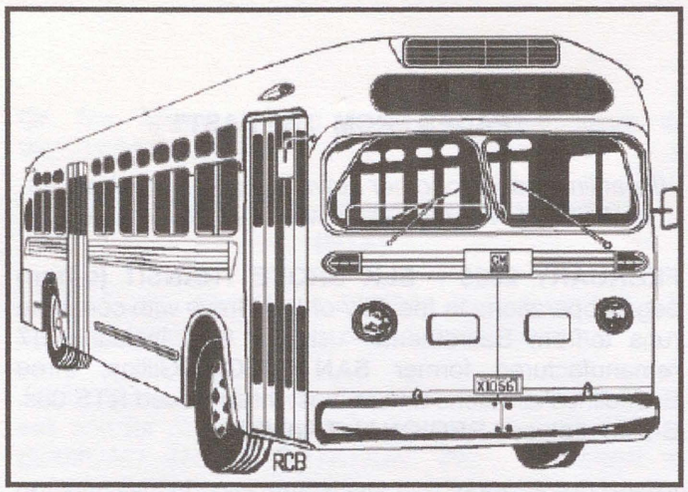
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VOL. 48, NO. 2 **February 2010**



MOUNTAIN METROPOLITAN TRANSIT (MMT)/ FRONT RANGE EXPRESS (FREX)

COLORADO SPRINGS, CO: The two Colorado Springs based transit systems were expected to be downsized January 4, related to continuing declines in tax support and the eventual unwillingness of the City Council to continue to support transit from the General Fund.

Related to unprecedented funding shortfalls in the 2010 Colorado Springs city budget and reduced funding from the Pikes Peak Rural Transportation Authority, **MMT** contacted the Colorado Department of Transportation for assistance in finding operational funding sources for **FREX** in 2010. A proposal was offered to use the proceeds from the sale of nine surplus **FREX** buses to keep the system operating for one year. On the third try, **YORK COUNTY TRANSPORTATION AUTHORITY (PA)** submitted an offer of $1.4 million for the buses.

The **FREX** buses (2007 model Gillig BRT buses with suburban interiors and other amenities) were purchased in 2007 with Senate Bill 1 funds (80%) and local match from PPRTA (20%). Local proceeds from the sale were also required for operations. **MMT** continues to seek permanent funding for the program. Approval of the City Council was eventually received.

FREX service between Colorado Springs, Monument, Castle Rock and Denver continues without interruption.

Introduced in 2004 as a Congestion Mitigation and Air Quality (CMAQ) demonstration project, **FREX** became the most successful transportation project in the Pikes Peak Region, to date.

The 22 route **MMT** city bus system lost all weekday evening service (last bus now leaves downtown at 615PM, had been 1000PM) while all Saturday and Sunday operations were discontinued.

Continuing bus routes include: 1-HILLSIDE-HANCOCK PLAZA, 3-COLORADO, 4-8TH STREET, 5-BOULDER-CITADEL, 6-WAHSATCH-CITADEL, 7-PIKES PEAK AVE, 8-CACHE LA POURDE ST, 9-CASCADE-NO. NEVADA, 10-HWY 115-PPCC, 11-WORLD ARENA-PPCC, 12-PALMER PARK BLVD, 14-CHESTNUT-GARDEN OF GODS, 15-CJC-PPCC, 16-BROOKSIDE, 22-SECURITY-WIDEFIELD, 24-GALLEY-PETERSON AFB, 25-ACADEMY BLVD and 31-FOUNTAIN.

Four of the 22 bus routes were totally discontinued—30-FORT CARSON, 92-SHRIEVER AFB NORTH, 93-SCHRIEVER AFB NORTHEAST and 95-DCHRIEVER AFB CENTRAL.

METRO MOBILITY ADA PARATRANSIT SERVICE was reduced commensurate with reductions in **MMT** fixed route buses.

The Congestion Mitigation and Air Quality (CMAQ) funded UTE PASS EXPRESS EVENING SERVICE system was also discontinued.

(Ed. Note—this series of changes leaves a city of 617,000 over 186 square miles with a scheduled fleet of 30 buses and no night nor weekend service).

(Ed. Note—MMT and FREX was featured as the Roster

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

Leyla Saebi dba AM PM AIRPORT SHUTTLE granted authority to transfer control of PSC 20075 to *AM PM AIRPORT SHUTTLE LLC* and to extend new PSC 25592 to serve points between the Counties of Los Angeles, Orange, Riverside, San Bernardino, San Diego and Burbank, Los Angeles, Long Beach, Orange County and Ontario Airports, Los Angeles and Long Beach Harbors and to establish a Zone Of Rate Freedom.

DOUBLE D DRIVERS, LLC has filed an application for authority to transport passengers within San Diego County connecting San Diego State University, Mission Beach, Pacific Beach, Downtown San Diego, Seaport Village and Del Mar. and establish a ZORF.

DECISIONS

Sacramento Transportation Systems, Inc. dba SUPER SHUTTLE OF SACRAMENTO has been authorized to offer scheduled service between the Sacramento International Airport and points along Highway 29 in the Napa Valley and to establish a ZORF.

As SUPER SHUTTLE, the firm operates an on-call PSC between points in Butte, Yuba, Sutter, Nevada, El Dorado, Placer, Yolo, Sacramento, Solano and San Joaquin Counties and Sacramento Airport. However, the firm believes the geographic distance between Napa and SMF would make on-call service impractical, but the concentration of passengers at predetermined pick-up points will allow a convenient and low cost alternative to potential customers.

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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 2005 – ELK GROVE TRANSIT (e-tran) began operations in the City of Elk Grove with commute runs to/from Sacramento. using a fleet including 17 remanufactured former **SAN DIEGO** Gilligs, three Econoline/Aerotechs and at least three leased RTS 06s. **E-tran** replaced **REGIONAL TRANSIT.**

FEBRUARY 2000 – Transit agencies in Washington state continued to change (generally reducing service and/or increasing fares) due to the loss of between 1/3 and 1/2 of their funding following passage of Initiative 695 (motor vehicle excise tax repeal).

FEBRUARY 1995 – TRI DELTA TRANSIT began a major system change with three new lines replacing two others and with the discontinuation of Line 385-BRENTWOOD-MARTINEZ.

FEBRUARY 1990 – SOUTHWEST COACHES, INC. began operating the second part of an **MTDB** service contract including NEW Lines 902, 903, 933/934 and night hours on **SAN DIEGO TRANSIT** 13-SOUTHEAST SAN DIEGO-SDSU and 36-COLLEGE AVENUE-SPRING VALLEY.

FEBRUARY 1985 – As construction finished at Division 5, **SCRTD** closed Division 23 (Slauson & Western). Line 217 was divided into 208-BEACHWOOD DRIVE and 217-HOLLYWOOD-FAIRFAX. Line 225 was shortened to no longer operate between Portugese Bend and Marineland due to roadbed deterioration on Palos Verdes Drive South.

WT STAFF FOR THIS MONTH

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Of The Month in the November 2009 issue of WESTERN TRANSIT).

NEVADA TRANSPORTATION AUTHORITY (NTA)

LAS VEGAS, NV: The Authority's January and March agendas include a number of transportation items.

Joint application of *David Cree Crawford* for authority to sell and for *Richard Shebs* to buy and acquire 50% of *DIAMOND TRANSPORTATION, INC.,* authorized to provide intrastate charter bus service within Nevada under Certificate of Public Convenience and Necessity (CPCN) 2111.

Exotic Transportation, Inc. filed for approval of a name change from *d/b/a EXOTIC TRANSPORTATION* to *ELITE TRANSPORTATION* for operations conducted under CPCN 2086, Sub 1.

POINTS WEST TOURS, INC. requested to voluntarily cancel CPCN 2090 while *EL SHADAI's (*CPCN 2116*)* and *TRANS-PACIFIC COACHLINE, LTD (*CPCN 2054) both requested temporary discontinuations of their certificates through June 2010.

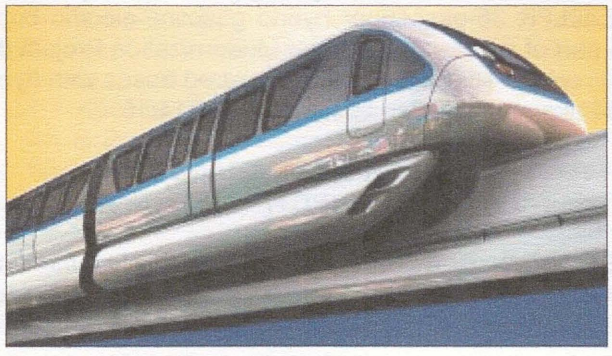
LAS VEGAS MONORAIL COMPANY (LVMC)

LAS VEGAS, NV: In mid month **LVMC** filed for Chapter 11 bankruptcy, one month after representatives said such a move could allow a future $500 million expansion to McCarran International Airport.

The firm had three options—negotiate an agreement with bondholders without filing for bankruptcy, file for bankruptcy with the bondholders blessing or file without a new agreement in place.

Chapter 11 means reorganizing the financial structure with a plan developed throughout court proceedings is approved by a judge or a vote of the creditors. The firm's intent is to lower its payments to bondholders.

The monorail service that opened for business in 2004 (elevated trains between the Las Vegas Convention Center and Strip hotels) will not be impacted. Ridership has never met expectations. The **LVMC** web site says it has carried 27 million passengers in five years. Advance projections anticipated 20 million customers annually.



REGIONAL TRANSPORTATION AUTHORITY/ SUN TRAN (RTA/ST)

TUCSON, AZ: A plan has been developed that would allow the transfer of **SUN TRAN** to the **RTA,** even though the transfer of the city bus system was not part of the plan approved by voters in 2006.

Under the plan, city and county transit services **(SUN TRAN** and **SUN EXPRESS)** as well as rural services **(SUN CONNECT)** and transportation for the disabled **(SUN VAN)** would all become an **RTA** responsibility.

Local jurisdictions would continue to pay much of the cost of transit services and **RTA** would use money designated for system expansion in the 2006 plan to cover a part of the expense, as well.

The government payments would be based on what they spent on transit in 2004 plus inflation, rather than what they spend today.

The move would allow local governments to shift $10 million in current taxpayer transit subsidies to "general fund relief" where it could be used to avoid future service cuts or tax increases.

Tucson would save about $8 million, Pima County about $2 million and the smaller cities saving somewhat less.

The **RTA** has said they could absorb the extra cost for up to five years and still provide all the road and transit system improvements voters were promised when they approved the plan and the half-cent transportation sales tax to fund it. After that, the authority would need to go back to the voters for more money.

VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

HESPERIA: The **VVTA** Board voted to continue the current contract with *McDONALD TRANSIT ASSOCIATES* to provide administration services on a month to month basis for a period not to exceed twelve months while a study of **VVTA** administrative services is conducted for SANBAG by Dhillon Management Services *(WT 8/09, 11/09).*

The current *VEOLIA* operations and maintenance contract will expire in April. Normally, an RFP would have been issued months ago to re-bid the service, but because construction of the new facility has made that

impractical and would give *VEOLIA* an advantage, **VVTA** received concurrence from the Federal Transit Administration for a 13 month contract extension. The current agreement had an annual 3% increase. The cost of the extension is now under negotiation.

Over the years, the Unmet Transit Needs hearings have received comments about the need for connectivity between Barstow and Victorville for medical purposes.

The issue is now in the forefront due to cuts in medical and social services in the Barstow area.

SANBAG has allocated $250,000 in CMAQ funding for a three-year demonstration project which is expected to include three trips per day, three days per week, a transfer agreement between **VVTA** and **BARSTOW AREA TRANSIT** and development of the route and bus stops. **VVTA,** as a designated recipient of federal funds, would be able to apply for the funds and institute the program in relatively short order.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: **RTA** has proposed a number of service reductions by May 9th including the discontinuation of Temecula's Line 57-RED LINE TROLLEY due to expired funding and low ridership and discontinuation of remaining holiday service on New Years Day, Memorial Day, Independence Day and Labor Day.

The weekday headway on 14-INDIANA would be stretched from 70 to 80 minutely while the weekend headway on 42-SAN JACINTO ESTUDILLO EXPRESS would be changed from 70 to 140 minutes,

25-RIVERSIDE-LOMA LINDA is proposed to bypass Grand Terrace (in San Bernardino County) and travel on Barton, I-215, I-10 and Anderson to Loma Linda Medical Center and Jerry Pettis VA Hospital.

Public meetings are planned during March with a public hearing scheduled for March 25.

LONG BEACH TRANSIT (LBT)

LONG BEACH: February 14th brought a number of route changes and increases in most fares.

The Regular cash fare was increased from $1.10 to $1.25 with the Day Pass rising from $3.50 to $4.00. The Reduced (senior/disabled/Medicare) cash fare rose from 50 to 60 cents with the Day Pass rising from $2.00 to $2.50. Most other fare media prices also increased.

PASSPORTs B and D were revised. On B, the downtown loops (and parts of 181/182) were replaced with a new 4TH STREET-WEST GATEWAY alignment—1st and Pine via Pine, 3rd, Golden, 4th, Maine, Broadway, Pine, Ocean, Elm, 4th and Appian Way to Nieto.



PASSPORT D continues between Catalina Landing and Cal State Long Beach as before, then operates along Atherton and loops via Outer Traffic Circle, Los Coyotes Diagonal and Ximeno to Atherton.

61-ATLANTIC TO ALONDRA was merged into 62-ATLANTIC-BLUE LINE and rerouted to Artesia BLUE LINE Station. In the downtown area, the 61/63/66 now operates along Atlantic to Ocean and then via Ocean, Pacific and 1st to/from the Transit Mall.

7-ORANGE was divided into 71-ORANGE (7) and 72-ORANGE-ARTESIA. At the north end, 71 travels as 7 has while 72 will run along Orange, Artesia, Atlantic, Alondra and Orange to Rosecrans& Garfield.

181-MAGNOLIA/182-PACIFIC will now operate only to and from the Transit Mall with PASSPORT B serving the East 4th Street corridor.

TORRANCE TRANSIT SYSTEM (TTS)

TORRANCE: In September 2006, **TTS,** along with several other cities and transit agencies, entered into a Cooperative Procurement Pilot Program with the City of Montebello to purchase buses *(WT 3/07).* The CPPP allowed participants to buy buses with only a 10 percent local match, rather than the traditional 20 percent.

New Flyer of America was awarded the contract and **TTS** was allotted 10 vehicles with the option of up to 12 additional buses.

TTS will soon take delivery of the ten New Flyer model GE40LFR 38-passenger hybrid gasoline-electric buses as part of a three phase Fleet Modernization Project that will replace all existing diesel powered buses with hybrid and alternative fueled buses by FY 2014/15.

BEACH CITIES TRANSIT (BCT)

REDONDO BEACH: Parking Concepts, Inc. dba TRANSPORTATION CONCEPTS, INC. was awarded a

new three year operations contract, with two one-year extension options, and began operations on January 1, 2010 taking over from *FIRST TRANSIT, INC.* The contract is for the complete management, maintenance and operation of **BCT.**

Four firms (*TCI, FT, DIVERSIFIED TRANSPORTATION* and *ROADRUNNER)* submitted proposals and all four were interviewed.

The **BCT** system includes three fixed routes (102-GREEN LINE CONNECTION, 104-RIVIERA VILLAGE and 109-PACIFIC COASTER) and the *WAVE DIAL-A-RIDE* with fleet of eight Ford Econoline/El Dorado National Aerotechs, six MST IIs, four El Dorado National Transmark-32s and one El Dorado National Axcess.

METROPOLITAN TRANSIT SYSTEM (MTS)

SAN DIEGO: **MTS** implemented a large scale reduction of Sunday operations, including discontinuing Sunday hours on 23 lines and shortening the length of 13 more lines on weekends starting February 28th.

The discontinued lines include 27, 88, 115, 701, 704, 705, 709, 712, 832, 833, 845, 854, 856, 872A, 904, 905, 916/917, 921, 923, 965 and 967/968.

NEW 703-H STREET TROLLEY STA-OTAY RANCH TOWN CENTER replaced portions of Chula Vista lines 701, 704, 705, 709 and 712.

1-EL CAJON BLVD was shortened to operate only between Hillcrest and La Mesa, 3-OCEAN VIEW BLVD and 7-UNIVERSITY AVE and 15-CITY OF EL CAJON were all shortened to end at City College Station.

8/9 now operates as 8A outbound from Old Town to Garnet & Mission and 9A inbound to Old Town from Garnett & Mission. Sea World is served by most trips. 10-UNIVERSITY LIMITED was shortened between City Heights Transit Plaza and College & University. 11-SDSU-ADAMS AVE-SKYLINE HILLS was shortened between Skyline Hills and 4th & Broadway while 30-UTC-LA JOLLA-DOWNTOWN now runs between Old Town and V. A. Medical Center.

41-GENESEE AVE operates between Friars & Genesee and Linda Vista while 120-DOWNTOWN-FASHION VALLEY-KEARNY MESA runs between Fashion Valley and 4th & Broadway making all local stops along 4th and 5th Avenues. 864-EL CAJON-ALPINE operates between El Cajon Transit Center and Broadway & Main.

901-SAN DIEGO-IMPERIAL BEACH runs between 12th & Imperial Transit Center and 7th & Palm. 929-SAN YSIDRO-CHULA VISTA-SAN DIEGO and 932-SAN YSIDRO-NATIONAL CITY-SAN DIEGO were shortened all days and no longer operate south of Iris Avenue Trolley, replaced by NEW 906/907 *(WT 12/09)*. The Sunday alignments were further shortened—929 runs as far north as 8th Street Trolley in National City and 932 to E Street Trolley (Chula Vista). 961-ENCANTO-NATIONAL CITY operates as far east as Plaza Bonita.

There were two extensions as 2-30TH STREET was extended into Normal Heights east on Adams from 30th to 39th. 992-AIRPORT FLYER was extended east from 5th & Broadway to City College Station.

MERCED COUNTY TRANSIT (THE BUS)

MERCED: **MCT** Line 22-U. C. MERCED SHUTTLE was extended into downtown Merced January 19. The bus operates as before from U. C. Merced along Ranchero Road, Lake Road, Yosemite Ave, G Street, Community College Drive and M Street to Merced College, then continues via M Street to a downtown loop serving the AMTRAK Station and the Merced Transpo Center.

On behalf of **MCT,** the County of Merced, Department of Administrative Services recently issued two five-year RFPs, one for Fixed Route and the other for Dial-A-Ride, to begin July 1, 2010.

The selected vendor(s) will be responsible to provide bus operators, supervisory staff, dispatchers and telephone receptionists, resident management, vehicle damage and liability insurance, operations training and to operate the routes and schedules provided *(Ed. Note—the **MCT** fleet is maintained by the Merced County Department of Public Works Shop).*

The **MCT** system includes a fleet of 44 buses with 27 operating on 18 separate fixed routes on weekdays and 15 buses on 14 routes on Saturday.

System offices are located at 880 Thornton Road in Merced, but the system also requires staffing a local office in Los Banos on weekdays between 800AM and 500PM. Staff here function in a supervisory capacity for all service in the western part of Merced County but, in particular, Los Banos, Dos Palos and Gustine.

VALLEY TRANSPORTATON AUTHORITY (VTA)

SAN JOSE: **VTA** implemented major service reductions on January 11th, related to decreasing ridership and the continuing decline of tax revenues.

All three light rail lines, ALUM ROCK-SANTA TERESA, MOUNTAIN VIEW-WINCHESTER and OHLONE/CHYNOWETH-ALMADEN, saw trip discontinuations in the early morning or late night hours.

Headways were slipped throughout the bus system and span of service changes were likewise made.

In addition, NEW Bus Route 200 now operates two northbound trips in the 1100PM to midnight hour between Baypointe Station and Mountain View. The buses serve the bus stops adjacent to light rail stations along Tasman Drive between First Street and Fair Oaks and then operate non-stop to Mountain View. Valid light rail tickets and passes are accepted on these buses.

11-SAN JOSE MARKET CENTER-HEDDING & 15TH lost Saturday hours, 13- ALMADEN & MC KEAN-OHLONE/CHYNOWETH STATION was discontinued on weekends while 33-MC CARTHY RANCH-GREAT MALL and 43-EASTRIDGE TRANSIT CENTER-ALUM ROCK TRANSIT CENTER were discontinued.
Although it lost Sunday service, 42-MONTEREY & SENTER-SANTA TERESA STATION was extended south along Monterey Road to serve Menard Drive.

Line 47-GREAT MALL-WASHINGTON & ESCUELA VIA PARK VICTORIA was rerouted away from Escuela Parkway and Milpitas High.

Line 76-LOS GATOS-SUMMIT ROAD will operate until the end of the school year and then be discontinued. The RIVER OAKS SHUTTLE will run until July 9th and then it too will be discontinued.

SAN MATEO COUNTY TRANSIT DISTRICT (SAMTRANS)

SAN CARLOS: **SAMTRANS** fares were increased February 1st. The adult local fare rose 25 cents to $2.00 and the express fare was increased 50 cents to $5.00.

Discount cash fares are now $1.00 and youth cash fares are $1.25. Monthly passes and tokens also increased.

Paratransit and Lifeline fares will increase in July. Paratransit will rise to $3.50 and lifeline will be $1.75.

SAMTRANS has started to receive an order of 135 Gillig BRT style buses including 91 40-foot units, 40 35-foot buses and 4 29-foot buses for Coastside Line 17.



The clean-diesel buses are the first new buses in seven years and they replace 1993 Gillig Phantoms. The low-floor design buses have wheelchair ramps with a more gradual incline, cloth upholstery padded seats—39 in the 40-foot units, LED interior lights that adjust to ambient lighting, and a digital video recording system.

TRANSBAY TERMINAL PROJECT

SAN FRANCISCO: Current plans call for a May opening of the temporary Transbay Terminal and the relocation of all bus service from Transbay Transit Terminal at 1st and Mission Streets to a temporary terminal (to be used for several years) on Folsom, Beale, Howard and Main.

With commercial development above and an underground railroad station for **CALTRAIN** below, the Transbay Transit Center will be part of a planned South of Market redevelopment project.

YOLO COUNTY TRANSPORTATION DISTRICT (YCTD/YOLOBUS)

WOODLAND: Last year **YCTD** and Motor Coach Industries signed a five-year agreement for six D4505 intercity buses with options for up to 125 more buses.

So far, **YOLOBUS** ordered six for use on Sacramento commuter routes and 215-CACHE CREEK CASINO.
In addition, **EL DORADO TRANSIT** bought five and **PLACER COUNTY TRANSIT** bought four. **EDT** will buy four more, **PCT** will buy one more and **YUBA-SUTTER TRANSIT** is to buy three this year.

BUTTE REGIONAL TRANSIT (B-LINE)

CHICO: On January 25th, Route 31-PARADISE-OROVILLE began serving the main campus of Butte College while an earlier morning commuter trip was added on 20-OROVILLE-CHICO.

TRANSPORTATION AND THE CALIFORNIA STATE BUDGET

The California Transit Association has joined with the League of California Cities and the California Alliance for Jobs to place an initiative on the state's November 2010 ballot to place a large firewall around transit funding, The Local Taxpayer, Public Safety and Transportation Protection Act would prevent the state from taking or borrowing local taxpayer funds dedicated to public safety, emergency response, transportation and other vital local government services.

Between January 15th and April 15th, the League of California Cities must collect almost 700,000 registered voter signatures to qualify the measure for the ballot.

There are five main points to the measure — prohibit the state from taking, borrowing or redirecting funds dedicated to transportation and public transit including state sales tax on gasoline (Prop 42 funds) and Highway User Tax on gasoline, prohibit the state from taking, borrowing or redirecting local government funds including revoking the state's authority to borrow local

RIVERSIDE TRANSIT AGENCY

Riverside, CA

FLEET #	BUILDER	MODEL	SERIAL #	YEAR	NOTES
10-13	Chance	AH-28	RW535005, 003, 002, 004	1994	CNG
14	Chance	AH-28	RW535007	1994	Diesel
15	Chance	AH-28	TW535016	1996	CNG
16-18	SVMC	3000T	3CL71211-213	2003	Ex Omnitrans 1101-1103
19-20	SVMC	3000T	8CZ78965, 964	2008	
2101-2147	NABI	40LFW-15	1A140233-279	2001	
2201-2247	NABI	40LFW-15	2A140493-539	2002	
3001-3010	Dennis Thomas	SLF232G	3JA37381-390	2003	
3011-3013	Dennis Thomas	SLF232G	4JA62291-293	2004	
0501-0502	Ford Econoline	ElDorado Aerotech	mixed	2005	
0506-0507	Ford Econoline	ElDorado Aerotech	mixed	2005	
0510-0511	Ford Econoline	ElDorado Aerotech	mixed	2005	
6307-6327	ElDorado National	Amerivan	mixed	2006	
6401-6412	Ford Econoline	ElDorado Aerotech	mixed	2006	
7401-7423	Ford Econoline	StarCraft Allstar	mixed	2007	
8401-8407	Ford Econoline	StarCraft Allstar	mixed	2008	
8410-8414	Ford Econoline	ElDorado Aerotech	mixed	2008	
8415-8430	Ford Econoline	ElDorado Aerotech	7DB47318-333	2008	
8440-8498	Ford Econoline	ElDorado Aerotech	mixed	2009	
8501-8504	Ford Econoline	ElDorado Aero Elite	mixed	2009	
8510-8530	Ford Econoline	ElDorado Aero Elite	mixed	2009	
9701-9703	New Flyer	C40LF	VU017635-637	1997	

RTA directly operated fixed route buses - 2101-2147, 2201-2247, 9701-9703
Transportation Concepts, Inc. fixed route buses - 10-20, 3001-3013, 6401-6412, 7401-7406, 8415-8430, 8501-8530
Transportation Concepts, Inc. Access paratransit buses - 6307-6327, 7407-7423, 8401-8407, 8410-8414, 8440-8498

property taxes, protect jobs and the economy by investing in infrastructure with every $1 billion investment generating $5 billion in economic activity and 18,000 jobs, protect local taxpayers by keeping more of the local tax dollars local and ensuring that gas taxes go to fund transportation and transit improvements reducing pressure for local tax and fee increases when the state takes the funds, and stopping the practice of borrowing special funds that are repaid with interest.

(Ed. Note - over the last three years, nearly $3.5 billion in public transit funding has been diverted to the state. This large loss has been reflected by a continuing series of service reductions, fare increases and employee layoffs in some combination at nearly every transit system in the state ranging in size the five-bus ***BUS LINE SERVICE OF TURLOCK*** *to the 2,200 vehicle* ***LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY).***

In mid January, the budget proposed by Governor Arnold Schwarzenegger for FY 2010/2011 included $4.5 billion in fund shifts including a plan to eliminate the state sales tax replacing it with an increase in the excise tax on gasoline. Proposition 42 limits sales tax revenue on gasoline to transportation projects. The governor's proposal effectively makes an end-run around that earmark, funneling money from transportation towards other state needs. *(Ed. Note - history says the initial budget proposal will not be enacted as offered, but the plan indicates the tone the administration is expected to use when dealing with the issue).*

NATIONWIDE LOOK AT TRANSIT SYSTEMS

Across the country, public transportation systems continue to face funding challenges due to widespread declining state and local revenues and have been forced to take a number of critical steps including raising fares, cutting service and laying off employees, based on a survey of 151 American Public Transportation Association (APTA) transit system members who transport over 80 percent of the country's transit riders.

Since January 2009, 84 percent of the systems have raised fares or cut service or are considering such actions. 59 percent have already taken such steps.

68 percent of the systems have eliminated positions while 47 percent have laid off employees or are considering layoffs.

Finance wise, seven out of ten systems are projecting budget shortfalls in their next fiscal year.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
Riverside Transit Agency	2201-2247	NABI	40LFW-15/2A140493-539	00/02	
Gold Coast Transit	3500-3508	NABI	035.13/8A140660-668	00/08	
LACMTA	3100	NABI	31LFW.02/9A140203	12/09	
American Vacation, Inc.	4618	Prevost	H3-45/11014174	00/01	
	8218	Prevost	H3-45/8C711162	00/08	
-USED-					
LACMTA (Veolia)	9980	Gillig	S50T40102/R1085065	07/93	1
	9981	New Flyer	D30LF/WU018895	09/98	2
	9982	New Flyer	D30LF/WU018879	09/98	3
	9983	New Flyer	D30LF/VU017851	00/97	4
-DISPOSITIONS-					
San Diego MTS	1404-1406	New Flyer	G40/SU016048-050	11/95	5
	1408-1411	New Flyer	G40/SU016052-055	11/95	5
	1414-1416	New Flyer	G40/SU016058-060	11/95	5
	1419, 1421	New Flyer	G40/SU016063, 065	11/95	5
	1422, 1425	New Flyer	G40/SU016066, 069	11/95	5
	1427-1429	New Flyer	G40/SU016071-073	11/95	5
San Diego MTS	8201-8203	ElDo Natl	RE-29/1C084229, 267, 269	04/01, 06/01	5
	8204-8205	ElDo Natl	RE-29/1C084266, 268	06/01	5
	8206-8207	ElDo Natl	RE-29/1C084270-271	06/01	5

-NOTES-

1. Ex Denver (CO) RTD 8079.
2. Ex Houston (TX) Metro 4293, TSI 848.
3. Ex Houston (TX) Metro 4277, TSI 849.
4. Ex Springs Transit (CO) 97, TSI 847.
5. Sold at Ken Porter Auction on February 10, 2010.

The SANTA CRUZ METROPOLITAN TRANSIT DISTRICT is exercising options OCTA has on its recent purchase of New Flyer model C40LFR buses and buying four CNG powered units with suburban interiors for the HIGHWAY 17 EXPRESS.

The SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY has issued an RFP for purchase of one motorized historic type trolley with option to purchase up to six more.

February Photos





LEFT: *RTA 2235 on working on Route 22. Photo by SoCalMetro.* ***RIGHT:*** *LACMTA 9983 & 9981, both leased from Transit Sales International in Riverside. 9983 is TSI 847, ex Colorado Springs Transit (CO) 97. 9981 is TSI 848, ex Houston Metro (TX) 4293. Photo by Paul Castillo.*