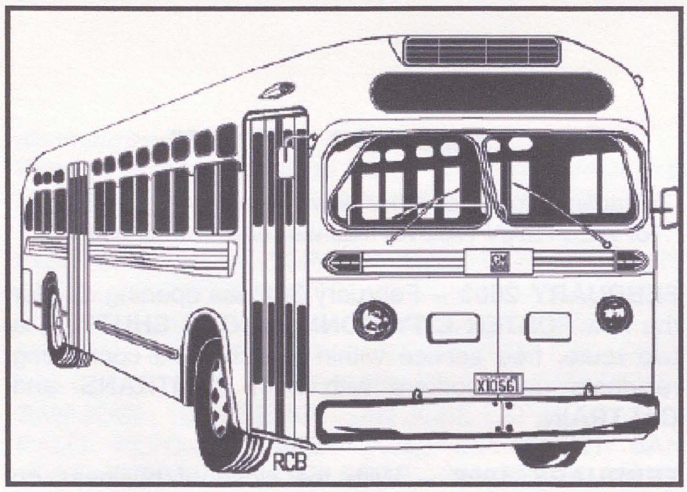



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**VOL. 46, NO. 2** **February 2008**

## VALLEY TRANSPORTATION AUTHORITY (VTA)

*SAN JOSE:* January 14th brought the largest number of service changes in VTA history as the recommendations from the recent Comprehensive Operations Analysis *(WT 4/07, 5/07, 9/07)* were implemented.

The program had four themes—increased service on Core Routes, more Community Bus (shuttle) service, improved Express Bus services and discontinuation of selected low-productivity routes. Nearly every **VTA** bus route experienced change.

Service on the 18 Core Routes now generally operates every 15 minutes from the first trip until about 700PM. Evening headways range between 30 and 60 minutes.

Eleven new or converted Community Bus routes serve local communities with smaller 28-foot buses (8000 series Ford/El Dorado Econoline/Aerotech buses). CB fares are $1 with seniors, disabled and youth 50 cents (regular **VTA** fare is $1.50/ 75 cents).

New Express Bus service is now offered weekdays during peak hours on 168-GILROY-SAN JOSE EXPRESS and 181-FREMONT-SAN JOSE EXPRESS.

Seven former bus routes were discontinued — 36-PENITENCIA CREEK TC-VALLEY FAIR/VALLCO, 38-MONTEREY & SENTER-WINCHESTR, 44-SANTA CLARA-NORTH 1ST & RIVER OAKS, 59-GREAT AMERICA-CENTER & PIEDMONT, 67-SANTA TERESA STA-OHLONE/CHYNOWETH STA, 85-10TH & HEDDING-LAWRENCE & MOORPARK and 305-SOUTH SAN JOSE-DOWNTOWN MOUNTAIN VIEW.

Core Routes are —10-AIRPORT SHUTTLE, 22-EL CAMINO REAL, 23-ALUM ROCK-DE ANZA COLLEGE VIA STEVENS CREEK, 25-ALUM ROCK-DE ANZA COLLEGE, 26-EASTRIDGE-SUNNYVALE/LOCKHEED MARTIN, 55-DE ANZA COLLEGE-GREAT AMERICA, 57/58-WEST VALLEY COLLEGE-GREAT AMERICA/ ALVISO, 60-WINCHESTER-GREAT AMERICA, 61/62-GOOD SAMARITAN HOSPITAL-SIERRA & PIEDMONT,64-ALMADEN STATION-MCKEE & WHITE, 66-SANTA TERESA HOSPITAL-MILPITAS, 68-SAN JOSE-GILROY 70-CAPITOL LRT STA-GREAT MALL, 72--MONTEREY & SENTER-SAN JOSE, 73-SNELL & CAPITOL-SAN JOSE, 77-EASTRIDGE-GREAT MALL and 522-EL CAMINO REAL RAPID.

Community Bus include—11-SAN JOSE MARKET CENTER-HEDDING & 15TH, 13-ALMADEN/MCKEAN-OHLONE/CHYNOWETH STA, 14-GILROY-GILROY CROSSINGS, 15-JACKSON OAKS-PEAK & MAIN, 16-BURNETT AVE-PEAK & MAIN, 17-GILROY-ST. LOUISE HOSPITAL, 18-GILROY-GAVILAN COLLEGE, 19-GILROY-1ST & SANTA TERESA, 32-SAN ANTONIO CENTER-SANTA CLARA, 34-MOUNTAIN VIEW-SAN ANTONIO CENTER, 37-CAPITOL STA-WEST VALLEY COLLEGE, 39-EASTRIDGE-THE VILLAGES, 42-MONTEREY & SENTER-SANTA TERESA STA, 45-ALUM ROCK-PENITENCIA CREEK TC, 48-LOS GATOS-WINCHESTER, 49-BASCOM-CAMDEN-WINCHESTER TC, 65-SAN CARLOS-DOWNTOWN, 88-PALO ALTO VA-SAN ANTONIO CENTER and 89-PALO ALTO VA-CALIFORNIA AVE. CALTRAIN STATION.

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## PUBLIC UTILITIES COMMISSION (PUC)

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

**APPLICATIONS**

*Binyam Emiru dba SAM AIRPORT SHUTTLE* applied for an on-call, door-to-door PSC between points in Marin, San Francisco, San Mateo, Santa Clara, Alameda, Contra Costa and Solano Counties and Bay Area airports and to establish a Zone Of Rate Freedom.

**DECISIONS**

*GO FLY AIRPORT SERVICE, LLC* has been granted an on call, door to–door PSC between points in San Diego, Orange, Los Angeles, San Bernardino and Riverside Counties and all Southern California airports, Los Angeles and Long Beach Harbors and to establish a ZORF. The firm plans to cater to non-English speaking travelers, primarily from Asia.

*AMBO TRANSPORTATION, LLC* was granted an on-call, door-to-door PSC to transport passengers and their baggage on an on-call basis between all points in San Diego County and Coronado, downtown San Diego, San Diego, Ontario, Orange County, Long Beach and Los Angeles International Airports and to establish a ZORF.

---

Robert Nesbit, Deputy City Attorney for Oakland in 1957 when he wrote the legislation that created the **ALAMEDA-CONTRA COSTA TRANSIT DISTRICT,** died January 7th at the age of 89. He became **ACT's** first employee as Secretary/Attorney and served as General Manager in 1978 following the death of long time GM Alan Bingham.

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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)*

**FEBRUARY 2003 –** February 3rd was opening day for the new **FOSTER CITY CONNECTIONS SHUTTLE,** a two route, free service within the city and connecting residents and workers with both **SAMTRANS** and **CALTRAIN.**

**FEBRUARY 1998 –** With the close of business on January 31, weekend operations of **INLAND EMPIRE CONNECTION** 496-MONTCLAIR-RIVERSIDE were discontinued. The Riverside County Transportation Commission had funded weekend buses for over one year hoping an alternative service would emerge.

**FEBRUARY 1993 – SCRTD** opened the first 4 miles of the METRO RED LINE subway operating trains between Union Station and Wilshire & Alvarado. Initial service used three 4-car trains running every ten minutes between 500AM and 1000PM.

**FEBRUARY 1988 – LONG BEACH TRANSIT** returned to San Pedro running lines 141-NAVAL STATION and 142-SAN PEDRO (nicknamed *HARBOR SHUTTLE)* that replaced former **LBT** 14-WEST OCEAN BLVD and **SAN PEDRO TRANSPORT.**

**FEBRUARY 1983 – Wilmington Cab Company, Inc. dba SUPER SHUTTLE** ranted a PSC to operate between Los Angeles International Airport and numerous cities within Los Angeles County *(Ed. Note—this is considered to be the original airport shuttle van operation).*

**WT STAFF FOR THIS MONTH**

| | |
|---|---|
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| ASSOCIATE EDITOR: | Craig Barnes |
| SENIOR CORRESPONDENT: | Jim Moore |
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| REPORTERS & SOURCES: | Eddie Anthony<br>Alan Fong<br>Russ Jones<br>Andrew Novak<br>Ken Ruben<br>Ed Von Nordeck<br>*MOTOR COACH AGE* |

*(Continued from page 1)*

Express and Limited Stop Buses are 101-CAMDEN & HWY 85-PALO ALTO, 102-SOUTH SAN JOSE-PALO ALTO, 103-EASTRIDGE-PALO ALTO, 104-PENITENCIA CREEK-PALO ALTO, 120-FREMONT BART-LOCKHEED MARTIN, 121-GILROY-LOCKHEED MARTIN, 122-SOUTH SAN JOSE-LOCKHEED MARTIN, 140-FREMONT BART-MISSION COLLEGE, 168-GILROY-SAN JOSE, 180-FREMONT-MILPITAS-SAN JOSE, 181-FREMOT-SAN JOSE EXPRESS, 182–PALO ALTO-IBM/BAILEY AVE, 304-SOUTH SAN JOSE SUNYVALE LTD STOP, 321-GREAT MALL-LOCKHEED LTD STOP, 328-ALMADEN & CAMDEN-LOCKHEED MARTIN LTD, 330-ALMADEN & CAMDEN -TASMAN DRIVE and 522-EL CAMINO REAL RAPID.

Line 43-EASTRIDE TC-ALUM ROCK TC is also NEW but only operates between Eastridge and Alum Rock TC via Capitol Expressway when Line 522 does not operate—on Sunday every half hour between 930AM and 600PM.

In the **VTA** Light Rail world, work to retrofit platforms to allow level boarding and alighting between station platforms and LRVs has began at the last 13 stations. The stations to be retrofitted are located on the ALUM ROCK-SANTA TERESA line between the Children's Discovery Museum Station and Santa Teresa Station and both stations on the ALMADEN spur line.

The stations will each close for about eight weeks with substitute bus service offered.

## SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

*SAN FRANCISCO:* Line 108-TREASURE ISLAND will soon be extended from Transbay Terminal (1st & Mission) to CALTRAIN Station at 4th & Townsend and operate non-stop between the stations..

From Treasure Island, buses would exit the Bay Bridge via Fremont Street off ramp, Fremont, Mission, 1st (stopping far side Mission), Howard, 2nd, King, 4th to terminal nearside Townsend. Returning trips would turn right onto Townsend, 3rd, Folsom, Fremont, Transbay bus ramp and resume current route to Treasure Island.

Replacing the last of the 9000 series Orion Is on Line 39 -COIT TOWER, three 8500 series Orion VIIs (8501-8503) are now stationed at Kirkland Division. *(Ed. Note—it is expected the buses will be shuttled between Kirkland and Woods Division for servicing).*

San Francisco's proposal to create a bus rapid transit corridor along Van Ness Avenue has received a "high" rating for cost effectiveness and a "medium-high" overall rating from the Federal Transit Administration, designations that will allow the $85-90 million project to compete for federal funding.

The project includes dedicated lanes along Van Ness, new buses designed for easy boarding, building new stops called "transit stations" and modifying the traffic signal system to give priority to transit vehicles. The most optimistic opening date is in 2011.

## SACRAMENTO REGIONAL TRANSIT DISTRICT (RT)

*SACRAMENTO:* January 6th brought a wave of service reductions as part of **RT's** response to a continuing loss of funding. As well, they stopped filling vacant positions, eliminated discretionary spending, dropped consultants and reduced janitorial service at their headquarters.

Service reductions included discontinuation of Lines 64-24TH ST, 76-LA RIVIERA-AMERICAN RIVER, 91-CITRUS HEIGHTS, 105–MADISON and 143-AMTRAK-CAPITOL. Saturday service on 9-CARMICHAEL-WALNUT AV, 10-CARMICHAEL-DEWEY, 18-DEL PASO-BELL AVE, 36-FOLSOM BLVD, was dropped along with Sunday hours on 6-LAND PARK-POCKET AREA, 28-FAIR OAKS-FOLSOM BLVD, 36, 61–FREEPORT-FRUITRIDGE and 62-FREEPORT.

Line 21 was adjusted to serve the Louis & Orlando transfer center in Roseville, formerly served by Line 91. 63-24TH-HOGAN was extended to serve City College and shortened to end downtown at 16th Street Light Rail Station. 83-SUTTERVILLE-14TH AVE was shortened and now operates between Power Inn Station and City College Station. 140-ZIGGURAT-DOWNTOWN now runs weekdays between 600-900AM and 300-600PM.

On the labor front, **RT** mechanics, members of the International Brotherhood of Electrical Workers (IBEW), called in sick for two shifts on January 26, meant to pressure the District in the current labor contract negotiations. Mechanics have been working without a contract since last October and are asking for a two year contract with wage increases of 7 percent the first year and 5 percent the second.

**RT** has offered no wage increase and that same offer has been made to bus operators and supervisors. The administrative staff was originally to receive a 2 percent cost of living adjustment but, related to the budget, that increase was not granted. Under contracts previously negotiated, the clerical staff will get a 2 percent COLA.

## CUSA/ALL WEST COACHLINES (AWC)

*SACRAMENTO:* **AWC's** SACRAMENTO-RENO route is now offering one daily round trip (*Ed. Note—was two when we last reported in January 2006)* but continuing with five pick up points (Elk Grove, South Sacramento, Watt & El Camino, Roseville and Auburn).

*(Continued on page 4)*

*(Continued from page 3)*
Round trip only tickets are sold ($30) and three Reno area destinations (Boomtown and Silver Legacy in Reno and John Ascuaga's Nugget in Sparks) are served.

Reno bound buses depart Elk Grove at 700AM arriving in Reno between 1030AM and 1100AM. Returning, the bus departs the Nugget at 435PM and arrives Elk Grove at 805PM.

## LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY (LAVTA)

*LIVERMORE:* The Federal Transit Administration has recommended providing nearly $8 million in "Small Starts" funding in its FY 2009 budget for **LAVTA's** Bus Rapid Transit project.

The agency has proposed to construct and operate a 12 mile BRT line connecting Livermore, Pleasanton and Dublin with **BAY AREA RAPID TRANSIT DISTRICT** trains at Pleasanton generally following the alignment of current Line 10-LIVERMORE-PLEASANTON.

The project would include 34 new stations (upgraded bus stops), signal prioritization and the purchase of 14 new electric-hybrid buses. Service would operate every 15 minutes midday and every 10 minutes in peak hours.

A "Small Starts" program is defined as transit capital investment projects with a total capital cost of no more than $250 million and a Small Starts share not greater than $75 million. Demand for SS continues to grow and the FTA has, so far, approved 12 such projects.

In January 2005, the **LAVTA** Board selected BRT as the locally preferred alternative. Staff has since been further identifying station locations, developing a financial plan and working with stakeholders to refine the project.

## TRANSPORTATION AND THE LEGISLATURE

Sacramento County Superior Court Judge Jack Sapunor recently ruled that raiding $409 million in public transportation funds to help balance the state budget last year was illegal, but he sided with the state in its diversion of $779 million for programs such as home-to-school transportation.

The ruling stemmed from a lawsuit brought last year by the California Transit Association against the $1.2 billion shift from the state's Public Transportation Account, created in 1990 by an initiative and funded by motor fuel sales tax.

Sapunor ruled the state could not use the $409 million to reimburse the general funds for past debt service payments on Proposition 108 bonds (expansion of rail transportation) as that "did not serve any transportation planning nor mass transportation purpose".

State officials had argued the diversion was legal as the money was to be spent on transportation related debt and programs such as driving students to school or those with special need to developmental centers.

CTA countered voters intended Public Transportation Account money, including the disputed $1.2 billion, to be used for forms of mass transit, not for serving limited numbers of riders in designated programs.

## EASTERN SIERRA TRANSIT AUTHORITY (ESTA)

*BISHOP:* **ESTA** was formed in October 2006 to take over transit services currently provided by **INYO MONO TRANSIT,** which has been operated by the County of Inyo since 1980, and to expand public transit within its service area. **IMT** has a fleet of 30 buses and vans, a staff of 40 FTEs and carried 118,000 riders last year.

The Authority includes two members each from Bishop, Mammoth Lakes, Inyo County and Mono County. They are currently recruiting for an Executive Director.

**IMT** recently started a new BISHOP-LONE PINE route offering three round trips on weekdays *(affiliate **CREST** serves this area as part of the BISHOP-RIDGECREST route with one daily round trip three days per week).*

The system presently has sixteen routes and services including BISHOP FIXED ROUTE, NITE RIDER-BISHOP, BISHOP DIAL-A-RIDE, BISHOP-LONE PINE, LONE PINE LOCAL, BISHOP-MAMMOTH COMMUTER, BISHOP-MAMMOTH SATURDAY, MAMMOTH DIAL-A-RIDE, MAMMOTH-JUNE LAKE-LEE VINING, MAMMOTH LAKES LOCAL, BENTON-BISHOP, BENTON LOCAL, WALKER-BISHOP, BISHOP-WILKERSON, BRIDGEPORT-CARSON CITY (NV) and WALKER-COLEVILLE-TOPAZ.

**CREST** operates its BISHOP-RENO (NV) route on Monday, Tuesday, Thursday and Friday (one round trip) and has extended the former BISHOP-RIDGECREST route north to begin in Mammoth Lakes and offer one round trip three days a week.

The entire **IMT** system experienced its first fare increase in nine years this January 1st. Sample increases include Bishop-Mammoth from $5.50 to $6.50 and **CREST** Bishop to Reno from $28 to $40. The rising costs for labor (wages and benefits), services and supplies drove the need for increases.

*(Continued on page 5)*

## VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

*VICTORVILLE:* Beginning February 11, the schedule of Line 23-LUCERNE VALLEY was adjusted to provide more trips between Lucerne Valley and Apple Valley (alternate 90/120 minute headway or eight trips per day instead of six) and reduce, from ten to three, the number of in-town Town Circulator trips.

Another one-day-only special demand response public route, 214-HEALTHY AGING FAIR, ran on February 14 connecting Phelan Senior Center, Adelanto Senior Center, Apple Valley Senior Center, Jess Ranch, DAAS and Hesperia Senior Center with the San Bernardino County Fairgrounds in Victorville.

San Bernardino County supported the cost of the services to the Seniors Healthy Aging Fair while the operational cost was applied to the contractor's *(VEOLIA TRANSPORTATION)* eight hours of special events/marketing provided each month.

Preparing for the FY 08/09 budget year, **VVTA** staff will include Year 2 recommendations from the Short Range Transit Plan (improving peak hour headways from 60 to 30 minutes on 43-APPLE VALLEY-VICTOR VALLEY COLLEGE, the 7th & Lorene to VVC portion of 45-VICTORVILLE-HESPERIA VIA VVC and 53-MALL OF VICTOR VALLEY-VVC) and move forward one year the addition of new HESPERIA MAIN STREET route connecting the areas south of Main and west of Cottonwood, including the new soon-to-open Target store, with the Hesperia transfer point (Post Office).

## LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

*LOS ANGELES:* The recently conducted DASH Downtown Los Angeles Study was designed to analyze the current service program as well as the potential for additional night or weekend services in the context of changing land use and demographic trends. The study provides recommendations to — improve productivity and cost effectiveness of current routes, consider new service east of Main Street and provide responses to growing demand for night and weekend operations.

The recommendations focus primarily on resource neutral/cost neutral options. These include cancellation of CITY HALL SHUTTLE and transfer of its two buses (one each) to an expanded A-LITTLE TOKYO-CITY WEST and the new CENTRAL CITY EAST DASH. The study recommended the policy of honoring **MTA** passes on Downtown DASH be discontinued unless **MTA** agreed to reimburse **LADOT** for the cash equivalent (one third of DASH riders used **MTA** passes with no reimbursement).

The study concluded that, at this time, the most effective response to requests for night and weekend service expansion would be private sector funded event-based shuttles and that establishment of a flat-fare Downtown taxi zone also be considered. The recently began ART WALK DASH *(WT 6/07)* was cited as an example.

Also studied were measures used to improve schedule adherence, especially on Route E and including the recent rerouting away from Maple and 8th/9th and onto Los Angeles Street.

Two ideas were offered for Route A—operate on Figueroa between 4th and 1st including a loop to serve City Hall West and a change in the Arts District North to serve the emerging neighborhood east of Alameda.

As another way to improve cost effectiveness and productivity, **LADOT** plans to add 35 foot buses in place of the current 30-footers. Through the Call For Projects, 14 such buses have received preliminary approval. This would mean the city would only contribute 20 percent of the cost of the bus, rather than 100 percent.

CENTRAL CITY EAST DASH is planned as a clockwise loop operating 15 minutely 630AM-630PM weekdays and 1000AM-500PM Saturday on 2nd, Central, 5th, San Pedro, 7th and Los Angeles to 2nd (1 bus). This route is initially considered as a pilot project for six months.

## LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

*LOS ANGELES:* During the month, each Service Sector Council held public hearings on agency plans for June 2008 which include discontinuation of up to 23 lines, major changes on many lines and institution of seven new RAPID lines and one local line.

Candidates for cancellation include 124, 126, 127, 154, 155, 168, 175, 177, 202, 209, 211, 215, 220, 254, 256, 315, 330, 394, 608, 620, 626, 634 and 940.

New RAPID lines would include 715-MANCHESTER/ FIRESTONE RAPID, 724-SAN FERNANDO-LANKERSHIM RAPID, 730-PICO RAPID, 753-CENTRAL RAPID, 762-ATLANTIC RAPID, 794-SF ROAD SOUTH RAPID.

The **MTA** Board is now in process of establishing life-of-project budgets (estimated total cost of major projects) for proposed FY 08/09 capital projects that exceed $5 million, if they are included in the budget submittals.

Among the candidates — purchase of 260 45-foot composite buses (210 CNG, 50 hybrid) with delivery over two years; purchase of 53 30-32 foot, low floor CNG buses for contract operations to replace current

*(Continued from page 5)*
buses (contract award expected this spring with delivery in one year); completion of Division 3 master plan improvements; new CNG fueling facilities at Divisions 10 and 18; FY 09 bus mid-life overhauls for 188 buses including 5300 series New Flyers and the start of 7000 series NABIs (5000 series New Flyer series currently in process). Mid Life includes removal, inspection and replacement of CNG fuel cylinders as needed, replacement of power train, suspension work, body repair, painting, interior refurbishment including graffiti abatement and wheel chair lift maintenance.

## GOLDEN GATE TRANSIT (GGT)
## MARIN TRANSIT (MT)

*SAN RAFAEL:* Between February 18 and March 31, **GGT** will be testing operation of a hydrogen fuel cell bus as part of the Zero Emission Bus (ZEB) Demonstration Program. **GGT** is partnering with **ALAMEDA-CONTRA COSTA TRANSIT DISTRICT** *(WT 1/08).*

The bus (expected to be thirty-foot Van Hool **ACT** FC3) will rotate on several **MT** local lines operated under contract by **GGT** and will offer FREE rides. These include 23-FAIRFAX-SAN RAFAEL, 29-SAN RAFAEL-LARKSPUR-SAN ANSELMO, 49-IGNACIO-HAMILTON -SAN RAFAEL, 51-NOVATO LOCAL and 139-TERRA LINDA HIGH-LUCAS VALLEY.

The **GGT** Board recently approved a March 9th cancellation of the demonstration program to operate a midday ferry feeder bus between San Rafael and Larkspur Ferry Terminal—Line 91-SAN RAFAEL-LARKSPUR FERRY *(WT 7/07).*

The purpose of this line was to alleviate the parking congestion at Larkspur and to attract new midday riders. Begun last June, the bus connected pulse times at San Rafael with all Ferry arrivals and departures between 900AM and 230PM. Available resources allowed this service to be offered at a marginal cost of $212 per day. A target of 40 new daily regional passengers riding the bus and boat was set to cost the daily cost. Operating statistics showed an average of only 4 regional riders per day (plus some local) and daily revenue of $40.

**GGT** plans to enter into an agreement with the County of Marin, Department of Public Works to again (fourth year) operate the Muir Woods Shuttle Demonstration Project, between May 3 and September 28, 2008 with a round trip fare of $3.00 ($1.50 for youth, seniors and the disabled) to be collected in the westbound direction for an approximate cost of $278,000, to be paid by Marin.

Line 66-MUIR WOODS SHUTTLE *(WT 5/07)* will again be operated with five (35-foot) leased buses to be able to navigate the narrow roadways on the line.

## ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

*ORANGE:* **OCTA** is developing plans for a public hearing in April on its plans for June, which include two new express type lines, expansion of rail feeder service in Irvine with changes to current lines 470 and 471 and inauguration of the City of Irvine **"I" LINE SHUTTLE** and discontinuation of weekend community circulator 686-IRVINE SPECTRUM SHUTTLE.

NEW 671-ANAHEIM-ORANGE-O. C. FAIRGROUNDS would be added to the current Fairgrounds Flyer Program (633-FULLERTON, 662-SANTA ANA, 670-HUNTINGTON BEACH and 691-SAN JUAN CAPISTRANO) offering half hour all day service on the four summer weekends the Orange County Fair is held.

NEW 792-RIVERSIDE-CORONA-ANAHEIM would be the second of Riverside Freeway express bus routes *(Ed. Note—the first is 794-RIVERSIDE-CORONA-SOUTH COAST METRO opened in 2006)* designed to relieve traffic congestion and provide a one seat ride for commuters who currently travel on the 91 Freeway and work in Anaheim. Anaheim destinations would include the commercial area surrounding the Anaheim Canyon Metrolink Station, downtown Anaheim and the Anaheim Resort Area (Disneyland and surrounding venues).

Lines 470 and 471 would become part of a four route (instead of two) rail feeder network connecting the Tustin Station with the Irvine Business Complex area along Red Hill/MacArthur (**OCTA** 472), Von Karman (**IRV** A), Jamboree (**IRV** B) and Harvard **(OCTA** 473).

Inaugurated in June 2006, Line 686 is scheduled to meet most of the weekend **METROLINK** trains at Irvine Transportation Center and operate a one-way loop to and from the Irvine Spectrum Shopping Center. In spite of several different promotions, ridership remains low.

Model C40LFR New Flyers continue to arrive and, by February 8, 75 were in service replacing all 63 4200-series Gillig Phantoms (6 already sold), 35 of 38 5000-series New Flyer C40s (18 for auction, 16 for bone pile, 5006 sold and 3 active). All GMC T8H203 3001-3175 RTS are now off the roster as well.

All CNG buses are currently assigned to Division 1 (Santa Ana), the only location CNG equipped, although stations are under construction at Garden Grove and Anaheim. The initial 202-bus fleet includes 5501-5599, 5601-5674 and 7501-7529. The second lot of 97 will include 5675-5678, 7530-7592 and 5121-5150. 7500s will be the Bus Rapid Transit fleet while the 5100s will have suburban interiors.

*(Continued on page 7)*

**SAN MATEO COUNTY TRANSIT DISTRICT**
*(SAMTRANS)*
**San Carlos, California**

| FLEET #'S | BUILDER | MODEL | SERIAL #'S | YEAR | NOTES |
|---|---|---|---|---|---|
| 100-139 | NABI | 436.10 | 2A140105-144 | 2002 | |
| 140-154 | NABI | 436.10 | 2A140478-492 | 2002 | |
| 300-359 | Gillig | G20D102N4 | 31074019-078 | 2003 | |
| 400-407 | Gillig | 40102TB6V92T | L1083366-373 | 1990 | |
| 600-665 | Gillig | C21D102N4 | W1088769-834 | 1998 | |
| 667-671 | Gillig | C21D102N4 | W1088836-840 | 1998 | |
| 672 | Gillig | C21D102N4 | W1088835 | 1998 | |
| 700-708 | Gillig | 6V92T35102 | P1084807-815 | 1993 | |
| 709-757 | Gillig | 6V92T35102 | P1084909-957 | 1993 | |
| 758-759 | Gillig | 6V92T35102 | P1084959, 958 | 1993 | |
| 760-763 | Gillig | 6V92T35102 | P1085108-111 | 1993 | |
| 800-810 | Gillig | C20D102N4 | 31111911-921 | 2003 | 1 |
| 900-957 | Gillig | 40102TB6V92T | P1084748-807 | 1993 | |
| 958-972 | Gillig | 40102TB6V92T | P1084894-908 | 1993 | |

*-NOTES:*
1. Single door with suburban interiors.

## AMTRAK

*OAKLAND:* Following a major mudslide in January near Frazier, Oregon (between Klamath Falls and Eugene), **AMTRAK** dropped all *COAST STARLIGHT* (Seattle-Los Angeles) service after initially operating trains between Los Angeles and Klamath Falls with buses between Klamath Falls and Portland. In early February, the train was reinstated between Los Angeles and Sacramento with no substitute service northward.

**UNION PACIFIC,** owner of the involved trackage has estimated repairs will take until early April.

On February 29, a temporary Sacramento-Portland *THRUWAY BUS* route between Sacramento and Portland via Interstate 5 began, also serving Medford, Central Point, Eugene and Salem.

The northbound bus leaves Sacramento at 1215AM arriving Portland at 1130AM. Southbound, the bus departs Portland at 330PM arriving Sacramento 545AM.

*STARLIGHT* connections are made at Sacramento and Washington State connections are made at Portland.

## CITIZENS AREA TRANSIT (CAT)/ REGIONAL TRANSPORTATION COMMISSION OF SOUTHERN NEVADA (RTC)

*LAS VEGAS, NV:* VEOLIA TRANSPORTATION was recently awarded a new two-year contract by the **RTC** to operate **CAT** effective April 6th. *(Ed. Note—this is the fourth continuous operations contract VT or predecessor firm ATC/VANCOM has held with **CAT** since the start up of the system on December 5, 1992. The firm operates 350 vehicles and employs 1200 people).*

## METROPOLITAN TRANSIT AUTHORITY OF HARRIS COUNTY (METRO)

*HOUSTON, TX:* **METRO** recently awarded Daimler Chrysler Commercial Buses an order for 48 Orion VII Next Generation diesel-electric hybrid transit buses.

The Next Generation hybrids are powered by BAE Systems' HybriDrive propulsion system that will include a lithium-ion energy storage system. Compared with diesels, these hybrids will deliver up to 30 percent better fuel economy while greatly reducing various emissions.

## MILLENNIUM TRANSIT (MT)

*ROSWELL, NM:* A $6 million contract between the bus manufacturer and **BEAUMONT (TX) TRANST SYSTEM** was cancelled late last month.

MT was originally scheduled to deliver 16 CNG buses by last October, but the delivery date was extended to this month when Millennium was forced to search for a new natural gas engine to meet the city's specifications which then included a performance bond. Already unable to meet its margins, the manufacturer requested the city cancel the contract and they agreed.

When **BTS** opens a new bus bid, MT expects to bid.

MT recently began delivering 25 RTS style buses to the Texas A & M University in College Station for the campus' *AGGIE SPIRIT* bus fleet.

# EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

| PROPERTY | FLEET #'S | BUILDER | MODEL/SERIAL #'S | DATE | NOTES |
|---|---|---|---|---|---|
| *-NEW-* | | | | | |
| Garcia Holiday Tours (TX) | 3851 | Van Hool | T2145/Y2043851 | 2000 | |
| | 3892 | Van Hool | T2145/Y2043892 | 2000 | |
| CUSA/California Charters | 61315 | Van Hool | C2045/42045954 | 09/03 | |
| | 61328 | Van Hool | T2145/62044825 | 09/05 | |
| | 61332 | Van Hool | C2045/72047237 | 09/06 | |
| Norwalk Transit System | 7067-7070 | Gillig | G18D102N4/21073564-567 | 2002 | |
| | 7071-7072 | Gillig | G19D102N4/31073944-945 | 2003 | |
| | 7073-7074 | New Flyer | GE40LF/5C028448-449 | 2005 | Hybrids |
| *-USED-* | | | | | |
| Commerce Muni Bus Line | 313 | TMC | T80606/LR827713 | 1990 | 1 |
| *-DISPOSITIONS-* | | | | | |
| Omnitrans | 2684, 2689, | TMC | T80206/PR829810, 815 | 1994 | 2 |
| | 2694 | TMC | T80206/PR829820 | 1994 | 2 |
| | 9704, 9706 | Neoplan | AN440A/VL013226, 228 | 05/97 | 2 |
| Redding Area Bus Auth | 31-32 | Gillig | 3596/ | | 3 |
| Butte Regional Transit | 891-892 | Gillig | 3096TB6V92/K1082531-532 | 09/89 | 3 |
| Kitsap Transit (WA) | 803 | Gillig | 3596/ | | 4 |
| Regional Transit Service | 5210 | MCI | TC40102A/L3000197 | 1990 | 4 |
| Orange County TA | (23-below) | GMC | T8H203/(mixed—see below) | 1980 | 5 |
| Corona Cruiser | 9441 | Goshen | GC II/XCB34793 | 1999 | 5 |
| Downey Dial-A-Ride | 6223 | Ford/ElDo | Econ/Aerotech/VHB32760 | 1997 | 5 |

*-NOTES-*

1. Ex Long Beach Transit 9013.
2. For sale by Nationwide—Industry, summer 2007
3. For sale by Public Surplus Sales, 2007.
4. Sold to Zacher's January 2008
5. For sale by General Auction Company—Buena Park, February 16, 2008.
   OCTA 3001, 3008, 3023, 3027, 3031, 3032, 3035, 3041, 3044, 3046, 3050, 3051, 3053, 3056, 3057, 3066, 3096, 3112, 3118, 3129, 3132, 3149, 3163. Most of them went to Zacher's.

The six SANTA BARBARA METROPOLITAN TRANSIT DISTRICT 40-foot Gillig Phantoms recently for sale (260, 264-266, 270 and 272) were sold for $1,500 each—one to **BILL'S BUS** and the other five to an unknown company in Southern California.

## *The End of An Era*

After serving almost 30 years of service, all of Orange County's GMC RTS buses are now gone. They are believed to be the only 03 models that saw service for this length of time. These were the only new GMC buses that Orange County ever purchased.






***LEFT:*** *3035 and two others shortly after being delivered at Division 04 on April 9, 1980. Edmund Buckley photo.* ***RIGHT:*** *The last of the 3000's at their final resting place at Zacher's on February 22, 2008, after almost 28 years of service. Scott Richards photo.*