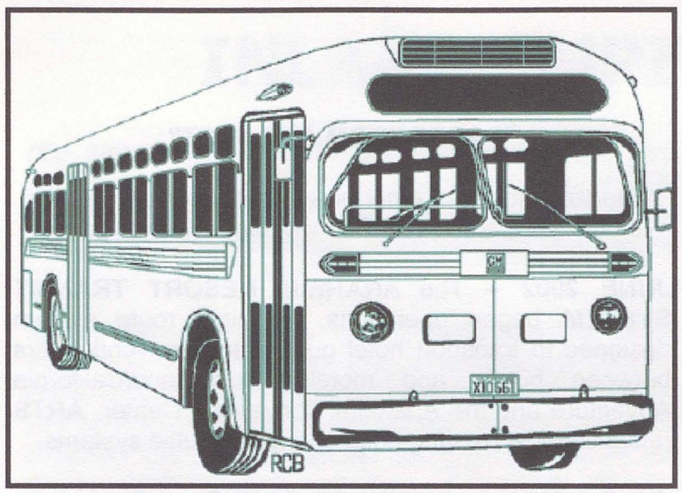


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VOL. 45, NO. 6 **June 2007**

WASHINGTON STATE FERRIES (WSF)

SEATTLE, WA: **WSF** officials recently announced that four Steel Electric class vessels, the oldest used as ferries on salt water in the United States, will remain in service on the KEYSTONE-PORT TOWNSEND route.

After six years of studies, a planned switch to larger boats has been placed on hold for the foreseeable future, primarily because of the difficulty and expense of adapting the two small terminals for larger vessels.

The *ILLAHEE, KLICKITAT, NISQUALLY* and *QUINAULT,* built in 1927 (and used by **SOUTHERN PACIFIC** in the Bay Area) with a 60-car and 600 passenger capacity, are the only vessels in the **WSF** fleet *(WT 4/97)* small enough to dock at Port Townsend, on the northeast tip of the Olympic Peninsula, and Keystone, on the west side of Whidbey Island.

The boats have had problems and eventually must be replaced, likely with boats that can carry up to 100 cars, but the state has neither the money nor a time frame for construction, and public opinion has to be considered.

WSF had been considering the use of 144-car ferries, but residents on both sides of the run did not want boats that large.

Construction of 144-car ferries, similar to the Issaquah-class boats with a capacity of 1500 passengers and usable on other routes, has been stalled related to procurement issues.

Lawmakers approved construction of four boats in 2001 and a contract was awarded to Todd Pacific Shipyards, but another bidder, J. M. Martinac Shipbuilding Corp. claimed it had been illegally removed from the bidding. A judge agreed and more litigation followed.

Legislation signed recently by Governor Chris Gregoire will allow Todd, Martinac and Nichols Brothers Boat Builders of Whidbey Island to work together in getting the first boat completed by 2009.

Builder representatives, legislators and **WSF** officials have agreed that, if the three firms cannot come to terms, competitive bidding will be reopened between Todd and Martinac and, if one drops out of the running, the state could contract with the other.

A new fare collection system began May 9th on the VASHON ISLAND FERRY route affecting passengers on **KING COUNTY METRO** Routes 118 and 119.

All passengers, except as noted, are now required to exit the bus upon arrival at the ferry dock and pay a cash fare or have their fare media scanned at the passenger terminal.

Passengers with the *PUGET PASS,* disabled riders and those who paid their exact bus and ferry fare in cash may stay on the **KCM** bus, but must have their fare media available and ready for inspection.

Passenger who exited the bus will be allowed to re-board when the bus is on the boat and after cars have been boarded the ferry.

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VALLEJO TRANSIT LINES (VTL)

VALLEJO: In response to a request from the City Manager to reduce the transportation budget by $2.5 million, Public Works Director Gary Leach has suggested a program to eliminate two city bus routes, Sunday service except 80/85-BART/EL CERRITO DEL NORTE-VALLEJO-FAIRFIELD, reduce other selected weekday services, increase *BAYLINK FERRY* fares and eliminate the taxi coupon program for seniors, (half-off taxi fares to Vallejo citizens 65 and older).

VTL held ten public meetings during May to receive testimony and, predictably, most speakers were against the changes. The City Council will have the final say.

The proposed reductions are not one-time solutions but are designed to eliminate the general fund subsidy of the transportation system, bus and boat.

Routes 3-GLEN COVE, 8-EASTSIDE, 9 and 92 are all proposed for discontinuation although 3 would be replaced with three rush hour trips and 85-BART-VALLEJO-FAIRFIELD would be rerouted to replace 9.

On the *BAYLINK FERRY,* one way tickets would rise to $12.50, Day Passes would increase to $21 and monthly passes would increase to $270.

Reductions on the bus routes would save an estimated $1.3 million, eliminating taxi coupons would save about $370,000 and the increases in the ferry fares would generate about $800,000 in new revenue.

HOW TO CONTACT US

Edmund Buckley ebuckley@western-transit.com
Craig Barnes cabarnes@western-transit.com

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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 2002 – The **ANAHEIM RESORT TRANSIT SYSTEM** began operations, an eight route system designed to transport hotel guests and conventioneers between hotels and motels, Disneyland/California Adventure and the Anaheim Convention Center. **ARTS** replaced most existing hotel operated shuttle systems.

JUNE 1997 – EMERY-GO-ROUND, a fixed route system in the City of Emeryville started – five routes with a fleet of six Bluebirds, Qs 403-407 and CS 413.

JUNE 1992 – FAIRFIELD-SUISUN TRANSIT SYSTEM started two new lines, FAIRFIELD-VACAVILLE-DIXON-DAVIS, funded by the Solano County Transportation Authority and operated by *MAYFLOWER* and a new city route, 7-CORDELIA VILLAGES, operated by *DAVE* who ran all the city routes.

JUNE 1987 – PHOENIX TRANSIT SYSTEM/ REGIONAL PUBLIC TRANSPORTATION AUTHORITY began several new lines including 4-ALMA SCHOOL ROAD and 72-SCOTTSDALE-RURAL ROAD, operated by new *ATC* subsidiary *VALLEY COACH* with a fleet of ten new 30-foot Orion I buses.

JUNE 1982 – The **CENTRAL CONTRA COSTA TRANSIT AUTHORITY** assumed operations of former **AC TRANSIT** lines in Orinda, Lafayette, Pleasant Hill and Concord (buying 30 new Gillig Phantoms) along with the independent **WALNUT CREEK MINI BUS.**

WT STAFF FOR THIS MONTH

EDITOR:	Edmund Buckley
ASSOCIATE EDITOR:	Craig Barnes
SENIOR CORRESPONDENT:	Jim Moore
SENIOR STAFF:	Alan Fong Ron Downing
REPORTERS & SOURCES:	John Andoh Bob Burrowes Paul Castillo Ron Hook Russ Jones Andrew Novak

INLAND EMPIRE CONNECTION

(Ed. Note – In September 2000, WESTERN TRANSIT *published a story on the first ten years of the* ***INLAND EMPIRE CONNECTION.*** *This publication will cover the events from the summer of 2000 until this year, including an updated* ***IEC*** *roster).*

IEC began operations on June 1, 1990 as a four county joint powers agency (including **OMNITRANS, RIVERSIDE TRANSIT AGENCY, ORANGE COUNTY TRANSIT DISTRICT** and **LOS ANGELES COUNTY TRANSPORTATION COMMISSION)** designed to operate two former **SCRTD** intercounty lines, 149-LONG BEACH-DISNEYLAND-RIVERSIDE and 496-LOS ANGELES-POMONA-RIVERSIDE-SAN BERNARDINO.

Over its fifteen year existence, **IEC** went from a 16 bus (12 scheduled, 4 spares) fleet with three lines in four counties through two expansions and several reductions to a fleet of 11 (8 scheduled, 3 spares) with two lines in three counties.

The original objective of the joint powers agency was to operate the same or better service levels at a lessor cost, by contracting with private firms for service provision.

By 2003 and 2004, the allure of contract operations was fading, caused by several factors.

The labor agreement negotiated between **RTA** and the Amalgamated Transit Union that took effect on July 1, 2004 required that all bus routes operated using 40-foot buses be directly operated.

Line 149-RIVERSIDE-VILLAGE AT ORANGE became directly operated, by **RTA,** beginning in July 2004.

In early 2005, **OT** staff recommended that their fixed route contract operations, which included more than **IEC,** be brought in house as the cost differential continued to shrink and the maintenance needed continued to consume an ever increasing amount of the budget.

Line 90-MONTCLAIR-SAN BERNARDINO-RIVERSIDE was transferred from contractor *TRANSPORTATION CONCEPTS, INC.* to **OT** on July 18, 2005.

Although the name **INLAND EMPIRE CONNECTION** still appears on Line 90 and 149 bus stop signs and Line 90 is referred to as **IEC** in the **OMNITRANS** Bus Book and **IEC** appears on **OCTA** route maps and the Village At Orange boarding diagram, with the transfer of Line 90 in July 2005, all service was then directly operated and **IEC,** as a separate organization, no longer existed.

In September 2000, **IEC** operations included Lines 100-RIVERSIDE-SAN BERNARDINO, 110–MONTCLAIR-SAN BERNARDINO and 149-RIVERSIDE-DISNEYLAND with a fleet of 11 buses including four **RTA** supplied RTS 04s and seven **OT** supplied Neoplans. *TRANSPORTATION CONCEPTS, INC.* was the contractor.

Prior to 2000, **OT** and **RTA** had a cooperative service agreement with each other and each had an agreement with the contractor, then *ROESCH LINES, INC.,* to operate the system.

As both agencies required services and shared a portion of Line 100 (**OT** 68% and **RTA** 32%), they released a joint Request For Proposal and developed a new Cooperative Agreement detailing administrative issues and methods to share expenses and responsibilities.

As part of a series of changes, in July 2001, NEW 90-MONTCLAIR-SAN BERNARDINO RAPID ROUTE replaced the former 110 with a new alignment and a different fare structure. Fare wise, Line 90 adopted the regular **OT** fare ($1 cash, $2.50 Day Pass) instead of a zoned $1.00/$1.85 cash fare. The **OT** supplied buses (Neoplans 9701-9707 and RTS 411 and 601) were then equipped with GFI electronic fareboxes, replacing the Mains, to be able to issue and honor machine generated Day Passes.



Line 90 traveled from Montclair Transcenter via Richton, Monte Vista, I-10 Frwy, Miliken, Mall Drive, Mills Center to Mall stop, Concourse, Miliken, I-10 Frwy, Pepper, thru Arrowhead Regional Medical Center, Pepper, I-10, 215 Frwy, 6th, D St and 4th to Arrowhead.

In late 2001, **IEC** operations were again threatened as **OCTA** had not agreed on a Line 149 contract extension. **IEC** buses had stopped honoring **OCTA** fare media in July. When the previous contract amendment was negotiated in 1997, it was expected that it would be the final amendment and that future intercounty bus service would be provided and funded by the originating county's transit agency.

Line 149-RIVERSIDE-MALL OF ORANGE was rerouted in several areas, beginning January 27, 2002, primarily to speed up service including use of the FasTrak Lanes (toll) on the Riverside Freeway. This meant discontinuation of local service on Magnolia in Arlington and along Santa Ana Canyon Rd in Anaheim Hills, but it lessened the costs and **OCTA** signed the contract extension *(Ed.*

*Note – Service levels since then have remained constant with the only noticeable change in costs the switch from contract to directly operated in 2005. Each year since, **OCTA** has extended the cooperative agreement).*

During the spring of 2002, the **IEC** fleet was modernized with the arrival of 1992 model TMC RTS 06s 9211-9212 and 9216-9217 replacing 1981 model GMC RTS 04s, rehabbed 2306 and 2313 in **IEC** colors and 2308 and 2311 in regular colors. *(Ed. Note -The 9200s were also painted in **RTA** colors but white below the rub rail. The purple and white of **IEC** became a fond memory).*

During the summer of 2002, **OT** and **RTA** signed a new non-financial Memorandum Of Understanding for a reciprocal service agreement, to begin in April 2003, for intercounty bus service which included **OT** entirely funding Line 100 for $169,800 per year while **RTA** would totally fund its new Line 204-RIVERSIDE-MONTCLAIR for $144,800. Each agency could (and does) operate within segments of the other's service area with agreed upon criteria for rider boarding and alighting and honoring of fare media.

OT voted to cancel the joint **RTA** contract as of June 30, 2003, extend the *TCI* contract to operate Lines 90 and 100 until August 31, 2003 and issue an RFP for operation and management services for five **OT** lines and 90/100. This meant that **RTA** had to administer their share of the contract (Line 149) directly with *TCI.*

The four 9200 series RTS were replaced by **RTA's** three 1997 model New Flyer C40LF buses, 9701-9703. Soon, a fourth bus, Flxible Metro 9513, joined the fleet.



September 2003 brought a combined, rerouted and rescheduled former 90-MONTCLAIR-SAN BERNARDINO RAPID and 100-RIVERSIDE-SAN BERNARDINO into new 90-MONTCLAIR-SAN BERNARDINO-RIVERSIDE, including reducing the San Bernardino-Riverside one-way fare to $1.15 *(new **OT** local fare)* from the former $2 inter county rate.

New Line 90 operated as before between Montclair and Riverside, but was again rerouted to serve the South Fontana Transfer Center (Sierra & Marygold), in Colton to serve Cooley Ranch and rerouted in both Riverside and San Bernardino to serve METROLINK Stations.

In October, a new concept, called *Flex Times,* was introduced. It allowed buses to depart certain timepoints up to five minutes ahead of the published times during peak traffic times on the San Bernardino Freeway.

The public timetable had a note advising passengers of the leeway given to times at selected timepoints and requested they plan to arrive the stop in plenty of time to catch the bus. This is similar to the system *METROLINK* employs and was an effort to offset the variability of freeway traffic and its impact on schedules.

Contract operation of **IEC** Line 149-RIVERSIDE-MALL OF ORANGE ended on June 30, 2004. *TRANSPORTATION CONCEPTS, INC.* agreement to operate Line 149 expired *(replaced by **RTA**)* along with their contract to operate several **RTA** small bus lines *(new provider McDonald Transit Associates dba TRANSITWAYS).*

April 3, 2005 brought a fare increase to the **RTA** system that also impacted Line 149. Rides within Riverside County then cost $1.25, the fare to/from Orange County was increased to $2.90. **RTA** and **OCTA** Day Passes and other prepaid media were valued at the local fare

Early in 2005, **OT** decided not to exercise Option Year 1 of the then-current *TRANSPORTATION CONCEPTS, INC.* pact and instead directly operate their lines including hiring staff to fill 9 Maintenance and 52 Operations (Bus Operator and Supervisor) positions.

The original decision to contract selected routes was based on a consultant's cost allocation plan that attempted to fully allocate costs to directly and contract operated fixed routes, based on the experience with the joint **OT/RTA** contract for **IEC** Line 90/100. The desire was to reduce operating costs on the under performing routes, rather than reduce or discontinue those routes. It was expected that the lesser wages and benefits paid by a contractor would accomplish this goal. Based on *TCI's* proposed costs to the RFP, the expectation was an annual savings of nearly $1 million.

By continuing to contract, **OT** would have had to pay the fixed fees associated with acquiring and maintaining another garage, plus the administrative salaries and benefits and the profit margin.

The incremental costs to directly operate the six bus lines and the 22 buses for the year 2005/06 was about $340,000, due primarily to the difference in wages and benefits, parts and materials.

A large challenge for any of **OT's** contractors had been to secure a facility outfitted to house and maintain full size L/CNG powered buses. During the life of the **IEC** contract, contractors had operated from four different locations, each of which proved challenging in terms of environmental and safety related compliance. The 22 bus fleet did not operate on a traditional transit peak to base ratio. Of the 17 scheduled weekday buses, 16

(Continued on page 4)

FLEET #'S	BUILDER	MODEL	SERIAL #S	YEAR	NOTES	ACQUIRED
8606	Neoplan	AN340A	GL013114	10/85	1	06/90
8607	Neoplan	AN340A	GL013116	10/85	1	06/90
8608	Neoplan	AN340A	GL013117	10/85	1	06/90
8609	Neoplan	AN340A	GL013124	10/85	1	06/90
8610	Neoplan	AN340A	GL013126	10/85	1	06/90
8611	Neoplan	AN340A	GL013133	10/85	1	06/90
8612	Neoplan	AN340A	GL013138	10/85	1	06/90
8613	Neoplan	AN340A	GL013150	10/85	1	06/90
8614	Neoplan	AN340A	GL013162	10/85	1	06/90
8615	Neoplan	AN340A	GL013159	10/85	1	06/90
8616	Neoplan	AN340A	GL013243	01/86	1	06/90
8617	Neoplan	AN340A	GL013238	01/86	1	06/90
8618	Neoplan	AN340A	GL013113	10/85	1	06/90
8619	Neoplan	AN340A	GL013130	10/85	1	06/90
8620	Neoplan	AN340A	GL013136	10/85	1	06/90
8621	Neoplan	AN340A	GL013148	10/85	1	06/90
7108	White/GMC	Series 7	RN652661	09/93	4	02/96
7109	White/GMC	Series 7	RN652659	09/93	4	02/96
7110	White/GMC	Series 7	RN652658	09/93	4	02/96
7608	Magna Bus	Trailer	PT001112	08/93	4	02/96
7609	Magna Bus	Trailer	PT001113	08/93	4	02/96
7610	Magna Bus	Trailer	PT001114	08/93	4	02/96
2306	GMC	T8J204	BV810676	1981	2	05/96
2310	GMC	T8J204	BV810680	1981	2	05/96
2313	GMC	T8J204	BV810683	1981	2	05/96
409	GMC	T8J204	BV810623	1981	3	08/96
432	GMC	T8J204	BV810646	1981	3	08/96
2301	GMC	T8J204	BV810671	1981	2	01/97
414	GMC	T8J204	BV810628	1981	3	04/97
421	GMC	T8J204	BV810635	1981	3	04/97
400	GMC	T8J204	BV810614	1981	3	08/97
401	GMC	T8J204	BV810615	1981	3	08/97
1639	TMC	T80206	NR828963	1991	3	05/98
1640	TMC	T80206	NR828883	1991	3	07/98
1641	TMC	T80206	NR828938	1991	3	07/98
1642	TMC	T80206	NR828939	1991	3	07/98
9701-9706	Neoplan	AN440A	VL013223-228	05/97		09/98
9707	Neoplan	AN440A	VL013229	06/97		09/98
2311	GMC	T8J204	BV810681	1981	2	12/99
2308	GMC	T8J204	BV810678	1981	2	07/00
411	GMC	T8J204	BV810625	1981	3	07/01
601-602	TMC	T70206	KR826743-744	10/89	3	07/01
9211-9212	TMC	T80206	NR828623-624	06/92	2	03/02
9216-9217	TMC	T80206	NR828628-629	06/92	2	04/02
9701-9703	New Flyer	C40LF	VU017635-637	1997	2	03/03
601	TMC	T70206	KR826743	10/89	3	04/03
9513	Flxible	40102-6C	SD106240	06/95	2	06/03
1670	TMC	T80206	NR828967	1992	3	06/04
1674	TMC	T80206	NR828971	1992	3	06/04
1678	TMC	T80206	NR828975	1992	3	06/04
1641-1642	TMC	T80206	NR828938-939	1992	3	03/05

NOTES:

1. Ex NATIONAL TRANSIT SERVICES (TX) 013, 015, 016, 023, 025, 032, 037, 049, 055, 053, 060, 076, 012, 029, 058, 047
2. Ex RIVERSIDE TRANSIT AGENCY, same numbers – 2310 lost in fire, 2301 returned.
3. Ex OMNITRANS, same numbers.
4. Ex ORANGE COUNTY TRANSPORTATION AUTHORITY, same numbers – transferred to RTA.

FINAL ROSTER: 9513, 9701-9703, 9701-9707 (11 buses)

(Continued from page 2)

were out all day, limiting the contractor's ability to hire adequate staff at a contractually attractive price.

For approximately the next eighteen months, operations of Lines 90 and 149 in former **IEC**-land were quiet. Only two (9704 and 9706) of the seven suburban configured Neoplan AN440A buses (9701-9707) are on the **OT** roster, but they have continued to be assigned to Line 90. **RTA** assigns 2100 and 2200 NABI 040.15s to Line 149.

During 2006, **OT** underwent a Comprehensive Operations Assessment that included a thorough review and evaluation of the existing fixed routes, *OMNILINK* and *ACCESS* services, operating policies, fare policy and an in-depth analysis of travel demands and demographic characteristics.

The outcome was a plan to reduce programs and increase revenues, essential to meeting the state of California mandated 20 percent farebox recovery ratio.

The Montclair-San Bernardino segment of Line 90-MONTCLAIR-SAN BERNARDINO-RIVERSIDE was one of the services discontinued – beginning May 7.

This segment of Line 90 began its **INLAND EMPIRE CONNECTION** career in August 1990 as part of Line 110 and was the second time that **OT** offered express bus service on the San Bernardino Freeway, the original was Line 75-MONTCLAIR-SAN BERNARDINO in the 1980s *(WT 9/81)*. Intermediate stops were changed several times over the intervening years.

The NEW 90-RIVERSIDE-SAN BERNARDINO offers 30 -minute headways all day long, between 400AM and 1100PM on weekdays, between 630AM and 1030PM on Saturday and on Sunday between 730AM and 730PM.

The alignment was changed, continuing to serve the Cooley Ranch area of Colton, but no longer serving the *METROLINK* Stations in Riverside or San Bernardino.

From Riverside, **OT** operated Line 90 buses travel from the Riverside Downtown Terminal via Mission Inn, Market, University, 91/215 Frwy, Washington, Centerpointe Dr., Interstate 10, 215 Frwy, 2nd, Arrowhead to 4th, returning via 4th, G Street, 2nd, 215 Frwy, Sperry, Valley Blvd, Mt. Vernon, Centerpointe Dr., 215/91 Frwy, Mission Inn, Market, University and Fairmont to Mission Inn (DTT).



- SUMMARY -

Over its fifteen year period, IEC went from a 16 bus (12 scheduled, 4 spares) fleet with three lines in four counties through two expansions and several reductions to a fleet of 11 (8 scheduled and 3 spares).

Despite its relatively small size, ***IEC*** *operations experienced several sets of changes and the bus fleet (only 7 new buses out of a total of 54) changed the equivalent of three times over the course of the 15 years.*

IEC *buses appeared in three different paint schemes. The first was powder blue with yellow trim (original Neoplans) followed by the white over purple with green and yellow trim (Super Buses and some RTS). In the last few years, the buses supplied by* ***OMNITRANS*** *were painted in* ***OT*** *colors while the* ***RIVERSIDE*** *units had modified* ***RTA*** *colors, including white bumpers and below the rub rail.*

LAIDLAW TRANSIT, INC. was the first contractor from June 1990 until December 1995 from a Riverside yard at 1989 Massachusetts Ave (close to the ***RTA*** *garage). ROESCH LINES, INC. held the contract from January 1996 until September 2000 using their long time San Bernardino garage on East 9th St. TRANSPORTATION CONCEPTS was the final contractor (until June 2004), first from the A-Z Bus Sales facility in Colton and then at the original Massachusetts Avenue garage.*

IEC *experienced the life of a JPA, being subject to the funding whims, often political, of its partners. Faced with a transit decision, San Bernardino often chose* ***OT*** *over* ***IEC*** *while Riverside chose* ***RTA****.*

Comparing the summer of 1990 with this year, most of the original system exists, as part of another provider — Montclair-Country Village-Riverside via 60 Freeway is weekday only ***RTA*** *204, Country Village-Riverside via Mission Blvd is* ***RTA*** *49, Riverside-San Bernardino via 215 Freeway is* ***OT*** *90 and Riverside-Village At Orange is* ***RTA*** *149. Montclair-Fontana-San Bernardino via 10 Freeway has recently been discontinued and the segment of 149 between Village At Orange and Disneyland was dropped in 1997, but always had* ***OCTA*** *50. In Los Angeles County, the Los Angeles-Montclair leg was replaced by* ***FOOTHILL*** *480, now the SILVER STREAK.*

Photos: Omnitrans 9704 (Page 1), RTA 9703 (Page 2), and Omnitrans 1678 (This Page) by Eddie Anthony.

Supplement to June 2007 WESTERN TRANSIT.

(Continued from page 1)

Bus passengers who are starting their trip at the ferry will pay their ferry fare as they walk onto the boat and board the bus. Those passengers will pay their bus fare when they exit the bus on Vashon.

KING COUNTY METRO – TRANSIT DIVISION (KCM)

SEATTLE, WA: **KCM** recently signed a five year contract with New Flyer of America to purchase up to 500 hybrid diesel-electric articulated, low floor buses, similar to the fleet (2600-2813) of New Flyers bought in 2003/04 to replace the Breda dual mode fleet.

The first order is for 22 buses to be delivered next year. By 2009, **KCM** will place an order for up to 100 buses for the first of the *RapidRide* lines (their Bus Rapid Transit program consisting of five lines), which buses will have a distinctive look that is different from other members of the **KCM** fleet.

Last November, King County voters approved a .1% local-option sales tax to fund expansion of the transit system to include more service hours, five BRT lines, park and ride lots, transfer centers and additional buses.

ISLAND TRANSIT (IT)
Island County PTBA dba

OAK HARBOR, WA: **IT** is presently operating three inter county lines to and from points in both Skagit and Snohomish Counties.

They include - 411W-OAK HARBOR-MOUNT VERNON connecting Whidbey Island (western half of Island County), March's Point Park & Ride on Highway 520 and downtown Mount Vernon. Service operates during weekday peak hours with a few midday trips. Saturday service is two hourly. 411C-CAMANO ISLAND-MOUNT VERNON operates from Camano Island (eastern half of Island County through Stanwood in Snohomish County and State Hwy 530 and Interstate 5 to Mount Vernon. 412-CAMANO ISLAND-EVERETT runs, on weekdays during peak hours, between Camano Island and downtown Everett.

STATE OF NEVADA
TRANSPORTATION SERVICES AUTHORITY

RENO, NV: Recent TSA hearings have included applications of *TRANSCOR AMERICA, LLC* for a permit to operate as a contract motor carrier of passengers, applications of *AIRPORT MINI-BUS* and *NORTH SHORE LIMO, LLC* to expand their current authorities and *Quilter Services of Las Vegas LLC dba QUILT TOURS OF LAS VEGAS* for a certificate to provide scenic tours.

REGIONAL TRANSPORTATION AUTHORITY OF WASHOE COUNTY (RTC)

RENO, NV: **RTC/RTC RIDE** has begun testing of two new diesel-electric hybrid buses (503-504, 40-foot low floor Gillig Advantages) on Line 1-SOUTH VIRGINIA STREET, the busiest route in the system.

Work recently began on construction of Centennial Plaza, the 15-bay transit center that **RTC** is building at a 2.9 acre site on Victorian Avenue between 14th and 15th to replace the present RTC CitiStation on C Street between 10th and Pyramid Way.

PLUMAS TRANSIT SYSTEM (PTS)

QUINCY: Plumas County is located in central north-eastern California, north of Interstate 80 and crossing the Sierra Nevada mountains. Feather River Canyon travels east/west through the area.

PTS is the local transit system in Plumas County and it includes six routes – QUINCY LOCAL (7 round trips between 720AM and 520PM), QUINCY LOCAL EVENING (8 round trips between 520PM and 1020PM), QUINCY-CHESTER (3 round trips on weekdays), QUINCY-PORTOLA (3 round trips on weekdays), Wednesday only QUINCY-CHICO and Monday and Friday only QUINCY-PORTOLA-RENO.

Out-of-area routes depart the Transit Office at 800AM and are scheduled to return at 500PM. Fares are $12 each way with half fare for seniors and disabled.

The local lines provide service in Quincy, Chester and Portola on a Deviated Route basis. Fares range between 50 cents and $2 per ride.

SACRAMENTO YACHT CHARTERS (SYC)

SACRAMENTO: **SYC,** which runs excursions on the Sacramento River with the Matthew McKinley and Spirit of Sacramento vessels, is planning an amphibious attraction using a combination bus and boat — 42 passenger buses that take visitors to tourist sites downtown and then plow into the river for a five-mile jet-propelled cruise past Old Sacramento.

Launch sites would be Miller Park boat ramps south of downtown and ramps at Discovery Park, to the north.

The City of Sacramento has given the **SYC** operation approval, for a small slice of the revenues.

(Continued on page 4)

(Continued from page 3)
On the street, the vehicles act like regular buses, but, in the water, wheels partially retract and pontoons inflate for balance, according to Florida-based Trolley Boat LLC, manufacturer of the vessels.

Sacramento will be the fourth spot in this country with trolley boats. **SYC** is planning a 90-minute tour, a 60-minute tour and an evening land-only tour connecting hotels, restaurants and night spots. A launch date, prices and routes are under development although an all-day ticket for the longer tour may run $35.

Arrival of the water buses coincides with the end of a recent Sacramento River tradition – the River Otter taxi boats will be sidelined because restaurants along the river, the taxi's main stops, have closed.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: In mid-May, a public hearing was held on plans to combine Lines M-BART/CASTRO VALLEY-SAN MATEO and MA-UNION CITY-REDWOOD SHORES-FOSTER CITY into a U-shaped new Line M serving BART/Castro Valley, BART/Hayward, Chabot College, Foster City, Hillsdale, Oracle, Stanford, Sun Microsystems, Ardenwood Park & Ride and BART/ Union City.

Regional Measure 2 funding for these lines requires that they achieve a 20% farebox recovery (M meets this but MA does not). The proposed changes should allow the combined route to meet the requirements (same number of service hours with fewer buses) and will allow more direct service over the Dumbarton Bridge.

Correction to *3/07 WT* about the retirement of the NABI 2900 series buses — the retirement of these buses is related to the arrival of 75 new Van Hool buses and not to the effects of the Hastus scheduling software. Hastus was implemented in December 2003 and reduced the number of operators, not buses, needed.



The new equipment includes — 50 30-foot Van Hools numbered 5001-5050, 10 60-foot 3-door articulateds (2101-2110) placed into service last January and 15 60-foot 4-door articulateds (2151-2165).

The buses will be assigned — 5001-5040 at D2, 5041-5050 at D6, 2101-2110 at D4 and 2151-2165 at D6.

The 16 low floor NABIs proposed for retirement *(WT 3/07)* include 4001-4002, 4006-4008, 4010, 4013-4014, 4021 and either 4018 or 4020. Also, 7201-7202, 7210, 7213-7214 and 7223.

The **AC** Board recently voted to continue, to a future Board meeting, the issue of installation of air conditioning on new buses. Except for commuter buses and the fuel cell buses, **AC** has historically not purchased air conditioned buses. As A/C is standard equipment on most buses throughout the country, its addition would be expected to improve the comfort level of passengers and operators and also increase the resale value of the buses.

AC will enter into an agreement with ABC Bus Companies, Inc for a one-year exchange of one of **AC's** new forty-foot Van Hool transit buses for a Van Hool Cruiser being constructed for ABC. The exchange will allow ABC to use the transit bus as a demonstrator as **AC** tests the functionality of the intercity Van Hool as a possible replacement for the MCIs now in the fleet.

AC will be sending a letter to the **SAN FRANCISCO BAY AREA WATER TRANSIT AUTHORITY (WTA)** expressing an interest in providing ferry service between Oakland and South San Francisco and feeder bus service to the Oakland ferry terminal.

WTA's primary focus is to provide new or expanded water transit services and related ground transportation terminal access services not in operation in June 1999.

The OAKLAND-SOUTH SAN FRANCISCO route would be new and is planned for implementation in late 2008. **WTA** is currently purchasing two vessels and initiating construction of docks and other facilities in SSF.

Under current government codes, **WTA** must offer management of the service to the existing water transit operator. Should there be no interest, **WTA** must then offer the opportunity to operate or contract to the transit district serving the proposed ferry terminal.

WTA recently contacted **AC** asking of their interest. No decision is being made at this time and the parties have at least 90 days to negotiate an agreement.

(Continued on page 5)

June 24th will bring substantial changes throughout the system including implementation of the West Contra Costa County Service Plan, start up of new *RAPID* 1R-INTERNATIONAL BLVD/BROADWAY/TELEGRAPH, reconfiguration of major lines 15, 19, 40/40L, 43, 52/52L and 82/82L in downtown Oakland and Berkeley, addition of new OWL 880-BART/BAY FAIR-BART/CASTRO VALLEY and a new service network in Fremont and Newark including three NEW weekday only local lines – 328-LAKE ELIZABETH COMMUNITY CIRCULATOR, 329-NEWARK COMMUNITY CIRCULATOR and 333-NEWARK FLEX BUS.

NEW 1-INTERNATIONAL-TELEGRAPH will operate from BART/Bay Fair to downtown Berkeley via East 14th/International Blvd, Broadway, Telegraph, Bancroft, Oxnard and Center replacing portions of 40/40L and 82.

1R-INTERNATIONAL-BROADWAY-TELEGRAPH RAPID will replace portions of 40/40L and 82L and run from BART/Bay Fair to UC Berkeley via East 14th/International, Broadway, Telegraph, Bancroft, Shattuck and University to the campus West Gate. Weekend service will run between Bay Fair and downtown Oakland only.

99-BART/BAY FAIR-HAYWARD-BART/FREMONT will be extended westward from Hayward replacing Line 82.

Line 14 was extended to BART/Fruitvale via High Street replacing the discontinued Line 48 while Line 15 now operates only between downtown Oakland and Berkeley. NEW Line 18-SOLANO-TELEGRAPH-PARK BLVD operates from Solano & San Pablo via Solano, Shattuck, Telegraph, Broadway, 11th/12th, East 18th and Park Blvd. to Montclair.

The route of Line 19 was changed to run to BART/Berkeley, during weekday commuter hours, via 6th, Cedar and Shattuck. During midday hours on weekdays and all day on weekends, the lie travels to BART/North Berkeley via 6th, Cedar and Sacramento replacing a portion of former Line 52, now discontinued.

40-FOOTHILL BLVD was shortened and now travels only between BART/Bay Fair and 11th & Jefferson. Line 52L was extended to BART/El Cerrito Plaza via Buchanan, Pierce and Central with some trips serving the U. S. Postal Facility, replacing part of former 43.

NEW Line 79 runs between BART/Berkeley and BART/El Cerrito Plaza via M. L. King Way, The Alameda, Solano, Colusa and Fairmount replacing part of Line 15.

MARIN COUNTY TRANSIT DISTRICT (MCTD)

SAN RAFAEL: The WEST MARIN STAGECOACH operations changed April 1st with the addition of NEW 62-COASTAL ROUTE (three daily round trips Stinson Beach/Bolinas and Pt. Reyes Station on Tuesday, Thursday and Saturday and interlined with new midday run on 68-NORTH ROUTE), 61-SOUTH ROUTE (consistent routing along Panoramic Highway on weekdays and weekends and weekend service year-round) and 68-NORTH ROUTE (service to Bear Valley Visitor's Center at Pt. Reyes National Seashore daily except Sunday and added midday trip from Pt. Reyes to San Rafael on Tuesday, Thursday and Saturday).

MCTD conducted a public hearing April 16th to obtain input on their application to *CALTRANS* for FTA 5311 funds to buy one new, larger vehicle (a 32-passenger clean-diesel bus) for the COASTAL ROUTE. Project costs presume purchase of the vehicle from the State of California contract list to expedite the procurement.

In California, *CALTRANS* administers the federal 5311 (F) Intercity Bus Program, designed to address the intercity travel needs of residents of non-urbanized portions of the state allowing connectivity between non-urbanized and urbanized areas resulting in connections of greater regional, statewide and national significance.

Another hearing is set for June 18 to consider changes on Routes 107-UPPER FORT BAKER-SAUSALITO-MARIN CITY-ST. HILARY'S SCHOOL and 151-SAN JOSE MIDDLE SCHOOL-NOVATO HIGH-NOVATO.

On the 107, it is proposed to discontinue the segment between Fort Baker and Marin City while the afternoon only 151 is set for discontinuation due to a combination of low ridership and duplication by Route 51/49.

Beginning May 21st **MCTD** began using the operating name of **MARIN TRANSIT.**

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: **LADOT** exercised another option on its contract with Creative Bus Sales (up to 53 propane, low floor, EZ Riders) by ordering five more.

The *FIRST TRANSIT, INC.* contract to operate the weekend HOLLY TROLLEY *(WT 12/05, 2/06)* has been extended through December 31, 2008.

In May 2004, the City designated the blocks downtown bounded by 2nd, 9th, Spring and Main be known as Gallery Row. The area has become a thriving home to many art galleries. Activity peaks with the Downtown Art Walk, held the second Thursday of each month.

DASH Route D serves the area well during the day, but service ends about 700PM. The Downtown Los Angeles Neighborhood Council proposed (and the City Council approved) funding an ART WALK DASH on the night of the Walk with service between 700PM and 1000PM.

(Continued from page 5)
The FREE service began June 14th on a loop routing via Spring to 9th, Main and 2nd to Spring.

The *FIRST TRANSIT, INC.* contract was amended to authorize use of two buses, each for three hours. DLANC will pay *FTI* directly with no city funds involved. Selected contractors recently moved operations around. All of *FIRST TRANSIT's* operations are now housed at Valley Blvd and Mariondale while Division 117 of *M. V. TRANSPORTATION* moved from 2016 East Bay Street (near 7th and Alameda) to former *FTI* Lincoln Heights garage on Avenue 21. *M. V.'s* Division 64 then moved from 4th and Hewitt to the Bay Street garage.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA)

LOS ANGELES: The **SCRRA** Board recently voted to increase **METROLINK** commuter railroad fares by an average of 3.5 percent for each of the next three years, beginning July 1, 2007.

The primary reasons for the rate changes are to offset the increasing costs of diesel fuel, wage and fringe benefits and insurance increases.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: The **MTA** Board also voted to increase fares over the next three years, with some rates increasing this July.

This is the first fare change in 3 1/2 years (base fare went from $1.35 to $1.25, Day Passes were started and intra-system transfers dropped in 2004) and only the second change in 12 years (related to Consent Decree).

Absent a fare change, **MTA** faced a projected $1.8 billion operating deficit over the next ten years.

The basic fare will remain at $1.25 until July 1, 2009 and then rise to $1.50. A Regular Day Pass will rise from $3 to $5 this July and to $6 in July 2009. Regular Monthly Pass will increase to $62 this July and to $75 in July 2009. All other fares will be increased, except for a special senior and disabled 25-cent off-peak fare between 900AM and 300PM and after 700PM on weekdays and all day on weekends and holidays.

*(Ed. Note – transit fares in Southern California are among the most reasonable anywhere in the country – **MTA, OCTA, RTA** and **OMNITRANS** all have a $1.25 cash fare, many of the smaller agencies have lower fares. Farebox recovery ratios in this area are also among the lowest. In an era when the federal and state governments are trying to solve their financial woes by reducing local appropriations, just making the mandated ratios may not be a good position to be in).*

In addition to approving the rate changes, the Board also instructed staff to — work with the City of Los Angeles to implement a restructuring of downtown bus service and the creation of bus-only peak-hour lanes, instructed their legislative advocates to aggressively pursue **MTA's** share of the 2007 state gas tax funds (estimated at $110 million) and lobby for reauthorization of the CNG tax credit scheduled to sunset in 2009, CEO to prepare a comprehensive plan for checking fares on the ORANGE LINE and the rail lines and report back, perform an analysis of the 25 least performing bus lines and report back in 90 days with ideas on how those lines could be restructured or consolidated to improve their performance, CEO to return within two years with analysis of Transit Access Pass (TAP) data and possible alternative fare structures to include distance based, peak and off peak and premium fares for trains and express service and also cost savings from downtown service changes and bus-only lanes. The CEO will also report quarterly on ridership and revenue.

LOS ANGELES WORLD AIRPORTS (LAWA)

LOS ANGELES: The third in a series of *FLYAWAY* bus operations, WESTWOOD FLYAWAY, began June 14th connecting Los Angeles' Westside with the Los Angeles International Airport *(Ed. Note – from September 1981 for about three years, there was a Flyaway service between a Westwood terminal on Sepulveda just south of Wilshire and LAX operated by **AIRPORT SERVICE, INC.** – WT 10/81).*

Service operates every 30 minutes between 500AM and 100AM. The eight bus fleet will be operated by **CALIFORNIA CHARTERS (COACH USA CC, LLC dba COACH USA LOS ANGELES)** under an Interim Operating Agreement for a period up to one year or the time required for **LAWA** to evaluate this service.

To introduce the service, it will be FREE between June 14 and June 30.

Expansion of bus service is a requirement of the LAX Master Plan Mitigation Monitoring and Reporting Program and a condition of the settlement of lawsuits.

Signing an license agreement with UCLA, the Westwood terminal will be located on Kinross between Veteran and Gayley. Parking (7 spaces) for immediate drop off/pick up of passengers will be available in UCLA Parking Structure 32, adjacent to the stop. Weekend overnight parking is available in the structure from 300PM Friday until 700AM Monday. Beginning July 1st, weekend overnight parking will be available in UCLA

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SFO SHUTTLE BUS COMPANY
San Francisco, California

FLEET #'S	BUILDER	MODEL	SERIAL #'S	YEAR
700-705	New Flyer	D40LF	VU017824-829	1997
706-711	New Flyer	D40LF	WU019435-440	1998
712-715	New Flyer	C40LF	2U024043-046	2002
601	Orion	01.506	E6000840	02/84
604	Orion	01.506	E6000860	03/84
605	Orion	01.506	E6000866	03/84
606	Orion	01.506	E6000873	03/84
609	Orion	01.506	E6000892	03/84
611	Orion	01.506	E6000912	1984
612	Orion	01.506	E6000919	1984

SFO SHUTTLE BUS provides parking lot shuttle and employee shuttle bus services on the grounds of the San Francisco International Airport.

Parking Lot 32, across from the *FLYAWAY* stop.

Elsewhere on the *FLYAWAY* scene, adult one-way fares on all three routes will be increased from $3 to $4 as of July 1st. Children's fares will remain $2 each way.

An RFP for a permanent *UNION STATION FLYAWAY* operator *(WT 3/06)* is in process. Proposals are now being evaluated by **LAWA** and a recommendation to the Board is expected this summer.

LUX BUS AMERICA, INC. (LBA)

ANAHEIM: **LBA** is now operating its ANAHEIM-LAS VEGAS route from a different terminal in Anaheim and a recently opened one in Rancho Cucamonga/Ontario.

The Anaheim terminal is located at the Anaheim Plaza Hotel, 1700 South Harbor Blvd, directly across from Disneyland. The Ontario/ Rancho Cucamonga stop is at the Embassy Suites on 4th Street, directly across from the Ontario Mills Mall.



The one-round-trip-per-day service departs Anaheim at 845AM and leaves Las Vegas at 330PM. Connecting service on the HOTEL HOPPER is offered from Beverly Hills, Hollywood and LAX. Service to/from San Diego requires a minimum of four passengers.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: The **RTA** Board recently approved a six month trial of the fare-free ARTS WALK TROLLEY operating on loop-type route in downtown Riverside the first Thursday each month between 630P and 900PM. The $750 operational costs will be paid for by the Riverside Downtown Partnership as part of its program to develop and strengthen the opportunities and support for the arts and culture in the City of Riverside.

RTA is now considering its Fiscal Year 07/08 operating budget, capital budget and Short Range Transit Plan.

The first year of the SRTP is the FY 07/08 budget and includes several interesting service related plans — restructuring Lines 7 and 8 in Lake Elsinore, extension of Line 14 to Hunter Business Park, restructuring of Lines 17 and 18 in Moreno Valley, changes to Lines 23 and 24 in Murrieta and Temecula, extension of 38-NORCO-JURUPA within Jurupa and extending Line 42-ESTUDILLO EXPRESS to Hemet Valley Mall.

As well, changes are proposed to increase ridership and improve performance on 33-LADY BUG SHUTTLE, 36-BANNING-CALIMESA-REDLANDS and 61-SUN CITY SCOOTER as the final step prior to a recommendation to discontinue these lines.

Between June 18 and August 31 this summer, 202-MURRIETA-TEMECULA-OCEANSIDE will offer three midday round trips to attract new riders, primarily students on summer vacation who want to spend time at the beach. It is proposed to offer weekend trips on 206-TEMECULA-ELSINORE-CORONA (with weekend terminal of Galleria At Tyler) and to implement the 55-HARVESTON SHUTTLE, a weekday peak hour shuttle in the Harveston residential community in Temecula, funded by the developer, Lennar Communities.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
Petaluma Transit	33-36	Gillig	G21B102N4/71077482-485	2007	
Golden Gate Transit (for Marin County)	550-559	New Flyer	D60LF/7C031482-491	2007	
-USED-					
Golden Gate Transit	510-511	Gillig	3596TB6V92/G108197, 500	1986	1
	512-513	Gillig	3596TB6V92/H1081755, 757	1987	2
E Trans	91-551—91-552	TMC	T80206/MR828261-262	1991	3
	91-553—91-554	TMC	T80206/MR828265-266	1991	3
Stevenson Bus Lines	8228	MCI	102A3/MP043949	05/91	4
Express Buses	8241	MCI	102A3/MP043968	05/91	4
-DISPOSITIONS-					
UC Berkeley Campus	87-88	GMC	T7H203/A038, A044	1979	5
Front Range Express (CO)	unknown	GMC	T80204/BV812484	1981	5
LACMTA	4414	GMC	T7J604/CV821144	1982	6
Gold Coast Tours	549	MCI	102C3/NP044208	1992	7

-NOTES-

1. Ex GOLDEN EMPIRE TRANSIT 8620, 8623 via Shuttle Bus Leasing (1007-1008).
2. Ex GOLDEN EMPIRE TRANSIT 8702, 8704 via Shuttle Bus Leasing (1009-1010).
3. Ex GOLDEN GATE TRANSIT 1183-1184, 1187-1188.
4. Ex DART (TX), same numbers.
5. For sale by Public Surplus.com.
6. For sale on eBay.
7. To Northfield Lines, Inc. (MN) 64.

June Bus Photos





LEFT: *Golden Empire Transit 8623 when in service. Chaffee Yiu photo.* ***RIGHT:*** *LACMTA RTS 4414 coming into the El Monte Station. Photographer unknown.*