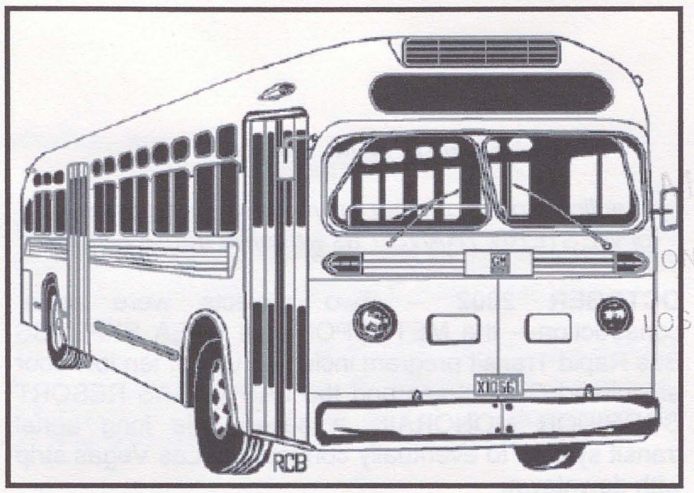


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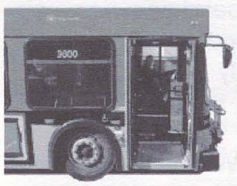
Western Transit

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VOL. 45, NO. 10 **October 2007**

KING COUNTY METRO—TRANSIT DIVISION (KCM)

SEATTLE, WA: On September 24th, the Downtown Seattle Transit Tunnel reopened with 18 **KCM** and COMMUNITY TRANSIT bus routes using the facility on weekdays only between 500AM and 700PM.



The Tunnel reopened after a two year shutdown for $94 million in upgrades, many related to plans to have the **SOUND TRANSIT** light rail trains share the tunnel when they begin operating in mid 2009 on a route segment between downtown Seattle and Sea-Tac Airport.

ST paid $85 million and **KCM** the remaining $9 million. Changes included lowering the floor and rebuilding part of the platforms, reinstalling rails for the trains as the original set was not properly insulated. Security cameras were added near tunnel escalators, a side tunnel to serve as a turnaround loop for trains was constructed, a new public address system and upgraded communications system, upgraded signage and overall painting and repair of leaks.

The floor that the buses will now operate on has been lowered eight inches so that the doors of the light rail vehicles will match the boarding platform heights. Yellow stripes and strobe lights were added to buses' right side mirrors and a 2 foot-wide yellow warning strip, with raised nodules, was added to the edge of the platforms. Raised pavement bumps were added to the concrete strip near the edge of the tunnel road to help Operators position their bus properly.

The eighteen bus routes using the tunnel include **ST** 550 and **KCM** 41, 71, 72, 73, 74, 101, 106, 150, 174, 194, 212, 217, 225, 229, 255, 256 and 301.

Prior to the closure, **KCM. ST, CT** and the City of Seattle invested $16 million in street and transit improvements. Many of those changes were so successful at keeping downtown moving that they will remain in place.

As part of the reopening, **KCM** reorganized bus routes on surface streets to improve transit and traffic flow.

On weekdays between 700PM and 500AM and all day on weekends and holidays, the 18 Tunnel bus routes will run along 2nd/4th Avenue, 3rd or 5th Avenues.

Other bus lines will travel along either 1st Ave, 2nd Ave, 3rd Ave, 4th Ave or 5th Avenue at all hours.

During morning and afternoon commute hours, Third Avenue between Stewart and Yesler Way is a transit priority corridor. General purpose traffic is only allowed to travel on Third for one block before needing to turn.

Other September changes, related to the *TRANSIT NOW* program, included—New hourly Sunday service on 234-KENMORE-BELLEVUE, added trips on 269-ISSAQUAH PARK & RIDE-OVERLAKE PARK & RIDE. In partnership with Children's Hospital, Route 25 has added peak hour trips and 75-NORTHGATE-UNIVERSITY DISTRICT received added evening service (630PM-midnight) and half hourly headways on both Saturday and Sunday.

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

CUSA CC LLC (CALIFORNIA CHARTERS) filed for a certificate as a scheduled PSC between points in Los Angeles and Oceanside and to establish a Zone Of Rate Freedom.

DECISIONS

AMBO TRANSPORTATION, LLC granted PSC between points in San Diego County, on one hand, and San Diego, Ontario, Orange County, Long Beach and los Angeles Airports, downtown San Diego and Coronado, on the other, to provide airport to airport service and to establish a ZORF.

BLUE & GOLD FLEET, L. P. granted authority to increase passenger fares between Oakland and Alameda, on one hand, and San Francisco and Angel Island State Park, on the other. Alameda-San Francisco fares will increase 50 cents and all other fares will increase between 25 cents and $1.50.

MEGABUS USA, LLC dba Megabus.com and *CUSA CC, LLC* have been authorized to allow *MEGABUS* transfer its PSC to *CUSA* and to add Millbrae as a service point.

The ownership of *CITYWIDE SHUTTLE AND LIMOUSINE* (San Francisco Bay Area airport limousine) has been authorized to be changed from one group of partners to a second group.

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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 2002 – Two projects were under construction— the METROPOLITAN AREA EXPRESS Bus Rapid Transit program including use of ten low-floor articulated Civis buses and the LAS VEGAS RESORT CORRIDOR MONORAIL, a seven mile long aerial transit system to eventually connect the Las Vegas strip with downtown.

OCTOBER 1997 – LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY , in concert with Lockheed Martin Corp. of Sunnyvale, launched PRIME TIME SERVICE, a monthly subscription bus service between park and ride lots in Amador Valley and Lockheed.

OCTOBER 1992 – THE BREA SHUTTLE, a tourist oriented shoppers shuttle, began operations between the Disneyland area hotels/motels and Brea Mall and connecting service to/from the recently opened Richard M. Nixon Presidential Library.

OCTOBER 1987 – Governor Pete Wilson vetoed the first serious legislation designed to create a superagency to replace **SCRTD** and **LACTC** as he believed that there were too many restrictions on the new agency and mostly cosmetic changes.

OCTOBER 1982 – The **SAN FRANCISO MUNICIPAL RAILWAY** shut down the entire cable car system for about 20 months to rehabilitate the system. NEW 58-LEAVENWORTH, extended 83-PACIFIC and additional buses on 1-CALIFORNIA, 30-STOCKTON and 41-UNION provided the replacement service.

WT STAFF FOR THIS MONTH

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(Continued from page 1)

PLACER COUNTY TRANSIT (PCT)

AUBURN: Last May, another (for a total of three) round trips was added on the *PLACER COUNTY EXPRESS* (COLFAX-AUBURN-ROSEVILLE-SACRAMENTO).

Trips now depart Colfax at 520AM, 540AM and 605AM for the approximate 1 hour, 40 minute trip to the capital. Afternoon buses leave 4th and J in Sacramento at 417PM, 432PM and 515PM.

PCE was designed for commuters traveling between points in Placer County and downtown Sacramento, but the system has received requests to ride locally within the county. Subject to space availability, passengers may ride locally on the morning westbound trips. Pick ups in the afternoon are more difficult—they are not guaranteed at Penryn, Loomis and Clipper Gap as the *PCE* bus will only serve the stops if someone already on board wishes to alight. Afternoon departure times are also not guaranteed as the buses will travel as fast as traffic conditions and stops made (or not made) will allow. Prospective passengers are advised to be at their stop at least ten minutes in advance of published times. Fares for intra-county travel are the same as for commuters - for example, a rider boarding in Auburn for Sacramento would pay $4, so a passenger bound for Roseville boarding in Auburn would also pay $4.

PCT does operate a number of local routes within the county charging $1 per ride. *(Ed. Note—The AUBURN-ROSEVILLE route operates hourly between 630AM and 830PM and could serve the needs of the passenger described above).*

PCE fares were increased on July 1st. All cash fares were increased 50 cents, 20-Ride passes were raised $9.00 and Monthly passes were increased $15.00.

ELK GROVE TRANSIT (e-tran)

ELK GROVE: **e-tran** inaugurated two NEW lines on August 27th, both weekday except state holidays only peak hour lines, designed to serve California Franchise Tax Board near Butterfield Way and Folsom Blvd.

70-BRADSHAW EXPRESS RANCHO begins at Laguna Blvd and Harbor Point Dr and travels via Harbor Point, Elk Grove Blvd, Bradshaw, Folsom and Butterfield.

71-LAGUNA EXPRESS RANCHO also begins at Harbor Point and Laguna running via Laguna, Laguna Main, Vaux, Haussmann, Laguna, Elk Grove-Florin, Calvine, Bradshaw, Folsom and Butterfield.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: The **GGT** Board recently approved a two-year demonstration project to operate two peak hour shuttle bus routes to and from the Larkspur Ferry Terminal, beginning this December, and filed application with the Bay Area Air Quality Management District for grant funds to support the project. The routes would travel between Fairfax and Larkspur Ferry via Sir Francis Drake and between Novato and Larkspur Ferry via Highway 101 bus pads.

Also approved was award of a contract for subscription bus service (Club Buses) to *CUSA FL, LLC dba FRANCISCAN LINES,* a COACH AMERICA COMPANY

A Memorandum of Understanding was approved with Local 1575 of the Amalgamated Transit Union for a six year term, beginning March 1, 2008, subject to an automatic reopener on specified issues and by mutual agreement on other issues, at the end of the third year.

The first of the **MARIN TRANSIT** contract New Flyer low floor articulated buses (550) went into service in late September on the Route 35/45 interline.

WESTERN CONTRA COSTA TRANSIT AUTHORITY (WESTCAT)

PINOLE: Started September 19, 2005 but previously not reported, is *West CAT LYNX,* a weekday peak hour, two directional commute service between Hercules and San Francisco serving Willow/I-80, Victoria by the Bay, Hercules Transit Center, Linus Pauling Drive, Alfred Nobel Drive and Transbay Terminal

Fares are $4 for adults and students and $2 for seniors and the disabled.

SACRAMENTO YACHT CHARTERS (SYC)

SACRAMENTO: Following months of uncertainty, a deal was recently announced that service will be running by, at least, spring 2008.

In late 2006, the City of Sacramento awarded **SYC** a contract to operate all waterfront services, including the historic replica riverboats Matthew McKinley and Spirit of Sacramento and the River Otter service.

SYC missed a February deadline to buy the business from the Chamber of Commerce and failed to start the business by the beginning of summer *(WT 6/07, 8/07).*

Details of the agreement have yet to be made public and there are several issues to be resolved — how to make the amphibious trolleys accessible to the disabled,

(Continued on page 4)

(Continued from page 3)
obtaining an operating license for the land-water crafts from the Public Utilities Commission and the revenue sharing agreement with the city.

PENINSULA CORRIDOR JOINT POWERS BOARD (CALTRAIN)

SAN CARLOS: **CALTRAIN** officially opened its new Centralized Equipment Maintenance and Operations Facility on September 29th.

Built on a 22-acre site about one mile north of the San Jose Station, and under construction for three years, the $140 million facility will consolidate operations into one location, from dispatching to track maintenance.

Lack of a maintenance facility stems from the 1992 sale of the railroad from *SOUTHERN PACIFIC* to the JPA. The sale included the railroad right-of-way between San Francisco and San Jose, but did not include the Lenzen rail yard in San Jose and *SP's* San Francisco facilities were limited.

CALTRAIN has performed daily maintenance in the yard in San Francisco and at San Jose where they built a single locomotive pit facility in 1995.

The new facility includes a three story maintenance main shop adjacent to four storage tracks. Many normal maintenance tasks, some done off-site, will now be able to be accomplished more efficiently.

SEQUOIA SHUTTLE (SS)
(Sequoia Mountain Transit dba)

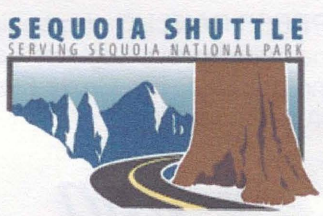
VISALIA: **SS** operations ended on September 3rd after 104 days of relatively successful service. The external shuttle (VISALIA-GIANT FOREST) operated with 16-seat cutaways and offered a seasonal capacity of 9984 (104 x 6 x 16) one-way seats. Since most tickets were sold on a round-trip basis, the total ticket sales of 5304 translates into an average load factor of 53.1%. Some trips (particularly on weekends or holidays) were at capacity while others were empty or had one or two riders. Most popular trips were the 700AM and 800AM from Visalia and the 300PM and 400PM from Giant Forest. The two internal shuttles (GIANT FOREST-MORRO ROCK and GIANT FOREST-WUKSACHI) each operated on 15-minute headways 10 hours a day for a seasonal total of 4160 round trips per line or a total of 8320 trips. MORRO ROCK was a three stop loop (Giant Forest, Morro Rock and Crescent Meadow) that used the same 16 seat vans as the external shuttle with a seasonal trip capacity of 66,560. WUKSACHI was a linear route with five stops (Giant Forest, Sherman Tree lower, Sherman Tree Upper, Lodgepole and Wuksachi) which were served in both directions. It used the 30-seat, 35-foot Easy Rider II buses for 249,600 one way seat trips or a grand total of 316,760. Seasonal boardings on the internal shuttle were about 141,000 or a theoretical load factor of 44.6%.

Both the City of Visalia and National Park Service consider the first year of the three-year demonstration project to be successful. External shuttle ridership did not reach capacity as there was not sufficient time to do the kind of marketing needed to attract the kind of ridership for which the service was designed.

While the federal grants for both shuttles had been approved well before the end of 2006, the NPS budget was not in place until after the first of the year and nothing could be done, in terms of service planning, equipment acquisition and marketing until the contracts were signed. Although the shuttle grants are based on a three year period, NPS budgets are prepared annually and funds cannot be committed until they are budgeted. City and NPS officials fully expect the service to return.

For the off-season, the city owned buses were returned to the **VISALIA CITY COACH** facility in Visalia, where they will be stored for eight months. Their special paint jobs and lack of fare boxes preclude them from being used in regular service, barring some emergency situation. *M. V. TRANSPORTATION,* contract operator for **VCC** and **SS,** will return the **SS** drivers to their former city runs. 40 to 50 temporary drivers were hired for the summer season. *MVT* preferred to use experienced **VCC** operators on the **SS** and the new hires to city service. Most **SS** operators enjoyed their **SS** experience, primarily because the attitudes of the passengers was relaxed as they were at leisure.

It is expected that next year will be more successful as marketing efforts can begin sooner. The two markets expected to show considerable growth are the foreign tourists and Southern California groups. Both are expected to make use of daily **AMTRAK** *San Joaquin* trains. **ORANGE BELT STAGES** and **AMTRAK THRU WAY** (also operated by **OBS**), each operate two round trips between Hanford and Visalia at about noon and 600PM. The connections are suitable for those staying overnight in Visalia, but neither would work for day trips to Sequoia National Park. While extending some of the external shuttles would help this situation, there are no current plans to do this.



VISALIA CITY COACH (VCC)

VISALIA: The annual Tulare County service changes were implemented August 11th. Most changes were the improvements mandated by passage of Tulare County's Measure R in the November 2006 election.

Line 1-MOONEY BLVD — the addition of one bus added to the recovery time such that the alternating 15-25 minute Monday thru Saturday headway was replaced by a 20 minute headway during daytime hours.

Line 7-NORTH VISALIA — The northwest corner of this loop route covering North Visalia was rearranged to extend service westward from North Mooney to Demaree, about two miles, with buses now continuing west on Riggin, south on Demaree and east on Ferguson to North Mooney, then along the previous route to Visalia Transit Center A third bus was added Monday thru Saturday allowing a 20 minute headway.

Night and Sunday service, introduced in 2004 on a three year demonstration basis, was made permanent and Sunday hours extended from 330PM to 630PM. Originally, Sunday hours were set up to begin at 800AM to meet service start times at the many churches in the city. Final downtown departure times were established to leave at 330PM, presumably to keep driver runs to eight hours and avoid overtime. The early stop time was unpopular and later service on Sunday was demanded at the annual Tulare County Unmet Needs hearings. Service was extended with final trips on all lines leaving the Transit Center at 630PM.. The end of service time on Sunday now matches Saturday which, interestingly, starts at 900AM, an hour later than the Sunday service.

Changes occurred elsewhere within the system on Lines 2, 5 and 6.

2-CALDWELL AVENUE had westbound trips rerouted in the vicinity of Sequoia Mall (Mooney & Caldwell) from Fairway and Orchard, north on Fairway, west on Sunnyside and south on Mooney to Orchard and then via previous route.

5-WALNUT AVE-LOVERS LANE was rerouted in the area east of downtown to run on Main Street between Mineral King and Ben Maddox instead of along Mineral King, basically a frontage road for the SR 198 Freeway.

6-GOSHEN VIA GOSHEN AVENUE — The extension of service south from Goshen Ave to serve San Joaquin Valley College in the vicinity of Plaza Drive & SR 198 Freeway. Previously served as a regular route deviation, the stop has been reduced to a request-only service.

In equipment news, **VCC** exercised its options to order ten Orion VII 35-foot low floor CNG powered buses, expected to be delivered in the fall of 2008. The present active fleet includes 12 Gillig Phantom high-floor buses, six Gillig low-floor buses and seven Orion VII low floor buses, for a total of 25. The Gilligs are diesels while the Orions are CNG fueled. If the ten new Orions replace the eight oldest Gilligs, fleet size will increase to 27, of which only four will be high floor models, 17 will be CNG fueled and 10 will be diesels.

The question posed in *WT 9/07* about the status of Line 9-VISALIA-FARMERSVILLE-EXETER has now been answered: it is in a state of flux. The route has been very successful and, in fact, is the third most patronized line in the **VCC** system—in spite of its 90 minute headway. All parties want to keep the service but, at this point, even though the original three-year demonstration period is about to end, a new agreement has not been reached. Due to a misunderstanding at the time of the formulation of Measure R, Farmersville and Exeter failed to request transit funds for continued operation and expansion of Line 9. The cities believed that requesting these funds was Visalia's responsibility. Since the Visalia-Goshen-Farmersville-Exeter region was determined to be a Metropolitan Area in the 2000 census, the City of Visalia is responsible for requesting Federal transit funds for all four cities. But Measure R was a state situation, and each city was required to request funds for the projects they wanted. Where does this leave Line 9? It now appears that there are other State and Federal monies that can be used for continued if not expanded Line 9 service — *stay tuned for the next exciting episode.*

TULARE INTER MODAL EXPRESS (TIME)

TULARE: The City of Tulare has changed the name of its fixed route transit system from **TULARE TRANSIT EXPRESS** to **TULARE INTER MODAL EXPRESS.**

Each of the six routes in the system are operated on half hour headways between 630AM and 600PM Monday through Friday and from 900AM to 530PM on Saturday, with no Sunday operations. All six routes serve the Downtown Transit Center near K Street and Cross Avenue with Lines 1-5 leaving at :03 and :33 minutes past the hour. Line 6, which connects with **VISALIA** Line 1 at the Tulare County Wausau Building, leaves downtown Tulare at :21 and :51 past the hour.

An appendage was added to the route of Line 4-EAST TULARE, which serves the southern and northeast sections of the city, to serve a discount mall in the vicinity of Prosperity and Hillman. This change appears to have been made on August 11, 2007 as it did not appear in the August 2006 Transit Guide.

(Continued from page 5)

DINUBA AREA REGIONAL TRANSIT (DART)/ DINUBA CONNECTION (DC)

DINUBA: The former one fixed route **DINUBA TRANSIT SYSTEM** *(WT 9/06)* has been modified into a three route, two name system.

DART consists of two Flex Routes, NORTH ROUTE and SOUTH ROUTE, operating on weekdays between 730AM and 430PM charging 25 cents. They connect every half hour at the Dinuba Vocational Center.

DC is the FREE fare fixed route service started last year, operating Monday thru Saturday.

TULARE COUNTY AREA TRANSIT (TCaT)

VISALIA: The Measure R service improvements for **TCaT** inter-city service *(WT 8/07)* were implemented on August 11th — On weekdays, one round trip was added on each of 10-VISALIA-DINUBA and 20-TULARE-DELANO while two round trips each were added on 30-VISALIA-WOODLAKE and 40-VISALIA-PORTERVILLE.

NEW Saturday hours were also added — two round trips each on Lines 10, 20 and 40 and three round trips on Line 30. Generally, the first round trip begins at 930AM and the last round trip starts at 130PM.

LOS ANGELES WORLD AIRPORTS (LAWA)

LOS ANGELES: The Board of Airport Commissioners has awarded *CUSA CC, LLC (dba COACH AMERICA LOS ANGELES)* **(CALIFORNIA CHARTERS)** a new $16.5 million, five-year contract to operate the UNION STATION FLYAWAY service that the same firm has operated on a pilot program *(WT 9/07)*.



The current fleet of diesel powered intercity buses will be replaced by a fleet of CNG powered, 21-seat mid size buses — Chevy GMT 560/ Starcraft XLT 102. The buses will have airline style snack trays on the seat backs and will also offer free WiFi internet service.

CUSA was unanimously ranked as the most qualified of the two submittals. The other firm, *MY TRANSIT PLUS,* presently operates the **LADOT** CITYRIDE call center and the LAX Commercial Holding Lot (collecting fees and issuing trip tickets for Charter Party Carriers). They had planned to partner with *WESTERN TRANSIT SYSTEMS*, *DIVERSIFIED PARATRANSIT* and *MOBILITY PLUS TRANSPORTATION* for FLYAWAY bus operations.

Megabus USA, LLC (MEGABUS)/ CUSA CC, LLC dba COACH AMERICA LOS ANGELES(CUSA)

LONG BEACH: The Public Utilities Commission recently approved a joint application of **MEGABUS** and **CUSA** to transfer the **MEGABUS** certificate to **CUSA,** covering all California intrastate routes *(WT 8/07)* and add Millbrae (at BART/Caltrain Station) as a new service point.

For various operational and insurance related reasons, the firms determined that it would be advantageous for the California service to be operated under **CUSA.** The firm has been operating the service as a sub-carrier, authorized under California law as long as the second carrier has charter-party carrier authority.

MEGABUS will market the service and license their trade name to **CUSA** who will continue using the fleet of MCI J4500 buses and service all of the routes, as now.

(Ed. Note—at this time, it is not known if there will be an interstate application to transfer the LAS VEGAS and PHOEIX/TEMPE routes).

The LOS ANGELES-SAN DIEGO route has a new San Diego terminal location, the Five Star Parking lot at 13th and Broadway on the edge of downtown.

In a separate application, *CUSA CC LLC* filed for a certificate as a scheduled PSC between points in Los Angeles and Oceanside and to establish a Zone of Rate Freedom *(Ed. Note—the brief description in the Daily Calendar does not reference* ***MEGABUS,*** *so it is not known if there is a connection).*

OMNITRANS (OT)

SAN BERNARDINO: **OT** bus service is expected to continue uninterrupted after the agency and Amalgamated Transit Union, Local 1704 reached a $65 million, tentative agreement over 3 years.

The agreement will provide bus operators a 13.5% increase in wages and benefits and was reached during the 31st negotiation session. The previous contract expired last March 31st and ATU members had rejected an offer in late August and authorized a strike, starting October 12th. The current pact has wages starting at $14.01 and ending at $18.78. At the end of the new contract, wages will range from $15.46 to $20.72. **OT** had prepared contingency plans, now shelved, to keep many routes operating on reduced schedules.

September 4th brought the fall service change including many changes in the West Valley involving Routes 28, 60, 62, 65, 70, 71, 75 and 90.

(Continued on page 7)

VALLEJO TRANSIT LINES
BAYLINK EXPRESS BUS
Vallejo, California

FLEET #'S	BUILDER	MODEL	SERIAL #'S	YEAR	NOTES
4313-4322	Gillig	S50T10240	S1085861-870	1995	
4401-4409	Gillig	S50T10240	S1085871-879	1995	
4410-4417	Orion	05.501	16501627-634	2001	
BL01	TMC	102A3	HR006066	1987	1
BL02	TMC	102A3	HR006283	1987	2
BL03	TMC	102A3	HR006297	1987	3
BL04-BL06	MCI	D4500	1P053961-963	2001	
BL07-BL37	MCI	D4500	3P055607-637	2002	
BL38	MCI	D4500	3P055639	2002	

-NOTES-
1. Ex Hotard Coaches H-66, originally GLI 1883
2. Ex Hotard Coaches H-71, originally GLI 2138
3. Ex Hotard Coaches H-72, originally GLI 2152

The Los Serranos loop in Chino Hills on 65-CHINO-MONTCLAIR was replaced with a loop that runs from Valle Vista Dr to Bird Farm and Ramona while 67-MONTCLAIR-BASELINE-FONTANA no longer serves Euclid but was extended on 19th, Mountain, 7th, Central and Richton to Montclair Transcenter. 80-MONTCLAIR-ONTARIO CONVENTION CENTER-CHAFFEY COLLEGE covers much of the former 60 and was extended to Montclair via Holt, Mountain, 5th, Monte Vista and Richton. 81-ONTARIO-ONTRIO MILLS-CHAFFEY covers parts of former 60, 70 and 75, . 82-RANCHO CUCAMONGA-FONTANA-SIERRA LAKES replaced 28 and much of 71 and was extended to North Fontana via Sierra to Sierra Lakes Pkwy. 83-UPLAND-EUCLID-CHINO replaced 62 and travels between Chino Transcenter and North Upland via Chino Ave and Euclid to 19th. 90-RIVERSIDE-SAN BERNARDINO remained on the same route and schedule, but was renumbered 215 in honor of the freeway that it travels.

METROPOLITAN TRANSIT SYSTEM (MTS)

SAN DIEGO: September 2nd brought the fall changes including extending 25-SERRA MESA from Sharp Hospital (replacing all of 926/927) via Health Center, Aero, Stonecrest Shopping Center, Santo, Tierrasanta, La Cuenta and Clairemont Mesa Bl to Kearny Villa Rd.

Saturday service — hourly (730AM-530PM) — was added on Line 83-MISSION HILLS on a six month trial. Line 120 was rerouted in Linda Vista to serve Ulric St and Linda Vista Road between Fashion Valley and Genesee. Seasonal express trips with limited stops (712L) were added to 712-PALOMAR STATION - SOUTHWESTERN COLLEGE. Trips operate to the college in the morning and from school in the afternoon.

MTS held service change hearings on September 27th. The three branch 28-ROSECRANS would be shortened with a south terminal at Rosecrans and Shelter Island Dr, the current 28A between Old Town and Shelter Island Drive would be renumbered as 28 and current 28B to the Submarine Base and 28C to Cabrillo National Monument would both be replaced with a limited service minibus shuttle. Line 31 would be reduced to peak hours on weekdays and Line 921 would be shortened to operate only as far west as University Towne Center. Line 964 would change to serve Camino Ruiz and Gold Coast Drive every half hour on weekdays with two hourly branches, 964A to Alliant University and 964B to Miramar College. 992-AIRPORT's downtown terminal would be relocated to 3rd and Broadway. Both DART/SCRIPPS RANCH and RANCHO BERNARDO would be discontinued.

SAN DIEGO ASSOCIATED GOVERNMENTS held a public hearing on October 5th to receive testimony on proposals to change the **MTS** fare structure including increasing the local fare from $1.75 to $2.00 and Commuter fare from $4 to $5. Increases are also proposed for all monthly passes. Other fares would remain as now.

NEVADA TRANSPORTATION AUTHORITY (NTA)

RENO, NV: The October meeting included some tour and charter bus items — *Jacob Transportation Service LLC dba EXECUTIVE LAS VEGAS* for statewide charter authority and *OMNI LIMOUSINE, INC.* to temporarily suspend interstate charter authority.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
SFO Shuttle Bus Co.	712-715	New Flyer	C40LF/—	00/05	
	716-722	New Flyer	C40LF/—	00/07	
Orange County TA	5501	New Flyer	C40LFR/6C030546	00/06	
	5502-5524	New Flyer	C40LFR/7C031312-334	00/07	
	5525-5532	New Flyer	C40LFR/7C031335-342	05/07	
	5533	New Flyer	C40LFR/7C031343	00/07	
	5534-5550	New Flyer	C40LFR/7C031344-360	06/07	5540 is 05/07
	5551-5564	New Flyer	C40LFR/7C031361-374	07/07	
	5565-5572	New Flyer	C40LFR/7C032164-171	07/07	
	5573-5578	New Flyer	C40LFR/7C032172-177	00/07	
	5579-5580	New Flyer	C40LFR/7C032178-179	08/07	
-USED-					
Regional Transit Service	3021, 3037	GMC	T8H203/A1216, A1232	00/80	1
Santa Barbara MTD	501-504	Flxible	40102-6C/ND103723, 683, 696, 701	09/92	2
	505-508	Flxible	40102-6C/ND103694, 719, 717, 700	09/92	2
-DISPOSITIONS-					
City of Colo Spgs (CO)	0401-0402	E-Bus	E/XC248009, 017	00/99	3
Capital Metro (TX)	1701	Gillig	35102TB6V92/K1082911	00/89	4
	1739	Gillig	35102TB6V92/K1082949	00/89	4
	1751	Gillig	35102TB6V92/K1082961	00/89	4
Citizens Area Transit (NV)	6102-6104	New Flyer	D60/MU014081-083	08/91	5

-NOTES-

1. Ex OCTA, same numbers.
2. Ex Valley Transportation Authority 9285, 9250, 9263, 9268, 9261, 9281, 9279, 9267. (9285, 9281, 9279 are 10/92).
3. For sale at Public Surplus.
4. For sale at ABC Bus Sales (TX).
5. For sale at ABC Bus Sales.

San Francisco Municipal Railway has recently taken delivery of 56 40-foot Orion VII hybrids (8401-8456) and 30 30-foot Orion VII hybrids (8501-8530). We have six VINs — 8422 — 05.501/76702824; 8447 — 05.501/76702983; 8511 — 05.503/76703092; 8514 — 05.503/76703099; 8519 — 05.503/76703111; 8524 — 05.503/76703124.

October Photos





LEFT: *Santa Barbara 502, ex VTA 9268. Jim Husing photo.* ***RIGHT:*** *Capital Metro 1738, a sister bus to 1739 which is for sale at ABC in Texas. Unkown photographer.*