current provider for all but Sorrento Valley.

A number of 1200-series 1991 model Gillig buses have been authorized for sale including four to Accessible San Diego for several uses including Accessible Border Program, donate two to San Diego Police to replace their two 1975 GMC T8H-5307As (former **SDTC** 800 series), donate one to the National City Fire Department as a mobile command center and donate one to **SAN DIEGO TROLLEY** as a security command vehicle.

The 1100-series 1993 New Flyer model D60 buses have been authorized for auction as they are retired.

(Continued on page 4)

(Continued from page 3)

LITTLE ITALY PRESTO SHUTTLE (LIPS)

SAN DIEGO: Expected to begin soon, LIPS will be a six-month demonstration shuttle bus designed to ease traffic and parking problems and connect the downtown area with Little Italy. The program will be partially financed with money from Little Italy parking meters.

Using 20-25 passenger buses operating on weekdays every ten minutes between 1100AM and 200PM and charging 25 cents, LIPS will have two routes, "Via 6th Avenue operating east-west through downtown and "Via Broadway", the north-south route traveling on India north from Broadway to Kalmia and returning along Kettner to Broadway.

ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

ORANGE: The **OCTA** Board recently endorsed a plan that replaces the CenterLine project that had been unable to secure federal funding *(WT 2/05).*

The revised program includes three Bus Rapid Transit lines (B1 or 543-HARBOR between Cal State Fullerton and Costa Mesa, B2 or 560-WESTMINSTER between Long Beach and Santa Ana and B11 or 557-STATE COLLEGE-BRISTOL between Brea and Irvine).

This service would operate with specially "branded" buses, signal priority systems, enhanced bus stops and other amenities. A time savings of about 25 per cent over the existing travel times is predicted.

Other elements — an Irvine Business Complex shuttle bus system, expansion of **METROLINK** between Fullerton and Laguna Niguel/Mission Viejo with trains operating all day long daily and the offer of $30 million in funding to cities along the rail line for development of community shuttle systems.

The majority of projects are scheduled for completion before 2010 to meet federal air quality commitments which require **OCTA** to reduce emissions.

NORWALK TRANSIT SYSTEM (NTS)

NORWALK: Monthly parking charges of $20 were instituted at Norwalk/Santa Fe Springs Transportation Center (Norwalk METROLINK) in July.

To satisfy the demand for continued free parking, the City of Norwalk established a parking lot in the Civic Center area and **NTS** created Line 4A-METROLINK/ CITY HALL PARKING SHUTTLE.

Line 4A operates approximately every five minutes between 445AM-900AM and 314PM-651PM.

NTS has announced plans to modify the recently implemented Line 8-WHITTIER-NORWALK *(WT 9/05).* The New Flyer hybrid buses (7073-7074) would be replaced by 20-seat cutaways, likely in December, as ridership is currently 10 riders an hour and the alignment in Whittier would be changed to service employment areas in town.

SPANISH LANGUAGE BUS COMPANIES

(Ed. Note – much activity has taken place within this group of private firms since our last report, including operation of two NEW companies).

LOS CAL MEX is operating a small fleet of all white Chevy and Ford vans between downtown Los Angeles at 816 South Main and San Ysidro at the International Transportation Center.

The second firm is **TRANSPORTES SOL AZTECA (Sureride, Inc. dba),** successor to **TRANSPORTES AZTECA DE ORO** since last January – see next story.

TRANSPORTES INTERCALIFORNIAS recently routed LOS ANGELES-SAN YSIDRO buses along Interstate 5 HOV Lane from 91 Freeway to Main Street, then via Main, 17th, Santiago (into Santa Ana Station), Santa Ana Blvd, I-5 HOV and I-5.

TI recently started two new routes (likely using vans) connecting with the LOS ANGELES-FRESNO buses — FRESNO-SAN JOSE, also serving Kerman, Mendota, Firebaugh, Dos Palos, Los Banos, Gilroy and Salinas and FRESNO-STOCKTON, also serving Madera, Chowchilla, Merced, Turlock, Modesto and Manteca. *(Ed. Note – might **TI** want to take over the SAN JOSE-FRESNO route, if **GREYHOUND** discontinued theirs?).*

TI is now displaying its schedules on the Internet, the first SLBC to do so, (***CRUCERO USA** does appear on the **GREYHOUND LINES** site under the code "CRP").*

EL PASO-LOS ANGELES LIMOUSINE EXPRESS, INC. recently moved its Colton station to Plaza Las Glorias on Mount Vernon (also served by **SOL AZTECA).**

TRES ESTRELLAS DE ORO has expanded its LOS ANGELES-FRESNO route and now serves Bakersfield, Tulare, Goshen, Selma, Fresno, Madera, Merced, Stockton and Sacramento.

(Continued on page 5)

TRANSPORTES SOL AZTECA (SOL)

NATIONAL CITY: In January, **SOL** replaced the former **AZTECA DE ORO.** Routes operated include EAST LOS ANGELES-SAN YSIDRO-TIJUANA, EAST LOS ANGELES-LAS VEGAS, NV-DENVER, CO and EAST LOS ANGELES-PHOENIX-EL PASO, TX with a fleet including MCI/TMC MC-9s, 102A3s and 102C3s and Setra S215HDHs.

The route segment between East Los Angeles and downtown Los Angeles was discontinued, but inbound buses will drop passengers on Maple Avenue along side the **CRUCERO** terminal, on request.

SOL operates from most of the **ADO** stations including the two in East Los Angeles — the Olympic & Marianna terminal originally opened by **GOLDEN STATE** and the Olympic & Atlantic store front terminal, Santa Ana at Acapulco Travel on Main, a new store front at SYITC (replacing inside McDonald's). Other locations include Pacoima, Fresno, El Monte, Ontario, Colton, Coachella, Mexicali, B.C., Phoenix AZ, Tucson AZ and El Paso TX.

Two EAST LOS ANGELES-LAS VEGAS schedules run daily (departing East Los Angeles at 630AM and 230PM) plus one DENVER trip at 630PM.

SAN YSIDRO-TIJUANA operates on a two hour headway 445AM-900PM weekdays, but offers five more weekend trips. The headway is hourly except between 1045AM and 245PM (East Los Angeles times).

SOL is advertising that it has joined with **OMNIBUS DE MEXICO** to offer convenient international travel via El Paso, TX. Each company sells tickets valid for through travel on the line of the other.

SOUTH COAST AREA TRANSIT (SCAT)

OXNARD: The **SCAT** Board recently voted to begin replacing its current CNG bus fleet with gasoline electric-hybrid buses in the next procurement cycle.

SCAT entered the alternative fuel arena in 1995 with the purchase of 26 Flxible Metro CNG buses. The impetus for the change was to improve air quality.

*(Ed. Note – last March and April, **SCAT** operations were dramatically interrupted when the natural gas pipeline they are serviced by ruptured – WT 02/05).*

The current **SCAT** fleet includes 46 CNG (9 Orion V, 3100-3108; 26 Flxible, 3500-3517 and 4000-4007; NABI 040.19, 4008-4018) and two diesel buses (3000-3001, Flxible 30' Metros).

The Flxibles and Orions would be replaced by new buses while the NABIs will be converted.

SCAT is planning to order the first buses, up to six New Flyer GE40LF buses in the next few months.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT (MTD)

SANTA BARBARA: The **MTD** Board recently approved purchase of three 29' clean diesel Gillig buses to begin the MESA LOOP service in Santa Barbara, as part of a **HILLSBOROUGH AREA REGIONAL TRANSIT** of Tampa, Florida order.

MTD had considered buying from Gillig, New Flyer or Orion, but the others had no "piggyback" options.

MTD is also working toward purchase of thirteen new all electric vehicles as replacements for the current DOWNTOWN and WATERFRONT units and new buses for the ISLA VISTA SHUTTLE.

A third procurement, for 8 hybrid diesel-electric buses as part of a **SAN JOAQUIN REGIONAL TRANSIT DISTRICT** order, is also underway. These buses would be used to improve headways on Line 1/2-EAST-WEST CROSSTOWN.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: **MUNI** implemented a series of service adjustments on September 24th to offset part of its budget shortfall *(WT 1/05, 2/05).*

Fares, except monthly passes, rose September 1. Adult cash fare is now $1.50. Discount and youth cash fare is 50 cents. Cable Car rides are now $5.00.

Service changes included a reroute of 2-CLEMENT to travel on Sutter, Presidio, California, Arguello and Clement. 4-SUTTER and 7-HAIGHT now each operate only during peak hours on weekdays while 10-TOWNSEND continues to operate all day (to 700PM) on weekdays, but was dropped on weekends.

16-NOREIGA EXPRESS trips to/from CALTRAIN Depot were shortened at Market while 26-VALENCIA operates between 5th & Mission and BART/Balboa Park only. On 37-CORBETT, Park Hill and Buena Vista are now drop off stops, served by passenger request.

52-EXCELSIOR now runs between Forest Hill Station and Persia & Dublin with a rerouted 54-FELTON

(Continued from page 5)
replacing it south. Line 54 travels from BART/Balboa Park via Geneva, Naples/Moscow, Russia, Prague and Persia, then Athens to Felton and regular route. 66-QUINTARA now runs between 9th & Judah and 30th & Vicente all day with no downtown peak hour trips.

Additional articulated buses have been deployed on 9-SAN BRUNO and 30-STOCKTON and they have now been assigned to 71-HAIGHT-NOREIGA.

WEST CONTRA COSTA TRANSIT AUTHORITY (WESTCAT)

PINOLE: **WESTCAT** Line C3 (C cubed) - CONTRA COSTA COLLEGE started operations on September 6 linking Hercules and the College in San Pablo.



The line operates hourly between 725AM and 1015PM on weekdays charging regular CAT fares.

C3 originates at Hercules Transit Center and operates like the J Express along San Pablo to Richmond Parkway and continues down San Pablo to the school without further stops.

SACRAMENTO REGIONAL TRANSIT DISTRICT (RT)

SACRAMENTO: October 15th brought extension of the GOLD LINE (Downtown to Folsom) light rail line from its former terminal at Sunrise four stations further east and into the City of Folsom.

The new stations include Hazel, Iron Point, Glenn and Historic Folsom. Service operates seven-days-per-week between 500 AM and 730 PM on a 30 minute headway. Ridership has exceeded expectations with standees in the weekday rush hours.

FOLSOM STAGE LINE (FSL)

FOLSOM: **FSL** welcomed **RT** Light Rail to town by rearranging its local bus system and discontinuing both the SACRAMENTO COMMUTER and BUTTERFIELD LRT SHUTTLE. October 14 was their last day.

NEW Route A (former 10)-IRON POINT-MAIN & MADISON connects with the **RT** trains at Iron Point and Historic Folsom Stations and **RT** Line 24 buses at Main & Madison. Route A operates hourly between 640AM and 840PM, the last two hours as a "deviated service", allowing the bus to divert once an hour up to 3/4 mile from the regular route.

NEW Route B (former 30)-GLENN STATION-CITY HALL connects with **RT** Light Rail at Glenn Station and operates hourly between 655AM and 444PM.

FSL operates on weekdays only. Adult fares are $1.50, students 50 cents, monthly passes $60 and ticket books at $5.00.

EL DORADO TRANSIT AUTHORITY (EDTA)

PLACERVILLE: The **EDTA** Board has scheduled a public hearing November 3 to consider discontinuation of RANCHO CORDOVA COMMUTER Routes 8 and 9,

They were established in October 2000 to connect with **EDTA** local routes along Highway 50 and carry riders to Rancho Cordova to connect with **RT, FOLSOM** and **GREYHOUND** and terminate at Sacramento AMTRAK for downtown trips. Four round trips were provided. Currently there is one morning inbound and one afternoon outbound trip on each, using a single bus.

The Downtown Sacramento segment was dropped in 2002 as ridership was low. Buses were rerouted in Rancho Cordova to provide better access to several large employers, but ridership numbers remained low.

ELK GROVE TRANSIT (EGT)

ELK GROVE: **EGT** announced several changes, effective on October 31st.

Line 157-LAGUNA was extended to Kaiser Permanente on Big Horn Blvd with service on West Stockton replaced by NEW Line 162-LAGUNA SPRINGS.

Operating hourly on weekdays, the 162 will serve West Stockton Blvd, Big Horn, Elk Grove, Laguna Springs, Laguna Palms, Red Fox, Elk Grove Florin Road, Valley Oak Lane and East Stockton Blvd.

Trips will also be added on the new school lines, 301-STONELAKE and 303-LAGUNA WEST/RIDGE.

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO)

SANTA CRUZ: On October 30th, striking bus operators *(WT 9/05)* voted to accept **METRO's** latest contract offer and by Thursday November 3rd, full service was restored, accompanied by Free Fares thru the 9th.

The two year, ten month contract agreed to includes wage increases that would match future boosts in sales tax revenues (*it is possible wages could remain flat),* but call for **METRO** to contribute more each month for medical and pension plans.

Bus operators presently earn between $12.99 and $24.80 an hour, based on longevity.

(Continued on page 7)

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT
Santa Barbara, California

FLEET #'S	BUILDER	MODEL	VIN #'S	YEAR
260, 264-266	Gillig	40TB966V92	E1081002, 006-008	1984
270, 272	Gillig	40TB966V92	E1081012, 014	1984
401-428	Nova Bus	LFS	See Note 1 Below	1998
429-433	Nova Bus	LFS		2000
600-614	Gillig	G20D102N4	41074592-606	2004
700-710	Gillig	G19E102R2	41090906-916	2004
800-804	MCI	D4500	4P056374-378	2004

Note 1 – 401-428's VIN numbers are W3000027, 011, 010, 009, 006, 012, 013, 003, 007, 030, 004, 008, 015, 016, 005, 029, 017, 019, 028, 014, 024, 020, 023, 018, 026, 021, 025, 022.

SBMTD is a transit district operating fixed route and demand response service in Santa Barbara, Goleta, Carpinteria, Summerland and commuter service (*VALLEY EXPRESS)* between Solvang, Lompoc, Goleta and Santa Barbara.

(Continued from page 6)

VALLEY TRANSPORTATION AUTHORITY (VTA)

SAN JOSE: The Vasona Light Rail Project, an LRV line between Campbell, to the southwest, and downtown San Jose opened on October 1st.

Vasona is part of **VTA's** newly formed MOUNTAIN VIEW-WINCHESTER line. The other two lines are ALUM ROCK-SAN JOSE-SANTA TERESA (most of the original alignment plus the recent Eastside extension) and the rather short, three station ALMADEN-OHLONE/CHYNOWETH line.

Except for weekends on MOUNTAIN VIEW-WINCHESTER, all lines operate on daily 15 minute headways until about 800PM and half hourly thereafter. The ALUM ROCK and MOUNTAIN VIEW lines operate along the same North First Street alignment between Convention Center and Tasman.

On July 1st, two new small bus circulators, Lines 48 and 49-LOS GATOS COMMUNITY BUS, began. From the Winchester Station in Campbell, they travel on Winchester Road (48) or Los Gatos Blvd (49) to Los Gatos. They are operated under contract with a fleet of five Econoline/Aerotech cutaways.

60-WINCHESTER-GREAT AMERICA was shortened from Los Gatos to Winchester while 62-GOOD SAMARITAN HOSPITAL-BLOSSOM ROAD now loops via Blossom, Samaritan and Union.

The Amalgamated Transit Union has filed a grievance over the issue of replacing directly operated with contract service.

DOWNTOWN DASH is now operating on a revised alignment on a 10-minute headway weekdays between 615AM and 715PM. From San Jose AMTRAK Station, the bus travels via Cahill, San Fernando, Almaden, Santa Clara, 4th, San Carlos, Almaden, San Fernando and Cahill. *NEW CENTURY TRANSPORTATION* runs the line with a fleet of Econoline/Metrotrans cutaways.

KING COUNTY METRO TRANSIT DIVISION (METRO)

SEATTLE, WA: On September 24th the Downtown Seattle Transit Tunnel *(WT 10/89)* closed for two years while **SOUND TRANSIT** retrofits the tunnel for use by both **METRO** buses and **SOUND** trains.

During this time, all bus routes that used the tunnel will operated on downtown Seattle streets including 2nd, 3rd, 4th and 5th Avenues in various combinations.

28 different bus lines will be involved including **SOUND TRANSIT** 550-BELLEVUE-SEATTLE.

With so many buses operating on 3rd Avenue, **METRO** divided the routes into two sets, each stopping every 2-4 blocks in what is called an "alternating stop" pattern. General purpose traffic will be restricted on 3rd during peak commute hours to allow the increased value of bus traffic.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
Long Beach Transit	2501-2520	New Flyer	GE40LF/5C02——	2005	
Montebello Bus Lines	2501-2505	New Flyer	GE40LF/5C028442-446	07/05	
-USED-					
Roadways International	4704	MCI	MC-9/BP035756	03/81	1
Transportes Sol Azteca	9847	MCI	102C3/LP043278	02/90	2
	10049	MCI	102C3/KPO42868	05/89	3
Kings Area Rural Transit	G3001, G3003	Gillig	30102TB6V92TAC/L1083650, 652	1990	4
	G3005, G3011	Gillig	30102TB6V92TAC/L1083654, 660	1990	4
	G3501, G3503	Gillig	35102TB6V92TAC/L1083635, 637	1990	4
	G3505	Gillig	35102TB6V92TAC/L1083639	1990	4
-DISPOSITIONS-					
NCTD	533, 535, 537	Flxible	35096-6T/GD098792, 794, 796	01/86	5
	775-776	Flxible	40102-6TL/MD102787-788	08/91	5
	780-782	Flxible	40102-6TL/MD102792-794	08/91	5
	902, 904, 906	Flxible	40102-6C/ND103743, 745, 747	10/92	5
	908-909	Flxible	40102-6C/ND103749-750	10/92	5
	913-915	Flxible	40102-6C/ND103754-756	10/92	5
	924, 926	Flxible	40102-6C/PD104191, 193	09/93	5
	928-929	Flxible	40102-6C/PD104195-196	09/93	5
	2005-2006	Flxible	40102-6C/ND102999-300	04/92	5

-NOTES-

1. Ex Roesch Lines 444.
2. Believed to be ex Academy (NJ). Originally RSB Coaches (MN) 203.
3. Ex Academy Bus (NJ) 285.
4. Ex LAVTA, same numbers.
5. Sold at Nationwide Auction November 12, 2005..

NEW ORDERS

VISALIA CITY COACH has exercised one of the options on the MERCED COUNTY TRANSIT Orion VII contract *(WT 2/04)* and will buy eight 35-foot units (with Caterpillar CNG engines) now with an option for seven more. KINGS AREA RURAL TRANSIT of Hanford has ordered three.

GOLDEN EMPIRE TRANSIT DISTRICT has ordered 22 New Flyers with an option for another 22 plus one Orion VII powered by a John Deere natural gas engine.



New Montebello 2505, one of five New Flyer GE40LF just after being delivered. Paul Castillo photo.

RIVERSIDE TRANSIT AGENCY has ordered 34 paratransit vehicles on the State of California contract from Creative Bus Sales. The fleet will include twelve Type II 12-passenger Econoline/El Dorado 220 cutaways and 22 Type IV Chevrolet Uplander Amerivan style 5-passenger minivans. All but three are replacement units.