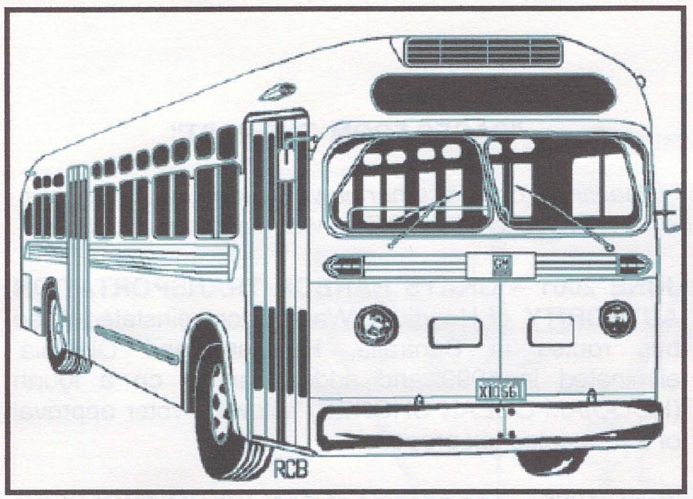


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VOL. 44, NO. 6 **June 2006**

TULARE COUNTY AREA TRANSIT (TCaT)

VISALIA: As the former **TULARE COUNTY TRANSIT** was renamed **TULARE COUNTY AREA TRANSIT** last October, the system also implemented a number of service changes including one new line, numbered all bus routes and established a common fare structure.



Bus route numbering includes — 10-NORTH COUNTY (Visalia-Dinuba), 20-SOUTH COUNTY (Tulare-Delano), 30-NORTHEAST COUNTY (Visalia-Woodlake), 40-SOUTHEAST COUNTY (Visalia-Porterville) 50-DINUBA-TRAVER, 60-LINDSAY-PORTERVILLE, 70-PORTERVILLE-SPRINGVILLE, 80-PORTERVILLE-TERRA BELLA and 90-PORTERVILLE-WOODVILLE. *(See map on Page 3.)*

Deviated service on all routes is now offered with riders needing to call in at least one day in advance.

Dial-A-Ride service has been added in Rural City of Tulare operating on weekdays between 700AM-1100AM and 100PM-300PM.

Other changes include — Line 10 was rerouted within Dinuba to serve the new Wal-Mart. Line 30 service was increased from six round trips to seven round trips. Line 40 was rerouted away from Farmersville and Exeter (*which are now served by **VISALIA CITY COACH** Line 9-VISALIA-EXETER – WT 12/04)*, and now operates along Highway 137 thru Lindsay.

NEW is 80-PORTERVILLE-TERRA BELLA offering two round trips on Monday and Wednesday only, departing Porterville Transit Center at 815AM and 1245PM, returning one hour later. From PTC, buses travel via D Street, Olive, South Main, looping via Road 235 (South Main), Avenue 92, Road 239 and Terra Bella Avenue.

*(Ed. Note – **TCaT** maps and timetables have a cover drawing of an El Dorado National MST II bus. The roster previously included Ford Econoline/El Dorado National Aerotechs, Ford Econoline/Collins Diplomats and **ORANGE BELT STAGES** provided MC-9s).*

PORTERVILLE TRANSIT (PT)

PORTERVILLE: NEW Line 7-PORTERVILLE ADULT SCHOOL-NORTH GRAND was added last October sharing the bus from Line 6-FAMILY HEALTH CARE NETWORK CLINIC LOOP that now operates hourly as does the 7. Line 7 is a one-way loop traveling along Haskell, Morton, Plano, Mulberry, Division, Highway 65, Westfield, Milo, Pioneer, North Grand, Beverly, Pioneer, Prospect, Westfield, Indiana, Morton and D Street to PTC.

Lines 1 through 5 continue to operate every half hour with all buses pulse scheduled at the Transit Center.

The weekday service span was extended one hour (to 700PM) and minor routing changes were also made on other lines including Lines 2–MONACHE HIGH-WEST HENDERSON and 3-EAST PORTERVILLE-GRANITE HILLS HIGH SCHOOL.

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OMNITRANS (OT)

SAN BERNARDINO: The **OT** Board has scheduled a public hearing for July 12th to discuss proposed fare increases effective September 1st including raising the regular basic fare from $1.15 to $1.25 with Daily Passes increasing from $2.75 to $3. Senior and disabled fares, partially subsidized by sales tax money from Measure I, would not change. Neither would prepaid fares.

The need for an increase is the same as **VVTA** (Pg. 6), to meet the state mandated farebox recovery ratios. The current **OT** ratio is just under 19 percent.

FIRST TRANSIT, INC. was recently awarded a new contract (2 years with 3 one-year options) to operate the ACCESS and OMNI LINK paratransit programs beginning this July 1st at a total cost of $37,443,949.

FTI was one of three bidders with incumbent *TRANSPORTATION CONCEPTS, INC.* and previous incumbent *LAIDLAW TRANSIT SERVICES* the other.

*(Ed. Note – Bids were allowed with various alternative costs and since the incumbent was $152,000 lower than FTI, unless you include the cost of insurance which **OT** has been supplying, the award was somewhat controversial).*

The San Bernardino Transcenter is coming — but is still a few years away. Land at the southwest corner of E Street and Rialto Avenue, a few blocks south of the current D Street Transit Mall and adjacent to tracks that **METROLINK** trains could use, is the location.

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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 2001 – GRAYS HARBOR TRANSPORTATION AUTHORITY of Hoaqium, Washington reinstated three bus routes in Centralia, Hoquiam and Olympia, eliminated in 1999 and added service on a fourth (HOQUIAM-OCEAN SHORES) following voter approval of a new sales tax proposal.

JUNE 1996 – The opening of **SAN DIEGO TROLLEY's** Downtown to Old Town extension on the NORTH/ SOUTH LINE on June 15th was accompanied by substantial changes in bus services to the Beach areas, Clairemont and other areas of San Diego.

JUNE 1991 – FOOTHILL TRANSIT inaugurated its first NEW line, not one formerly operated by **SCRTD,** 690-CLAREMONT-PASADENA VIA 210 FREEWAY, a directionally based weekday peak period line using their new Gillig Phantom F700 series buses.

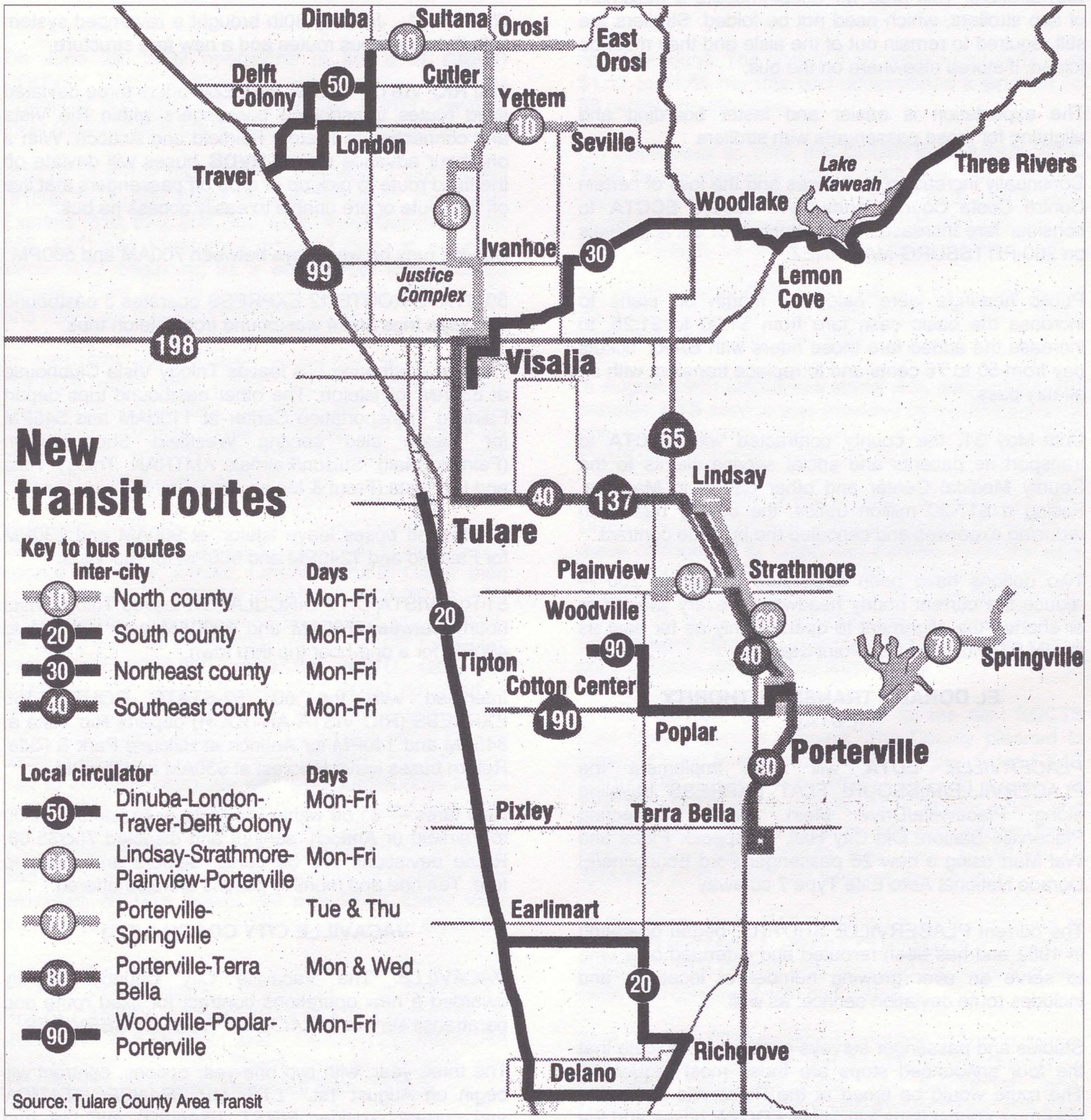
JUNE 1986 – As part of a previously announced restructuring program, **GREYHOUND LINES, INC.** announced that the cornerstone would be division of the nationwide intercity bus firm into four independent, regional companies.

JUNE 1981 – The **SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT** implemented major service changes on 22 lines serving Downtown, Hollywood, West Hollywood, Beverly Hills, West Los Angeles and Santa Monica.

WT STAFF FOR THIS MONTH

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Tulare Area County Transit Route Map



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

ANTIOCH: **ECCTA** recently announced the award of a new five year contract to *LAIDLAW TRANSIT SERVICES, INC.* for continued operation of fixed route and paratransit services using a fleet of nearly 100 vehicles *(Ed. Note – **WT's** ROTM – WT 5/05).*

LTS has provided all aspects of **ECCTA** service, except maintenance, since 1986.

The agency recently became the first in the nation to create a designated stroller area on buses. On each of its 40-foot buses, **ECCTA** removed one double seat and has designated the remaining area as space for riders

(Continued on page 4)

(Continued from page 3)
with strollers. This area will accommodate a maximum of two strollers, which need not be folded. Strollers are still required to remain out of the aisle and they must be folded, if stored elsewhere on the bus.

The expectation is easier and faster boarding and alighting for those passengers with strollers.

Continually increasing fuel prices and the loss of certain Contra Costa County funds have caused **ECCTA** to consider fare increases and reduction of service levels on 200-PITTSBURG-MARTINEZ.

Public hearings were held last month on plans to increase the basic cash fare from $1.00 to $1.25, to increase the added fare those riders with **BART** tickets pay from 50 to 75 cents and to replace transfers with an all-day pass.

Until May 31, the county contracted with **ECCTA** to transport its patients and social service clients to the County Medical Center and other offices in Martinez. Facing a $17-20 million deficit, the county has been reducing expenses and canceled the bus ride contract.

Two options have been suggested for Route 200 — reduce the current hourly headway to every two hours or shorten the alignment to operate only as far east as the BART/Pittsburg-Bay Point Station.

EL DORADO TRANSIT AUTHORITY (EDTA)

PLACERVILLE: **EDTA** will soon implement the PLACERVILLE/MISSOURI FLAT EXPRESS traveling along Placerville/Drive Main Street connecting Placerville Station, Old City Hall, Prospector Plaza and Wal Mart using a new 26 passenger Ford Econoline/El Dorado National Aero Elite Type 7 cutaway.

The current PLACERVILLE SHUTTLE began operating in 1982 and has been rerouted and extended over time to serve an ever growing number of locations and includes route deviation service, as well.

Studies and passenger surveys continue to indicate that the four announced stops are those most requested. The route would be timed at the Placerville Station to maximize connections with other **EDCTA** buses and the bus would operate every half hour on weekdays only between 800AM and 500PM.

To minimize delays, the service would operate as a traditional fixed route (no route deviations) which requires complementary paratransit be provided.

RIO VISTA TRANSIT (RVT)

RIO VISTA: January 30th brought a revamped system with three new bus routes and a new fare structure.

The **RIO VISTA DELTA BREEZE** offers three deviated fixed routes transporting passengers within Rio Vista and connecting to Isleton, Fairfield and Antioch. With a one-hour advance notice, **RVDB** buses will deviate off the fixed route to pick up or drop off passengers that live off the route or are unable to easily access he bus.

Service runs on weekdays between 700AM and 500PM.

50-STATE ROUTE 12 EXPRESS operates 3 eastbound to Isleton trips and 4 westbound from Isleton trips.

The first eastbound bus leaves Trilogy Vista Clubhouse at 830AM for Isleton. The other eastbound trips depart Fairfield Transportation Center at 1100AM and 345PM for Isleton also serving Westfield Shoppingtown (Fairfield Mall), Suisun/Fairfield AMTRAK, Trilogy Vista and Rio Vista (Front & Main).

Westbound buses leave Isleton at 900AM and 230PM for Fairfield and 1245PM and 500PM for Rio Vista.

51-RIO VISTA CITY CIRCULATOR leaves Trilogy Vista hourly between 700AM and 1000AM and 1200PM to 400PM for a one-hour trip thru town.

Interlined with the 50, 52-STATE ROUTE 160 EXPRESS (RIO VISTA-ANTIOCH) departs Rio Vista at 845AM and 140PM for Antioch at Hillcrest Park & Ride. Return buses leave Hillcrest at 930AM and 205PM.

New fares — $1.50 within Rio Vista or to Isleton, $5.00 to Fairfield or Antioch, seniors and disabled 75c/$5.00. Route deviations are 50 cents, seniors and disabled free. Ten ride and monthly passes are also offered.

VACAVILLE CITY COACH (VCC)

VACAVILLE: The Vacaville City Council recently awarded a new operations contract for fixed route and paratransit service to *LAIDLAW TRANSIT SERVICES.*

The three year, with two one-year options, contract will begin on August 1st. *LTS, MV TRANSPORTATION* and current provider *FIRST TRANSIT, INC.* all had submitted proposals beginning last January. This had been a *COACH USA TRANSIT SERVICES* contract that *FIRST* inherited when it purchased *COACH.*

The selection decision was initially postponed after *MV* filed a lawsuit challenging the city's bidding process. The firm, which bid the lowest price, contended cost

(Continued on page 5)

SAN DIEGO COUNTY TRANSIT SYSTEM

On June 28, 2002 operations of the **SAN DIEGO COUNTY TRANSIT SYSTEM** were transferred from the County of San Diego to Metropolitan Transit Development Board ending the 25 year history of the system.

SDCTS included East County Suburban Fixed Routes (815-877), Poway Fixed Routes (843-845), Commuter Express (810, 820, 850, 860, 870), Rural Bus (878, 879, 888, 894) and Paratransit and had been in business since 1977 beginning as a two-day-per-week service between East County communities along Highway 94 and Interstate 8 and the City of El Cajon.

In mid-1978 service was expanded to the North County's most rural areas; Ocotillo Wells, Warner Springs, Pauma Valley, Rainbow and Witch Springs with buses operating between Ocotillo and El Cajon via Highway 78. **NORTH COUNTY TRANSIT DISTRICT** was the contract operator for this line.

In January 1979, the San Diego County Board of Supervisors entered into a contract with **NCTD** to provide bus service in Poway, Santee, Lakeside and El Cajon, then operated by **SAN DIEGO TRANSIT CORPORATION** under contract. The reason for the change was economics as renewal of the **SDTC** contract would have cost the county $996,000 while the **NCTD** rate was $541,000. *(Ed. Note – Before 1977* ***SDTC*** *operated all service in the San Diego area. As a corporation of the City of San Diego, it provided bus service within the city using their SB 325 tax monies. Outside the city, they had to annually negotiate with eight jurisdictions to determine how much service that area wanted and what the costs would be.* ***SDTC*** *then had one of the highest wage rates for bus operators (almost $9.00 an hour) and the jurisdictions wanted to be served by lower cost providers.* ***NCTD's*** *hourly rate was $6.50. Chula Vista was first to break away (1972) and the County second).*

Service involved included 44-POWAY SHUTTLE, 45-POWAY-POMERADO HOSPITAL, 46-PARKWAY PLAZA-SANTEE, 47-PARKWAY PLAZA-LAKESIDE, 48 -EL CAJON-SANTEE and 54-SANTEE-JAMACHA BLVD-CASA DE ORO. These lines all operated with **SDTC's** 101-163 series Mercedes Benz 0309Ds.

One year later, following the resignation of **NCTD** General Manager Jon Jontig, the **NCTD** Board determined that providing service to the Poway and El Cajon areas, out of their district, was not good policy when there were unmet needs in the North County. A field office at Gillespie Field in El Cajon for the eight buses involved was also needed. They advised the County and the cities they wished to withdraw from the recently signed second year contract as soon as a replacement provider could be found. The cost of that contract had risen from $1.12 to $1.65 per mile and necessitated a ten cent (to 35 cents) fare increase.

On September 9, 1979 the **COUNTY TRANSIT SYSTEM** began replacing **NCTD. CTS** was the operating name for service operated by *AZTEC BUS LINES, INC.* under one year contracts totaling $926,000 with the cities of El Cajon, La Mesa and the County of San Diego.

An assortment of GMC Old Look and New Look buses were utilized – TDH-4509, TDH-4517, TDH-4801, TDH-5103, TDH-5105 and TDH-5301.

In August 1980 employees struck *ABL* over wages and benefits. **CTS** service was provided by a combination of non striking workers and *EAST COUNTY CAB COMPANY* vans which operated only during evening hours.

In September 1980 **CTS** adopted the-then-new San Diego County route numbering system for its lines and made changes in El Cajon and Santee. Numbers were prefixed with an "8" so former 54 became 854, etc. All fares were also increased ten cents – adults 50 cents, student 40 cents and senior/disabled 30 cents. Monthly passes were offered. September 17th saw a day of free rides to celebrate **CTS** first anniversary.

In mid 1981 an RFP was issued for the next **SDCTS** East County service contract. The County planned to lease 14 used buses from Hausman's Bus Sales (GMC TDH-4519s, 4521s and 4523s from a number of *AMERICAN TRANSIT CORPORATION* properties) and have the selected contractor operate and maintain those buses rather than provide their own. *COMMUNITY TRANSIT SERVICES* was selected as operator.

At the same time, *EAST COUNTY CAB* continued to operate Line 856-LA PRESA-CUYAMACA COLLEGE-RANCHO SAN DIEGO with vans and the Rural Bus services also continued with their vans.

That October, **CTS** assumed operation of commute service between Escondido and San Diego and Oceanside and San Diego previously run by **NCTD,** 800-OCEANSIDE-SAN DIEGO and 810-ESCONDIDO-SAN DIEGO. *THE BUS THAT GOES IN CIRCLES* was awarded the contract using a fleet of GMC PD-4106 and 4107 intercity buses.

New buses, in the form of seven 30 foot (001-007) and two 35 foot (008-009) Orion Is, were placed in service in mid 1985. Painted white with a yellow over orange over brown belt rail, the lift equipped, air conditioned buses replaced the leased GMCs from Hausman's.

PAUL'S LINE, INCORPORATED, an El Cajon based school bus and charter operator with other operations in Los Angeles and Kern County, became the contractor for **CTS** East County routes in the fall of 1986.

That December, *SUNDANCE STAGE LINES* became the contract operator for the three-route commuter system, 820-POWAY-SAN DIEGO having been added.

1988 brought new service contracts with some new contractors. *PAUL'S LINE, INC.* received Poway, *COMMUNITY TRANSIT SERVICES, INC.* received East County daytime while *AZTEC* was awarded Lemon Grove/ Alpine and East County evening. The *CTS* contract included 17 new Gillig buses in the second year and an expansion of service related to the **SAN DIEGO TROLLEY** extension to El Cajon.

On June 25, 1989 operations in El Cajon were enlarged to accompany the **TROLLEY.** Buses previously ending at Parkway Plaza were extended to/from the El Cajon Transit Center, the former 880 Rural Route became 864 -EL CAJON-ALPINE offering five round trips daily except Sunday and two NEW lines, 852-SANTEE TOWN CENTER-LEXINGTON & JAMACHA ROAD and 858-CUYAMACA COLLEGE-GROSSMONT COLLEGE were started. *ABL* operated the 856 and 864 with Econoline/Champion T/As while *CTS* ran everything else with full size Orion Is and Gillig Phantoms.

On February 21, 1990 contractor *ABL* closed its doors following filing for protection from creditors under Chapter 7 of the U. S. Bankruptcy Code. The company advised **SDCTS** this stemmed from a 1988 National Labor Relations Board decision ordering *ABL* to rehire 75 former workers involved in the bitter 1980 strike (different owners) and repay back wages and interest.

CTS then began to operate Line 856 using Econoline/ Falcons and Line 864 with Gilligs until County staff developed a longer term solution.

In October 1990 NEW Commuter Express Line 870—EL CAJON-SANTEE-KEARNY MESA began with three peak hour, peak direction trips. The line was operated by *GOODALL'S CHARTER BUS SERVICE/GRAY LINE OF SAN DIEGO* using buses that were interlined with 800-ESCONDIDO-SAN DIEGO. *(Ed. Note – GCBS had earlier been awarded the Express Bus contract and purchased 16 MCI 102AW3 buses).*

By the end of 1990, *MAYFLOWER CONTRACT SERVICES, INC.* was awarded the Poway fixed route and Call-A-Ride contracts using Econoline/Champions and Dodge Ram vans.

Two NEW Rural Bus routes, 878-BORREGO SPRINGS -RAMONA-EL CAJON/ESCONDIDO and 879-WARNER SPRINGS-RAMONA-EL CAJON/ESCONDIDO began providing designated day service (one round trip on each) from the northeast area to either El Cajon and Grossmont Center or Escondido and North County Fair.

A new local line in El Cajon, 871/872-EL CAJON SHUTTLE, began in September 1991 with a fleet of four *DAVE TRANSPORTATION SERVICES* (new name for *COMMUNITY TRANSIT SERVICES*) owned Econoline/ Falcons in a special paint scheme – white body with black window effect and a three color belt rail stripe of green over red over blue.

Another Weekday peak hour Express line, 830-SOUTH BAY-KEARNY MESA, operated by *GOODALL'S*, also started. Beginning at the Iris Avenue Trolley Station the bus traveled along I-905 and I-805 also stopping at park and ride lots in Chula Vista and National City.

In the spring of 1992, the County of San Diego issued an RFP for a 5-year East County contract. The County would provide the Orion and Gillig buses while the firm would provide the operating site, staff and eight small buses in year one and three each in years two and three. *DAVE*, the incumbent, won the new contract.

Both Poway and El Cajon were changed in June 1992. 843-RANCHO CARMEL-SOUTH POWAY was dropped and 844/845-POWAY LOOP modified to serve the Civic Center and Community Park. The POWAY DIAL-A-RIDE was reduced to Saturday only and the fleet modernized with new Econoline/Diamonds painted cream with a green belt rail and blue trim. In addition to **SDCTS,** they were also lettered **POWAY TRANSIT.**

A NEW shuttle in El Cajon, 873-MADISON AVENUE SHUTTLE began operating along Madison basically between the El Cajon Transit Center and 4th Street. A group of eight 1992 model Econoline/Collins Diplomats, supplied by contractor *DAVE* then began to operate on Lines 852, 871/872 and 873. 51-55 were painted white with a three color (red, green, blue) stripe and lettered "EL CAJON SHUTTLE" while 56-58 were white with a wide orange belt rail and thin blue stripe, both of which were in an upswept pattern near the back of the bus.

The former demand response in El Cajon, the EL CAJON EXPRESS, with a fleet of taxis, was replaced by EL CAJON DIAL-A-RIDE, operated by *DAVE* using a fleet of accessible vans. Service hours were lengthened and fares increased ($3 adult, $1.50 senior/disabled).

The summer of 1994 brought two more lines – 816-EUCLID TROLLEY STATION-MARKETPLACE AT THE GROVE and 875-LEMON GROVE SHUTTLE.

816 was a direct replacement for that segment of **SAN DIEGO TRANSIT CORP.** Line 16 and charged the **SDCTS** $1 fare instead of the **SDTC** $1.50.

Line 875 was/is a loop design route throughout Lemon Grove including On Call service to the Senior Center. It used Econoline/Diplomats 53 and 56 painted a special white with yellow belt rail outlined in green and lettered "LEMON GROVE SHUTTLE" .

SDCTS VEHICLE ROSTER

COUNTY PROVIDED

FLEET #	BUILDER	MODEL	SERIAL #	YEAR	NOTES	AQUIRED
20-24	GMC	TDH-4519	138, 141, 143-145	1966	1	11/81
28	GMC	T6H-4521A	104	1968	2	11/81
29	GMC	T6H-4521A	108	1968	3	11/81
31	GMC	T6H-4523N	019	1969	4	11/81
32	GMC	T6H-4523A	126	1972	5	11/81
34-38	GMC	T6H-4523A	827-828, 831-833	1974	6	11/81
001-007	Orion	01.502	F6001125-131	12/85		
008-009	Orion	01.507	F6001123-124	12/85		
010-026	Gillig	3596TB6V92T	K1082584-600	03/89		
030-035	Gillig	3596TB6V92T	P1085154-159	12/93		
036-038	Gillig	3596TB6V92T	S1085787, 789, 788	1995		
039-041	Gillig	3596TB6V92T	S1085790-792	1995		
50-53 (II)	National	RE-29	TC084233-234, 231-232	12/96		
54-57 (II)	National	RE-29	TC084228, 227, 230, 229	11/96		
58-60 (II)	National	RE-29	TC084225, 224, 226	10/96		
71-80	Flxible	35096-6T	—	1986	7	
201-204	National	RE-29	YC084001-002, 004, 003	2000		
205-208	National	RE-29	YC084123-124, 126, 125	2000		
8030-8035	Gillig	3596TB6V92T	P1085154-159	12/93	8	
8036-8038	Gillig	3596TB6V92T	S1085787, 789, 788	1995	8	
8039-8041	Gillig	3596TB6V92T	S1085790-792	1995	8	
8050-8053	National	RE-29	TC084233, 234, 231, 232	12/96	8	
8054-8057	National	RE-29	TC084228, 227, 230, 229	11/96	8	
8058-8060	National	RE-29	TC084225, 224, 226	10/96	8	
8101-8133	New Flyer	D40LF	1U022766-798	2001		
8201-8207	National	TRE-32	—	2001		

CONTRACTOR PROVIDED

FLEET #	BUILDER	MODEL	SERIAL #	YEAR	NOTES	AQUIRED
67903-67906	MCI	102AW3	KP042959, 963, 967, 971	08/89	9	
67907-67910	MCI	102AW3	KP042975, 980, 985, 987	08/89	9	
67911-67914	MCI	102AW3	KP042989, 991, 993, 996	08/89	9	
67915-67918	MCI	102AW3	KP042998, 43000, 002, 004	08/89	9	
227-230	Ford/ElDo	Econ/Falcon	LHB17668-670, 667	1990	10	
I 51 – I 58	Ford/Collins	Econ/Diplomat	-	1992	10	
567-572	Ford/ElDo	Econ/Aerotech	—	1995	11	
64516	MCI	102DL3	—	—	12	
65001	MCI	102D3	XP052355	06/99	13	
68210	TMC	102A3	HR006319	10/87	14	
68212	TMC	102A3	HR006210	10/87	14	
68213	TMC	102A3	HR006234	10/87	14	

NOTES:

1. *Ex St. Petersburg (FL) Transit 1111, 1114, 1116-1118.*
2. *Ex Austin (TX) Transit Corp 1831.*
3. *Ex Kentucky (KY) Bus Lines 1845.*
4. *Ex La Salle-Peru (IL) City Lines 1262.*
5. *Ex Tucson (AZ) Transit Corp. 1276.*
6. *Ex Tucson (AZ) Transit Corp. 1471-1473, 1462-1463.*
7. *Ex North County (CA) Transit District 501-553 series.*
8. *8000 added to former fleet number in November 2001.*
9. Renumbered by Coach USA, Ex Goodall's Charter Bus Service 47903A-47918A.
10. Ex Dave Transportation Services.
11. Ex Mayflower Contract Services 38567-38572, now Laidlaw 567-572.
12. Ex Arrow Stage Lines (AZ) 4516.
13. Ex unknown.
14. Ex All West Coachlines 210, 212, 213. Originally Greyhound 2171, 2067, 2091.

CURRENT ROSTER: 201-208, 567-572, 8030-8041, 8050-8060, 8101-8133, 8201-8207, mixed 60000s (93 buses).

With the opening of the *COASTER* in early 1995, 800-OCEANSIDE-SAN DIEGO was replaced by the peak hour commuter train and **SDTC** Lines 220-RANCHO PENASQUITOS and 230-RANCHO BERNARDO were transferred to **SDCTS** as 850 and 860, respectively.

Line 800 had been inaugurated in November 1981 and was operated by *SOUTHWEST COACHES, INC*, then *SUNDANCE STAGE LINES* and more recently by *GOODALL'S CHARTER BUS SERVICE.*

The **SAN DIEGO TROLLEY** EAST LINE was extended from El Cajon to Santee on August 27, 1995 causing a series of bus route changes. NEW Lines 831-834 serve different parts of the city from the Santee Town Center Station and weekday peak hour 877-WELD BLVD STATION-EL CAJON INDUSTRIAL PARK were all started.

The former 854 was divided into 854-LAKESIDE-GROSSMONT TROLLEY and 855-GROSSMONT-RANCHO SAN DIEGO while the 852 was discontinued.

Except for special paint jobs on buses used locally in some cities, the **SDCTS** paint scheme had been a white body with yellow, orange and brown stripes. The 1995 model Gillig Phantoms (36-41) arrived in new colors – white body, red belt rail stripes, blue below the rub rail with "*CTS*" in white with red trim.

Two NEW flexible destination lines began in October 1997 — 851-SPRING VALLEY SHUTTLE and 853-RANCHO SAN DIEGO SHUTTLE. From the Spring Street Trolley Station, these weekday peak hour lines could deviate up to 1/2 mile for pick ups and drop offs, arranged at least 1 hour in advance. *AMERICAN RED CROSS-SAN DIEGO* was the contract operator.

In 1997 *RYDER/ATE, INC. SAN DIEGO* became the new contractor for the East County system operating from a yard on Vernon in Santee.

In late 1998 and early 1999 two more NEW lines started and Line 851 was expanded to operate all day.

Line 874-EL CAJON EASTSIDE SHUTTLE began in November 1998 operating a one way loop (Mollison, Broadway, 2nd, Jamacha, Washington, Mollison) also offering the Flex Route deviation. *AMERICAN RED CROSS-SAN DIEGO* was the contractor.

In Poway, Line 844A-SOUTH POWAY INDUSTRIAL PARK was started providing weekday peak hour service using the "Poway Trolley", Econoline/Aerotech 571 painted green over red with a brown colored belt rail that resembled wood grain paneling. The fleet included 567-572 (ex *MAYFLOWER* 38567-38572). *LAIDLAW* was the contractor, having purchased *MAYFLOWER*.

In October 2001 *LTS* was awarded the contract for East County system operating from the new East County Maintenance Facility on Johnson in El Cajon replacing *FIRST TRANSIT, INC* (*RYDER/ATE*).

The fleet was substantially changed with the arrival of 33 diesel powered New Flyer D40LF buses (8101-8133) and seven El Dorado National TRE-32s (8201-8207).

Orion 1s 001-009 and Gilligs 010-026 were retired with remaining buses renumbered – Gilligs 30-41 became 8030-8041 while RE-29s 50-60 are now 8050-8060.

At the same time, a Rural Transportation Needs Study was underway to determine the appropriate service delivery model to best meet the needs of the rural county areas. Plans were developed for seven fixed routes and one Dial-A-Ride to replace the four Rural Routes.

Early in 2002, the County Board of Supervisors voted to divest itself of **SDCTS** and transfer the system to the **METROPOLITAN TRANSIT DEVELOPMENT BOARD** with certain provisos – **MTDB** would implement recommendations from the East County Transit Study and Rural Area Short Range Transit Plan, maintain current service levels in the East County area until October 2003 and seek legislation to add a second County Supervisor to the 15-member Board.

The final **SDCTS** change took place on June 16 as NEW Line 815-EAST MAIN-ECTC began replacing a portion of **SDTC** Line 15-CITY OF EL CAJON. Buses travel from ECTC via Marshall and Main to Broadway (Kaiser Hospital). The 815 was part of the *LTS* contract.

June 28, 2002 saw the transfer of operations to **MTDB.**

The RURAL BUS program was phased by February 2004. Four new routes started plus five one-day-per-week lines between Ramona and small communities in northeast San Diego County. *LAIDLAW TRANSIT SERVICES – RAMONA* operates the program.

January 30, 2006 brought major reductions to RURAL BUS – except for Line 894 with 3 weekday round trips, all remaining lines operate one day per week and fares were substantially increased. In place is a two zone structure with $5 for a one zone ride and $10 for two.

The 2006 Comprehensive Operational Analysis has proposed substantial changes for the East County area. Except for 848-LAKESIDE and 864-ALPINE, the route network of the future will little resemble what the **CTS** system, described herein, looked like for many years.

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should be valued at greater than five per cent of the contract award, but city staff and selected City Council members said they were interested in the lowest, most responsible bidder, not the lowest bidder.

NILES COACH LINES (NCL)

NILES: **NCL** is a joint project of the Niles Golden Spike Association, the Pacific Bus Museum and **AMERICAN STAGE TOURS** to operate a historic bus in conjunction with the NILES CANYON RAILWAY trains.

The bus, a 1958 model GMC TDH-4512, originally **SACRAMENTO TRANSIT AUTHORITY** 128 and then **UNITRANS 4507,** operates along Niles Blvd. for a ride thru historic Niles (Fremont) on selected Sundays between 1030AM and 330PM.

The bus is owned by PBM and leased to and operated by **AST.** First day of operation was February 19, 2006.

LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS (LACDPW)

ALHAMBRA: The 2006 Summer Beach Buses program includes seven routes from last year plus the new SOUTH WHITTIER-LONG BEACH route this year. This bus operates only on Saturday and Labor Day between June 28 and September 4. There are three pick up points and fares are $1 for adults and children, 50 cents for seniors and disabled.

The other bus routes are all destined to Santa Monica — from ALTADENA, ANTELOPE VALLEY, CHARTER OAK, EAST LOS ANGELES, LA CRESCENTA-LA CANADA, SANTA CLARITA and TOPANGA CANYON.

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: May 1 brought some new DASH schedules. SAN PEDRO now offers a 20-minute headway on weekdays 630AM-730PM and Saturday 900AM-600PM (previously was half hourly). Half hourly headways are provided on Sunday 900A-600PM (was previously hourly).

At the same time, in Wilmington, DASH/BANNING'S LANDING was discontinued.

Contracts for operation of DASH Package 5 (South Los Angeles-Harbor Area) were finally awarded. Package 5.1 (WILMINGTON and SAN PEDRO) was awarded to *M.V. TRANSPORTATION* while 5.2 (VERMONT/MAIN, CHESTERFIELD SQUARE and WATTS) was awarded to *CONNEX TRANSIT,* now known as *VEOLIA.*

Following two separate Request For Proposal cycles and several current contract extensions for *CONNEX* and *WLCAC*, the Los Angeles City Council recently awarded a contract to operate in all three CITY RIDE areas to *M.V. TRANSPORTATION.*

The work stoppage of Teamsters Union Local 848 against *FIRST TRANSIT, INC.* (DASH Package 3 in the San Fernando Valley) continued at press time.

Northbound buses on DASH D-GATEWAY PLAZA-SPRING ST. were rerouted from Spring to Main June 18 with the discontinuation of the Contra Flow Lane on Spring Street. Southbound buses continue on Spring.

In the **LADOT** world, each contractor is required to provide its own operating facility. On the fixed route side, three contractors operate seven different contracts from nine garages. For CITY RIDE, two contractors operate in three areas from two garages.

FIRST TRANSIT, INC. has four garages – Avenue 21 in Lincoln Heights for DASH Packages 1 and 2, Slauson & Mettler on the south side for Package 1, 11402 Ilex Avenue in Pacoima for DASH Package 3 and Valley Blvd & Mariondale for DOWNTOWN DASH.

CONNEX has three yards – Raymer near Van Nuys in Van Nuys for COMMUTER EXPRESS-NORTH, Washington near Eastern in Commerce for COMMUTER EXPRESS-SOUTH and Slauson & Laura in Huntington Park for DASH Package 5.2.

M.V. has two yards – 4th & Hewitt for DASH 4 (EL SERENO, BOYLE HEIGHTS and PICO/UNION-ECHO PARK) and Paramount on Rosecrans for DASH 5.1.

For CITY RIDE, *CONNEX* uses Laura Avenue and a second yard on Sepulveda and Raymer while *WLCAC* has their main shop at their 108th & Central offices.

With new bids for Packages 1, 2 and 3 currently under review (September start ups), it is expected that garage locations (or their owners) may be changing soon.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: June 25th saw implementation of the Summer Shake Up and brought a number of changes including one new METRO RAPID, one new local line and deployment of more 60-foot articulated NABIs.

NABIs in the 9300 series have been assigned to 720-WILSHIRE-WHITTIER RAPID and 761-VAN NUYS RAPID replacing 8000 series 45-foot Compo buses that

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were reassigned to 745-BROADWAY RAPID with others sent to Division 18 for 711-FLORENCE RAPID and 740-HAWTHORNE and D8 for 750-VENTURA.

Three lines were modified to implement the latest ruling of the Consent Decree – extend weekday peak trips of 105-VERNON-LA CIENEGA from Vernon & Santa Fe to District & Atlantic along the previous routing, reinstate weekday midday trips on 209-VAN NESS-ARLINGTON and extend the 6th & Main and Wilshire & Westwood short turns on Line 720 to the far terminals.

NEW are 634-SAN FERNANDO-HUBBARD SHUTTLE and 734-SEPULVEDA BLVD RAPID.

Operating on weekdays, Line 734 operates between Ventura & Sepulveda and Sylmar Metrolink Station via Sepulveda, Brand, Truman and Hubbard. 634 begins at Sylmar Metrolink via Hubbard. Southbound trips loop via Hubbard, Sayre and Eldridge to Hubbard.

Segments of three lines were officially discontinued and operations transferred to other public agencies — the part of 220-ROBERTSON BLVD-CULVER BLVD south and west of Venice & Culver to new **CULVER CITY BUS** Line 7-CULVER BLVD, all of 225/226-PALOS VERDES DRIVE to **PALOS VERDES PENINSULA TRANSIT AUTHORITY's** GREEN LINE and the segment of 439-LA-REDONDO BEACH south of City Bus Center midday and Aviation Station peak hours to **BEACH CITIES TRANSIT** Line 109-SOUTH BAY.

CULVER CITY and **PALOS VERDES** inaugurated their new services on June 25th as planned.

BCT's new bus purchase (El Dorado National MST IIs) have not arrived from the factory and are now expected by mid August.

MTA created Line 439-SHUTTLE that will run between City Bus Center/Aviation Station and the Redondo Beach terminal over the previous 439 alignment and will operate until **BCT** can begin operations.

Other changes included combining the 717-FAIRFAX RAPID with 780-HOLLYWOOD-PASADENA RAPID into the new Line 780. Additional midday service was added on the segment of 4/304-SANTA MONICA BLVD between Highland and Vermont *(Ed Note – interestingly this is the segment of Line 156 recently cut back as part of some San Fernando Valley changes).*

On June 27th Los Angeles Mayor and **MTA** Chairman Antonio Villaraigosa announced tentative agreements had been reached between **MTA** and the United Transportation Union (bus operators), Amalgamated Transit union (maintenance) and Transportation Communications Union (clerical staff).

Since its 1993 inception, **MTA** had never reached agreements with the major unions on new contracts prior to their expiration *(Ed. Note – **SCRTD** last reached agreements in 1988).*

The unions were expected to quickly present the tentative contracts to their memberships for ratification. All three groups voted in favor. The **MTA** Board is now expected to vote at its July 27th meeting.

All those involved credited the "interest based negotiating" approach used for the first time *(WT 1/06)* with speeding up the process.

CULVER CITYBUS (CCB)

CULVER CITY: **CCB** started Line 7-CULVER BLVD. on June 25th replacing the part of former **MTA** Line 220 between Venice & Culver and Fisherman's Village. The segment between the Village, World Way West and City Bus Center was not replaced.

Using two buses, Line 7 operates over the same alignment as the 220 and offers a 40-minute headway between 600AM and 700PM daily except Sunday.

ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

ORANGE: The Summer Shake Up took place June 11 and included two NEW lines and headway and service span improvements on a number of others.

July 1st will bring a change in contract service provider (ten local fixed routes, four Express, ten Station Link and the *ACCESS* paratransit system) from *LAIDLAW TRANSIT SERVICES* to *VEOLIA TRANSPORTATION,* formerly *CONNEX TRANSIT, INC.*

Included will be a relocation of the operations facility from *LTS'* Construction Circle yard in Irvine to former OCTA Division 7 on Sand Canyon, also in Irvine.

Line 757-POMONA-SANTA ANA will be transitioned to contract operation and the alignment extended to originate at Pomona's Fairplex Park and Ride traveling on Interstate 10 and the 57 Freeway to Diamond Bar Park and Ride, then as the 757 has traveled to The Block, then via Bristol/La Veta, Main Street and Santa Ana Blvd to Flower. Two morning southbound and two afternoon northbound trips will continue and be pulse scheduled with the NEW 758 at Diamond Bar.

Line 758-CHINO-BREA-IRVINE will be a NEW contract line linking Chino, Chino Hills, Diamond Bar, Brea and Irvine, traveling in HOV lanes on the 57 and 5 freeways.

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A fleet of 12 Chevy GMT560/El Dorado National Aero Elite, 26 passenger, accessible buses with suburban appointments (6301-6312) were purchased for these lines and for the September start up of NEW Line 794-RIVERSIDE-CORONA-SOUTH COAST METRO.

OCTA and the **RIVERSIDE TRANSIT AGENCY** have signed another one-year agreement to fund operations of **INLAND EMPIRE CONNECTION** Line 149-VILLAGE AT ORANGE-RIVERSIDE.

O. C. CRUISER (OCC)

NEWPORT BEACH: Using a fleet of International/ Aerotech cutaways designed to resemble the surfer station wagons of the past (Woodies), **OCC** started operating a three-route system in Newport Beach designed to connect visitors and locals with all of the attractions in the coastal city.

Three routes are offered, PENINSULA (RED LINE), PACIFIC COAST HIGHWAY (BLUE LINE) and INLAND (YELLOW LINE). All operate between 7AM and 9PM.

While the one way fare is $5, All Day Passes at a cost of $8 are also available.

VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

VICTORVILLE: **VVTA** has scheduled a hearing for August 21st to receive testimony on plans for a system wide fare increase this October, the first since 1995.

The Transportation Development Act of 1972 requires transit agencies to maintain a minimum 20% farebox recovery for urban and suburban service and 10% for rural and complementary paratransit. **VVTA** has been operating under an intermediary farebox ratio of 18% for the past several years.

The FY 06/07 budget projects a 15% recovery for the suburban routes (31-52) and a 5% recovery for the rural routes (21-23). The expected decrease in the ratios is directly related to the dramatic increase in fuel prices.

Without a fare adjustment, **VVTA** would be forced to reduce current service and proposed expansion in west Victorville and the Southern California Logistics Airport (George Air Force Base) could not be considered.

Also recommended is an increase in paratransit subscription fees. Historically, **VVTA** has priced this service far below its actual cost although federal regulations do allow agencies to charge "the fully allocated cost" of such service.

Proposed fares — Suburban — adult $1 to $1.25, student 75 cents to $1, senior/disabled 50 to 60 cents. County — adult $2 to $2.25, no change for others. Day Pass prices would also rise including Suburban Adult from $3 to $3.50 and County Adult from $5 to $6. All other day passes would increase along with 31 Day Passes, Direct Access fares and Subscription rates.

Santa Clarita based Moore & Associates, Inc. was recently awarded its second Marketing Services contract by **VVTA.**

Due to construction and delays in and around the Highway 2 and Highway 138 intersection, regular and deviated service on Route 21-TRI COMMUNITY has been suspended for the summer.

The five Bluebird ULF buses *(WT 11/05)* were expected to be on the production line this month with delivery possible by the end of July.

TRANSPORTES SOL AZTECA (TSA)

NATIONAL CITY: During the month, **TSA** extended its SAN YSIDRO and PHOENIX-EL PASO routes back to downtown Los Angeles to a new store front ticket office and terminal at 808 South Main Street.

Buses operate from the downtown terminal to East Los Angeles along Main, 7th, Santa Ana Freeway and Olympic to Marianna (East Los Angeles Station).

SAN YSIDRO buses are scheduled to depart Los Angeles at 500AM, 600AM, 700AM, 800AM, 1000AM, 1200PM, 200PM, 400PM, 600PM and 900PM.

TSA recently enlarged its fleet of MCI/TMC MC-9s, 102A3, 102C3 and Setra S415s with the purchase of a number of former **GREYHOUND LINES** MC-12s, some all white and others still in red/white/blue.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: Fares for riding **GGT** regional bus service, **GOLDEN GATE FERRY** and **GGT** intercounty paratransit service will increase five percent July 1st.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
LADOT	06303-06305	El Do National	EZ Rider II/6C084063-065	2006	
MTR Western (WA)	5649-5650	Prevost	H3-45/51010107, 119	2005	
	5668, 5671	Prevost	H3-45/61010519, 537	2006	
-USED-					
Pacific Coast Sightseeing	65580	MCI	102DL3/YP053014	2000	1
	64549-64550	MCI	102DL3/PP045393, 396	1993	2
	64551	MCI	102DL3/RP045901	1994	3
	6996	MCI	102EL3/XP060795	1999	4
Imperial County Transit	109	Gillig	40102TB6V92T/J1082965	1988	5
Antelope Valley Trns Auth	9892	Gillig	40TB966V92/E1080826	1984	6
-DISPOSITIONS-					
Omnitrans	2685-2686	TMC	T80206/PR829811-812	1993	7
	9701-9703	Neoplan	AN440A/VL013223-225	05/97	7
	9707	Neoplan	AN440A/VL013229	06/97	7
Norwalk Transit System	7052	Gillig	G18D102N4/T1070000	1996	8
Chula Vista Transit	017-019	Chance	AH-28/KW077460-462	1989	9

-NOTES-

1. Ex CUSA-Dallas —.
2. Ex Gray Line AZ 45-500, Ex Arrow Stage Lines (AZ) —.
3. Ex Arrow Stage Lines (AZ) —.
4. Ex Valen Transportation, Inc. 996.
5. Ex Imperial County Transit 19099.
6. Ex SAMTRANS 892/9892 via M.V. Transportation.
7. Sold by Nationwide Auction Systems – Industry in spring 2006.
8. For sale by Transit Sales International in spring 2006, correction.
9. Sold by Nationwide Auction Systems – Otay Mesa in May 2006.





Antelope Valley Transit Authority 9892 (above) and 3335, a NABI Low Floor (below). Both at the Lancaster City Park Transfer Center on June 13, 2006. Craig Barnes photo.

(Continued from page 7)

One way bus fares will rise between 15 and 40 cents, ferry fares will increase 30 cents and paratransit fares will increase between 25 and 65 cents.

Local Marin County bus fares, set by **MARIN COUNTY TRANSIT DISTRICT,** will not change.

Earlier this year, the **GGT** Board authorized a Five Year Transit Fare Increase Program, beginning this year, to assist in meeting operating expenses by annual fare changes designed to raise $9 million over the five years (*WT 3/06*).

A new Agreement For Marin Local Bus Service (between **GGT** and **MCTD)** became effective May 1. There are significant changes from previous pacts including that **GGT** now pays a share of the costs associated with intracounty paratransit trips, those beginning/ending within 3/4 mile of a **GGT** non-commute regional bus route. Previously, **GGT** was only involved with inter-county paratransit trips.

MCTD will soon adopt a new service plan for implementation this September for local bus service that will involve changes to almost all bus routes. A new Rural Bus Service program will begin next month.