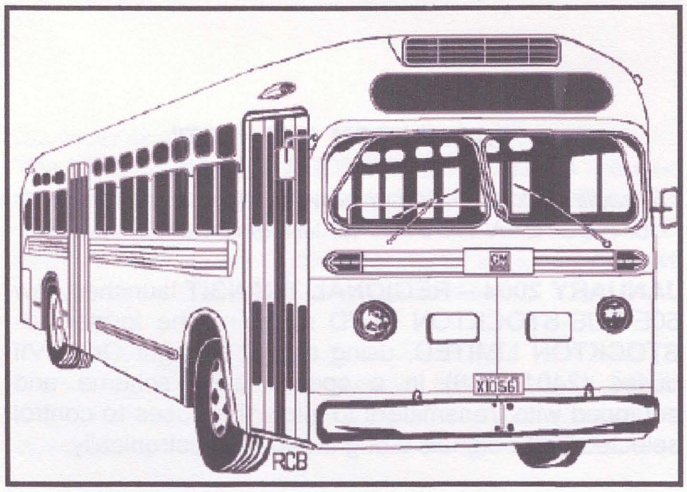


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VOL. 47, NO. 1 **January 2009**

2008 HOLIDAY SERVICES AND BUSES

Special Christmas holiday services, including decorated buses and several Free Rides on New Year's Eve, highlighted the recent holiday season.

Buses decorated in various holiday themes— a **CULVER CITY** New Flyer C40LF, a **SANTA MONICA** New Flyer L40LF, **NORWALK** Low Floor Gillig 7071, **AC TRANSIT** 1214 (Van Hool A330) and **REGIONAL TRANSIT** 2002 (Orion V).

RT offered Free Rides as their bus traveled all over the system in December and January. The **NORWALK** bus visited many venues collecting new, unwrapped toys and clothing for local charities.

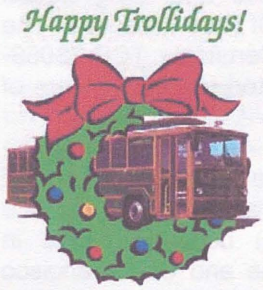
The traditional and jointly sponsored by **RIVERSIDE TRANSIT AGENCY,** Corona, Norco and the 2nd Supervisorial District, the "Holiday Shopping Trolley" ran December 6/7 and 13/14 on a loop-type fixed route.

Contractor *TRANSPORTATION CONCEPTS, INC.* operated the service using two Chance replica trolleys.

RTA again offered special service for the Festival of Lights celebration and Riverside Downtown Aglow each Saturday between Thanksgiving and Christmas. This year, service was operated from San Jacinto, Hemet, Banning, Beaumont, Calimesa, Temecula, Mead Valley, Corona and Country Village. Buses left the respective cities about 500PM, returning about 900PM. Tickets were all presold.

THOUSAND OAKS TRANSIT and **DOWNEYLINK** each operated special weekend service. **TOT** ran its four routes between 900AM and 600PM on Saturdays and Sundays while **DL** operated its four routes between 830AM and 630PM each weekend between Thanksgiving and Christmas.

The **BREA TROLLEY** operated its special holiday hours on Saturday and Sunday beginning November 29 and ending December 21 — a special route every 20 minutes between noon and 540PM. **BT** also offered a special Christmas Lights tour on selected evenings.



METROLINK's HOLIDAY TOY EXPRESS visited all stations offering a short performance of holiday music and collected toys for the Spark Of Love Toy Drive.

LADOT operated the LATE NIGHT DASH *(WT 12/08)* on Friday and Saturday nights between November 21 and December 27 and on New Year's Eve - a circuitous one way loop from 7th and Figueroa along Figueroa, Wilshire, Flower, Pico, Figueroa, Wilshire, Grand, 7th, Main, 1st, Hope, Temple, Grand, 6th, Broadway, 9th, Main, 8th and Figueroa to 7th. Rides were Free.

MTA offered Free Rides on Christmas Eve and New Year's Eve between 900PM and 200AM while **OCTA** offered Free Rides on New Year's Eve from 600PM until 400AM. **RIVERSIDE TRANSIT AGENCY, PALOS VERDES TRANSIT** and **WEST HOLLYWOOD CITY LINE** also all offered Free Rides on New Year's Eve.

TORRANCE TRANSIT SYSTEM offered a Free Ride SHOPPERS SPECIAL BUS each Saturday and Sunday between November 24 and December 23. SSB ran every 40 minutes between 1000AM and 600PM along Hawthorne Blvd between Carson and Artesia using a bus decorated in a festive holiday theme.

In This Issue

Tuolumne County Transit	3
Fare Changes Throughout California	4
Barstow Area Transit	4
Omnitrans	4
Los Angeles Department Of Transportation	5
Montebello Bus Lines	5
Los Angeles County MTA	5
San Francisco Municipal Railway	5
Nevada Transportation Authority (NV)	6
Valley Metro/City of Phoenix Transit System (AZ)	6
ROTM—Tuolumne County Transit	7

PUBLIC UTILITIES COMMISSION (PUC)

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

DECISIONS

AMERICAN SHUTTLE, LLC granted authority (PSC 23059) to operate as a passenger stage corporation between points in Los Angeles, Orange, Riverside and San Bernardino Counties and Los Angeles, Long Beach and Ontario Airports, Los Angeles and Long Beach Harbors and to establish a Zone Of Rate Freedom. The firm already held Charter Party Certificate TCP-23059-P). Their customer base is expected to be members of the Southeast Asian community.

Christopher Monecke and Kristin Monecke dba THE SANTA CRUZ AIRPORT FLYER authorized to operate scheduled service (PSC 11378) between points in Santa Cruz County and San Jose and San Francisco International Airports and to establish a ZORF. The firm already held a Charter Party Certificate TCP-11378-P.

CENTRAL COAST SHUTTLE SERVICES, INC. granted authority to expand its PSC 13086 to include service to San Luis Obispo Airport, Santa Maria Airport and Santa Barbara Airport on a door to door, On Call basis and to establish a ZORF. (Ed. Note - *SILVERADO STAGES filed a protest stating there was an ample supply of providers in the area, but the PUC determined that SS' fixed route, scheduled service was different from CCSS on call, door to door service. They also referenced the same arguments were used by other firms when SS was granted a PSC between San Luis Obispo County and LAX and way points in 2005).*

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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)

JANUARY 2004 – REGIONAL TRANSIT launched new 50E-BUS-STOCKTON BLVD replacing the former 50-STOCKTON LIMITED, using a fleet of eight Orion VII buses (2401-2408) in a special paint scheme and equipped with transmitters to allow the buses to control selected traffic signals along the route electronically.

JANUARY 1999 – The **VICTOR VALLEY TRANSIT AUTHORITY** Board made permanent the division of Lines 43 and 45 at Victor Valley College *(WT 6/98, 8/98)* which required passengers traveling past VVC in any direction to change buses. Day Passes were to be tried on a six-month trial basis.

JANUARY 1994 – Following the January 17 Northridge earthquake, ten new transit services were established by six agencies, a special by-pass lane was built on the westbound Santa Monica Freeway and four new rail stations were opened.

JANUARY 1989– Both the **SCRTD** and **LACTC** Boards voted to officially end legal and philosophical battles over the regulation of transit in Los Angeles County, upcoming Metro Rail operations, creation of **FOOTHILL TRANSIT** and disbursement of $54 million in funding operations of **RTD.**

JANUARY 1984 – RTD adopted a special fare structure for the 1984 Summer Olympics, based on the type of service - Shuttle Bus $2, Express Bus $4 and Park/Ride Bus $6. New rectangular shaped bus stop signs began to replace the long standard triangle shaped signs.

WT STAFF FOR THIS MONTH

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(Continued from page 1)

The **MUNICIPAL AREA EXPRESS** operated a reduced schedule on its commuter routes, 2-PALOS VERDES, 3 -TORRANCE-SAN PEDRO and 3X-SAN PEDRO EXPRESS as many businesses in El Segundo operate on reduced schedules during the holidays.

THE HOLLY JOLLY HOLIDAY TROLLEY was **SANTA CLARITA TRANSIT's** seasonal service — a FREE FARE loop route at Westfield Valencia Town Center that operated between December 20 and December 24.

Free rides were offered on the OLD PASADENA HOLIDAY TROLLEY, a one-way loop in Old Pasadena on Saturdays and Sundays between November 29 and December 28 between 1100AM and 800PM (Saturday) and 700PM (Sunday). OPHT ran from Memorial Park Station via Holly, Fair Oaks, Union, Delacey, Colorado, Orange Grove, Green, Fair Oaks, Del Mar, Raymond, Colorado, Arroyo and Holly.

The HO-HO-HO HOLIDAY FREE SHUTTLE operated in the Magnolia Park section of Burbank along Magnolia between Buena Vista and Kenwood diverting a few blocks down Hollywood Way a few blocks in both directions. HFS operated between 530PM and 930PM.

For the fourth year, the **BREA TROLLEY** also operated its HOLIDAY LIGHT TOURS ($4/5 per ticket) between December 10 and 19 visiting the downtown and Eagle Hills areas to see the decorations throughout the city. Two or three tours were offered each day.

In Santa Barbara, the **SANTA BARBARA TROLLEY** operated the 9th annual Trolley Of Lights nightly from December 8th to December 23rd. Tours departed from State Street and Cabrillo at 630PM. Ticket prices were $20 for adults and $12 for children.

EL DORADO TRANSIT AUTHORITY offered its Free Ride HOLLY JOLLY TROLLEY between November 28 and December 23. It ran every 20 minutes (600-900PM) between Mountain Democrat parking lot on Broadway and the Placerville Post Office.

On New Year's Eve, **SAN JOAQUIN REGIONAL TRANSIT DISTRICT, SAMTRANS** and **SAN FRANCISCO MUNICIPAL RAILWAY** all offered Free Rides on their fixed routes.

In partnership with the shopping center, **SAMTRANS 120**-BART/DALY CITY-SERRAMONTE operated until 1130PM each evening during the season.

VALLEY TRANSPORTATION AUTHORITY offered Free Rides between 700PM on Wednesday and 400AM on Thursday. **VTA** ran a Saturday only Holiday Shuttle between Civic Center and San Jose Diridon Station using vintage street cars.

BART ran a regular weekday schedule until midnight on New Year's Eve and then operated its late evening headways until 300AM, three hours later than normal.

ANTELOPE VALLEY TRANSIT AUTHORITY operated regular weekday morning schedules on Christmas Eve and New Year's Eve on its three Commuter Routes, 785 -LOS ANGELES, 786-CENTURY CITY and 787-WEST SAN FERNANDO VALLEY, but offered a 100PM "Early Run" on all three lines to accommodate those riders who only worked a half day. *(Ed. Note—in the past, the transit systems serving downtown Los Angeles all would operate midday trips on their peak hour only lines).*

In San Diego, New Year's Eve night saw FREE Rides after 600PM over the **MTS** system plus all night service on 7-UNIVERSITY AVE, 11-SDSU-FIRST AVE-LOGAN HEIGHTS, 901-SAN DIEGO-CORONADO-IMPERIAL BEACH and all three TROLLEY lines. This was sponsored by Mothers Against Drunk Driving and the Sycuan Casino.

NORTH COUNTY TRANSIT DISTICT also offered Free Rides on New Years Eve on its buses and trains.

TUOLUMNE COUNTY TRANSIT (TCT)

SONORA: The County of Tuolumne, Department of Public Works recently issued a Request For Proposal for a four year contract to operate the four fixed route, four Dial-A-Rides, 22 bus **TCT** system starting next July.

Tuolumne County is located in the heart of the California Mother Lode region along the western slope of the Sierra Nevada Mountains. It is bordered on the north by Calaveras County, on the south by Mariposa County, on the west by Stanislaus County and on the east by Mono and Alpine Counties.

Three fixed routes and one Flex Route operate from 600AM to 800PM on weekdays serving Sonora, Columbia, Jamestown, Twain Harte and Sierra Village.

TCT operates curb-to-curb demand response service on weekdays from 600AM to 700PM. Priority scheduling is provided to ADA certified persons and then elderly and non-ADA certified disabled persons on a space available basis. Additional limited general public Dial-A-Ride service is available weekdays from 700PM to 900PM with a fixed stop at Columbia College at 905PM and a connection with **CALAVERAS TRANSIT.**

TCT operates a general public Dial-A-Ride on Saturday between 900AM and 400PM in a limited service area including Sonora, Jamestown, Columbia, Standard, Soulsbyville and Twain Harte.

(Continued on page 4)

They also operate the GROVELAND-SONORA DIAL-A-RIDE on Tuesday for shopping, medical appointments and other desired locations. This service is available to the general public with priority given to those who are disabled or 55 years of age or over.

The contractor will need to operate from its own garage during the life of this contract. While the County is planning to acquire property and develop a county owned, permanent transit facility in the near future, plans are still too indefinite.

The current **TCT** fleet includes 22 cutaways ranging between Type II (12-16 passenger) and Type VII (26-30 passenger). Three Freightliner brand replica trolley buses are expected later this year.

FARE CHANGES THROUGHOUT CALIFORNIA

*(Ed. Note - in the last few issues of WT we have noted fare increases at **MONTEREY SALINAS TRANSIT, CENTRAL CONTRA COSTA TRANSIT AUTHORITY, ORANGE COUNTY TRANSPORTATION AUTHORITY, FLYAWAY, SACRAMENTO REGIONAL TRANSIT DISTRICT** and **SOUTH TAHOE AREA TRANSIT AUTHORITY,** generally related to a combination of increases in the cost of operation and the continuing reductions in tax support, primarily from the State of California. This news continues that trend).*

January 2009 saw fare increases at **METROPOLITAN TRANSIT SYSTEM, NORTH COUNTY TRANSIT DISTRICT, SANTA BARBARA METROPOLITAN TRANSIT DISTRICT. TORRANCE TRANSIT SYSTEM** and **ANTELOPE VALLEY TRANSIT AUTHORITY.**

MTS increases affected the Local Bus system increasing the cash fare from $2.00 to $2.25 (senior and disabled from $1.00 to $1.10), Regional Pass prices and Premium Express monthly passes.

NCTD increased *COASTER* cash fares and monthly passes and replaced the previous $4.50 Adult Day Pass with a $5.00 Regional Day Pass valid on all **NCTD** bus and rail and **MTS** bus and rail except Premium Express.

At **SBMTD,** the cash fare was increased from $1.25 to $1.75. Other cash fares were similarly increased and an Adult Day Pass at $6.00 was established. 10-Ride Passes and 30-Day Pass prices were also increased.

The **TORRANCE** regular local fare was increased from 50 cents to $1.00 with proportional increases in senior and disabled fares.

Already the highest cash prices in Southern California, **AVTA** Commuter Fares were increased. The Cash fare of $12 on 785-LANCASTER-PALMDALE-LOS ANGELES, 786-WEST LOS ANGELES and 787-SAN FERNANDO VALLEY is now $14. The 10-Ride Pass is now $105 (with a ten per cent discount if purchased online). Monthly Passes range between $237 and $287 (they were $206 to $255).

LONG BEACH TRANSIT Directors approved a two-step fare increase with the first changes on February 15 and the second step effective February 14, 2010. The regular cash fare will increase from 90 cents to $1.10 and then $1.25. Day Passes will rise from $3.00 to $3.50 to $4.00. Fares of 25 cents will start to be charged on the *PASSPORT* next year. Prepaid pass prices will also be increased as will senior, disabled and student rates. A new 5-Day Pass will be introduced.

BARSTOW AREA TRANSIT (BAT)

BARSTOW: A recently conducted analysis of the four elements of **BAT** (five fixed routes, All-Ride, city and county Dial-A-Rides) recommended that service be restructured to eliminate duplication and little used segments including Route 5 on Old Highway 58 and make Route 4 between Barstow and Lenwood more direct. The service span on other city routes and DAR should be lengthened to 600AM-1030PM weekdays and 900AM-1030PM on weekends.

The All Ride and County DARs should be discontinued with service added to Victorville and Fort Irwin.

The Barstow City Council received the report, but has yet to schedule action on the recommendations.

OMNITRANS (OT)

SAN BERNARDINO: Discussions have been held with County Supervisors about possible changes in **OT's** organizational structure. With budget issues at both the state and federal levels, there is no consistency to the financial status, making any long term planning very difficult. If **OT's** current Joint Powers Agency status was changed to a transit authority or a transit district, it would have some taxing authority for local money. Any modifications to the current JPA agreement (and remaining a JPA) require the yes vote of all members.

Measure I funding is another issue. If the **OT** Board approves more money for transit, the allocation to their cities drops. **OT** may have to change its organizational to continue providing quality transit. When questioned, General Manager Durand Rall said that a transit authority would be the best for **OT.**

OT recently announced it had closed a $1.9 million purchase from *UNION PACIFIC RAILROAD* of a 4.5

acre parcel of land at E Street and Rialto Avenue in downtown San Bernardino with plans to develop the site as a downtown bus transit center, an *sbX* (Bus Rapid Transit) station and the *METROLINK* Station.

The $25 million center is expected to be open in 2012 and would replace the "Fourth Street Transit Mall", a collection of bus stops along Fourth Street between F Street and Arrowhead Avenue.

January changes rerouted 82-RANCHO CUCAMONGA-FONTANA extension in north Fontana to serve Fontana Park by traveling on Citrus, Summit, Beech and Curtis. Southbound trips on 65-MONTCLAIR-CHINO now serve the California Institute for Men.

OT will soon be conducting public meetings to receive comments on bus fare increases next September and changes to certain *ACCESS ADA* paratransit policies.

Fixed route proposals include raising the cash fare from $1.35 to $1.50 (senior/disabled from 55 to 60 cents), Day Passes $3.50 to $4.00 (s/d $1.60 to $1.85) with small increases on the 7-Day and 31-Day passes.

Access cash fares would rise - by 30 cents per zone and Subscription prices would increase $15 per month. Several policy changes have been proposed that affect Advanced Booking, On Time Service Window, Excess no show suspensions, faxed trip requests and expanding the current 3/4 mile ADA service boundary, accompanied by a $5 surcharge.

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: As county wide transit funding agency, the **LACMTA** provides Proposition A Incentive Program money to Los Angeles County cities to support sub regional paratransit and other community based, locally funded, specialized transportation services. **LADOT** has been receiving just under $5 million annually for its *CITY RIDE* and Community *DASH* programs.

Unlike **LACMTA** and the Included and Eligible municipal transit systems in the county, **LADOT** and the other providers of these programs do not receive regional Formula Allocation Procedure (FAP) and Capital Allocation Procedure (CAP) subsidies to address their capital and vehicle replacement needs. Cancellation of several previous Countywide Call for Projects left many of these operations with capital funding shortages.

In FY 2006-2007, **LACMTA** approved a Mini Call and **LADOT** was awarded $4,385,750 to buy 56 vehicles including 16 *DASH* mid size buses, 15 *CITYRIDE* cutaways and 25 *DEPARTMENT OF AGING* Multi-Purpose Center cutaways.

The cutaways will be purchased through the State of California's Section 5310 bid (awarded to Creative Bus Sales for Econoline/Aero Elites) while 12 of the 16 buses will be purchased through an existing Creative contract *(WT 06/07)* and the remaining four will come as either part of a new **LADOT** procurement or as a piggy-back on another similar procurement.

MONTEBELLO BUS LINES (MBL)

MONTEBELLO: The **MBL** Winter service change took place January 18th and included weekend schedule adjustments on a number of lines.

Line 20-GREENWOOD-SAN GABRIEL BLVD was shortened and no longer operates north of San Gabriel and Las Tunas to the GOLD LINE Sierra Madre Villa Station. However, the former hourly headway north of Garvey and San Gabriel was improved to half hourly.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: By a 9-1 with 3 abstention vote, the **MTA** Board recently approved "alternatives analysis" recommendations for several proposed rail projects and the environmental reviews will now begin.

On the Westside, either a *PURPLE LINE* extension under Wilshire from Western Avenue to Santa Monica or an extension of the *RED LINE* from Hollywood mostly under Santa Monica Boulevard.

The Eastside Phase 2 project proposes an eastward extension of the *GOLD LINE* (scheduled to open later this year) from Beverly and Atlantic Boulevards.

In a subway, the proposed *REGIONAL TRANSIT CONNECTOR* would connect the 7th/Metro Station and the *GOLD LINE* eastside extension.

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: **MUNI** announced a reduction in service on its newest line, 74X-CULTURE BUS, which began operation in September *(WT 10/08)* and has yet to attract much ridership.

Originally operated with a fleet of 6 buses (5 scheduled, 1 spare) on 20-minute headways, beginning January 24th service was reduced to hourly with 2 scheduled and 1 spare bus. The first buses begin at 1000AM at Yerba Buena and Golden Gate Park with the last trips of the day at 500PM from Yerba Buena and 600PM from Golden Gate Park.

Despite the lack of patronage, the special route between the Yerba Buena arts district and the museums in Golden Gate Park with stops in Union Square and the Civic Center, has strong backing from the tourist industry, cultural community and the mayor's office. In fact, the start up of service was pushed by the Academy of Sciences last year as it prepared for its grand reopening in September. Mayor Gavin Newsom's office was also involved in the planning efforts.

MUNI's parent, the SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY, announced last month that the Central Subway project, which is Phase 2 of the Third Street Light Rail Project, received a Record Of Decision (ROD) from the Federal Transit Administration. The ROD represents the final environmental clearance for the project.

A $147 million program management and construction management contract for the Central Subway between 4th & King and Chinatown has now also been signed.

NEVADA TRANSPORTARTION AUTHORITY (NTA)

LAS VEGAS, NV: The **NTA** recently held hearings on several applications including - *LAS VEGAS STRIP TROLLEY* for authority to extend its temporary service discontinuation through July 6, 2009, *SEIJI, INC.* for a certificate as a common carrier of passengers to provide charter limousine and scenic tour services in the state and application of *CENTENNIAL TRANSPORTATION, LLC* for a certificate to provide charter limousine and airport transfer service within the state. *SW EXCURSION & EDUCATIONAL TOURS, INC* applied for a certificate to provide charter service in the state.

VALLEY METRO/METRO/ CITY OF PHOENIX TRANSIT SYSTEM

PHOENIX, AZ: Light Rail came to town December 29th with the opening of the new 20-mile *METRO LIGHT RAIL* line between the northwestern part of Phoenix (19th Ave/Montebello and Mesa (Sycamore/Main) serving several stops in Phoenix and Tempe enroute.

This light rail project, the first leg of a proposed much larger system, began to take shape following a positive transit tax measure passed by Tempe voters in 1996. Phoenix voters followed suit in 2000. Mesa chipped in General Fund money. Proposition 400 half-cent sales tax money and federal grants pay the remaining bills.

The City of Phoenix will pay for construction of the proposed Northwest Extension and the City of Glendale passed a sales tax to pay for a future extension to downtown Glendale.

Trains begin at 19th Avenue and Montebello, just south of Bethany Home Road (Chris-Town Spectrum Mall) and travel via 19th Ave, Camelback Rd, Central/1st Avenue, Jefferson/Washington, Mill, Third, College, University, Terrace and Apache/Main to Sycamore, just east of Dobson, in West Mesa. There are 28 stations.

Weekday trains start at 440AM ending at midnight on 10 minute headways between 600AM and 700PM and 20 minutes at other hours. On weekends, the first train is at 500AM, the last at 1100PM with 15 minute headways until 700PM with 20 minutes at other hours.

The *METRO* light rail fleet of 50 vehicles was built by Kinkisharyo of Japan, are 92 feet long with seats for 66 and space for 175 to stand with room for four wheelchairs and four hanging interior bike racks. They can operate in consists of up to three cars.

METRO is the name of the agency formed to plan, build and operate the light rail system and is separate from **VALLEY METRO,** the coordinator of city bus and rideshare services. **METRO** was formed as a nonprofit public corporation in 2002 by the cities of Phoenix, Tempe, Mesa and Glendale. Other cities on the Board are Chandler, Peoria and Scottsdale.

The light rail system is operated by **METRO's** contract operator, *ALTERNATE CONCEPTS, INC.*

Seven NEW bus lines began — VALLEY METRO LINK connecting Sycamore/Main Transit Center in Mesa with Superstition Springs Center Park and Ride, 40-APACHE -MAIN linking Sky Harbor Airport with Superstition Springs Center, DOWNTOWN BUZZ CIRCULATOR in Mesa, extension of SR-51 RAPID to City North Shopping Center at 56th Street and Deer Valley Dr and three Express lines, 536-NORTHEAST MESA-TEMPE/ ASU EXPRESS, 542-CHANDLER-DOWNTOWN PHOENIX VIA I-10 and 576-NORTHWEST VALLEY-MONTEBELLO RAIL STATION VIA I-17.

VALLEY METRO LINK begins at Mesa's Sycamore/ Main Transit Center, the eastern most point of *METRO LIGHT RAIL,* and travels along Main and Power Road to Southern and the Superstition Springs Center. Weekday peak hour headways are 15 minutely with half hourly in the midday and evening. On weekends, buses operate hourly between 600AM and 1000PM.

VML uses 8500 series, three door, ultra-low sulfur diesel fueled NABI 60-BRT buses equipped with traffic signal priority technology (when bus is close by, lights will wait to turn red until the bus passes).

Line 40 begins at Sky Harbor Airport and operates via airport roadways, University Dr, Mill, Apache/Main and Power Road to Superstition Springs Center.



Tuolumne County Transit
Sonora, CA

FLEET #	BUILDER	MODEL	SERIAL #	YEAR
19	Ford Econoline	El Dorado Aerotech II	SHC02932	1995
20	Chevy 3500	El Dorado Aerotech IV	S3326378	1995
21	Chevy 3500	El Dorado Aerotech IV	S3326301	1995
23	Ford Econoline	El Dorado Aerotech III	XHA40472	1999
24	Ford Econoline	El Dorado Aerotech III	XHA40488	1999
25	Ford Econoline	El Dorado Aerotech III	XHA40473	1999
26	Ford Econoline	El Dorado Aerotech III	1HA35702	2001
27	Ford Econoline	El Dorado Aerotech III	1HA35701	2001
28	Ford Econoline	El Dorado Aerotech III	1HA35737	2001
29	Ford Econoline	El Dorado Aerotech III	1HA35703	2001
30	Ford Econoline	El Dorado Aerotech III	2HA86020	2002
31	Ford Econoline	El Dorado Aerotech III	2HA86021	2002
32	Ford Econoline	El Dorado Aerotech III	3HB77367	2003
33	Ford Econoline	El Dorado Aerotech III	3HB77373	2003
34	Ford Econoline	El Dorado Aerotech III	4HA86236	2003
35	Ford Econoline	El Dorado Aerotech III	4HA86237	2003
36	Chevrolet	Modified Van	5D148343	2005
37	Ford Econoline	El Dorado Aerotech II	7DA13653	2007
38	Ford Econoline	El Dorado Aerotech II	7DA13641	2007
39	Ford Econoline	El Dorado Aero Elite VII	7CY80973	2007
40	Ford Econoline	El Dorado Aero Elite VII	7CY80974	2007
41	Chevy 560HT	El Dorado Aerotech III	8DB29513	2008

Half hourly headways are the rule - weekdays between 315AM and midnight and on weekends between 415AM and midnight.

536 is a two directional peak hour line traveling between Power & McDowell and Veterans Way/College Rail Station and the Tempe Transportation Center.

542 runs between Chandler Park and Ride at Germann & Hamilton and 17th & Jefferson (State Capitol).

576 operates between the Arrowhead Towne Center and the Montebello/19th Avenue Rail Station.

The span of service within the City of Phoenix was reduced as weekday trips beginning prior to 500AM and those beginning after 1000PM were eliminated.

This impacted Lines 0, 1, 3, 7, 8, 10, 13, 15, 16, 17, 19, 27, 29, 30, 32, 35, 39, 40, 41, 43, 44, 45, 50, 51, 52, 56, 60, 61, 70, 77, 106, 154, 156 and 170.

Saturday service levels were reduced to match Sunday including the neighborhood circulators ALEX, DART, DEER RUN, MARY and SMART.

The RED LINE was discontinued as it was replaced with LIGHT RAIL, Route 40 in Phoenix, Tempe and Mesa, Route 15 in Phoenix and LINK in Mesa.

The BLUE LINE was renamed 39-40TH STREET with its southern segment (below Camelback) dropped. The GREEN LINE was renamed 29-THOMAS ROAD and the GREEN LINE A was renamed 29A-AVONDALE.

1-WASHINGTON/JEFFERSON now operates to/from the Phoenix Zoo serving rail stations along the way and no longer serves Tempe. 13-BUCKEYE was extended east to serve the 44th/Washington Rail Station.

15-15TH AVENUE was extended from Metrocenter Mall to Sky Harbor Airport and serves rail stations enroute. 96-DOBSON was diverted to serve the Sycamore/Main Rail Station and also serves Intel at Dobson and Ocotillo in Chandler and no longer serves the East Valley Institute of Technology in Mesa.

511-CHANDLER-SCOTTSDALE AIRPARK EXPRESS now diverts to serve the Price 101 Freeway/Apache Rail Station and the new Chandler Park and Ride, also served by the extended 540 and 541 EXPRESS lines.

Several other local lines were rerouted to serve the most convenient rail stations.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
Sacramento Regional Transit	2801	Orion	05.701/76703380	00/08	1
	2802-2809	Orion	05.701/76703560-567	00/08	1
	2810-2812	Orion	05.701/76703569-571	00/08	1
	2813-2817	Orion	05.701/76703577-581	00/08	1
	2818-2819	Orion	05.701/76703585-586	00/08	1
	2820-2821	Orion	05.701/76703589-590	00/08	1
	2822-2823	Orion	05.701/76703598-599	00/08	1
	2824-2829	Orion	05.701/76703602-607	00/08	1
	2830-2832	Orion	05.701/76703656-658	00/08	1
	2833-2835	Orion	05.701/76703736-738	00/08	1
	2836-2840	Orion	05.701/76703740-744	00/08	1
	2841-2849	Orion	05.701/76703759-767	00/08	1
	2850-2856	Orion	05.701/76703777-783	00/08	1
	2857-2860	Orion	05.701/76703794-797	00/08	1
	2861-2863	Orion	05.701/76703800-802	00/08	1
	2864-2870	Orion	05.701/76703970-976	00/08	1
	2871-2877	Orion	05.701/76703993-999	00/08	1
	2878-2881	Orion	05.701/76704010-013	00/08	1
	2882-2883	Orion	05.701/76704015-016	00/08	1
	2884-2888	Orion	05.701/76704031-035	00/08	1
	2889-2891	Orion	05.701/76704039-041	00/08	1
Western Bus Lines Ltd (BC)	4407	Prevost	H3-45/7C711022	00/07	
Cardiff Transportation	632	Prevost	H3-45/9C711367	00/08	
-USED-					
Eastshore Charter Lines	405	MCI	102DL3/VP049019	00/97	2
-DISPOSITIONS-					
Orange County TA	5101-5114	New Flyer	D40/LU013930-943	11/90	3
LAX SHUTTLE	13, 15, 16	Gillig	3596TBL10G/R1084876, 878-879	08/94	4
	73-74	Gillig	L10GT3596/T1087012-013	02/96	4
	76	Gillig	L10GT3596/T1087015	02/96	4
	77, 79	Gillig	L10GT3596/T1087016, 018	03/96	4
LADOT	99003-99004	El Dorado National	RE-32/XC084030-031	11/98	4
	20002 (96002)	El Dorado National	RE-32/SC084103	03/95	4
	20003 (96003)	El Dorado National	RE-32/SC084101	03/95	4
Whittier Para-Transit	165	Ford/Supreme	Econ/Supreme/XHA96399	03/99	4
Fontana Unified School Dist	24-25	Crown	2A-40C-426/LC102121-122	01/90	4
	27-28	Crown	2A-40C-426/LC102123-124	01/90	4
	T007	Bluebird	AARE/RF061695	08/94	4

-NOTES-

1. Next Generation design, CNG powered.
2. Ex Unknown.
3. Sold at General Auction - Buena Park, January 9, 2009.
4. Sold at General Auction - Buena Park, July 12, 2008.

The last Orion V rolled off the production line in New York on December 9, 2008, part of an order for *SONOMA COUNTY TRANSIT*. The firm will now only manufacture low floor models.

METROLINK is currently receiving 24 Comet Cars as a short term replacement for the leased *SOUND TRANSIT* cars returning to the Pacific Northwest. Ten of the cars will be leased from *NEW JERSEY TRANSIT,* the others from *UTAH TRANSIT AUTHORITY.* These cars were originally built in the 1970s and 1980s by Pullman Standard for *NJT.*

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