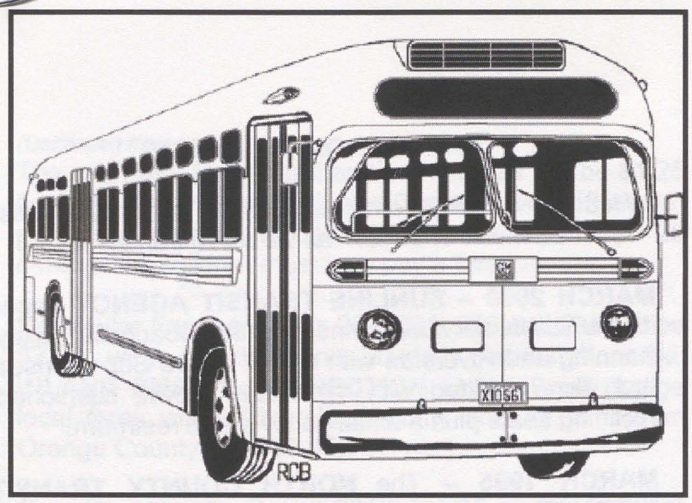


Western Transit

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VOL. 43, NO. 3 **March 2005**

PACIFIC COAST SIGHTSEEING TOURS (CUSA, LLC dba)

ANAHEIM: Over the last two months, **CUSA, LLC** purchased the San Bernardino based **ROESCH LINES, INC.** from LAIDLAW INTERNATIONAL and Anaheim based **AIRPORT BUS (Ground Systems, Inc. dba).**

RL has operated as the GRAY LINE in Southern California (Palm Springs). Their charter business in Las Vegas and Los Angeles will be folded into other Southern California companies.

While operations will continue on East 9th in San Bernardino, some **PC** buses have been transferred out there while some **RL** coaches, renumbered into the **CUSA** five-digit system including 102C3 64701 and 102DL3s 65509 and 65510, are now in Anaheim.

Many **RL** buses have been spotted at **GREYHOUND LINES, INC.** garage in Los Angeles, likely awaiting disposition. Included are MC-9/12's 400, 402, 405-409 lettered for **GRAY LINE** while MC-9s 445, 447, 452, 456, 102A3 480 and 102C3 520 were lettered **ROESCH LINES**.

AB operations were assumed on February 20th. In early March, the **AB** rainbow fleet of buses remained at the Manchester & Walnut garage while **PC** buses in **CUSA** colors including 102C3 64739, 102D3 63111 and 102DL3s 65771, 65776 and 65777 were servicing the Orange County Airport and LAX runs. Schedules and fares remained unchanged. *(Ed. Note – As **PC** had their own UNIVERSAL STUDIOS tour, it is presumed the ENTERTAINMENT EXPRESS has been folded in. In the past, **PC** filed at least two applications for Airport authority, applications opposed by **AB**).*

It is understood that a fleet of new Van Hools, likely C2045Ls, have been ordered for airport service.

Based on observations, the final **AB** roster included 601-610, Prevost H3-40s; 902, 905, 907, 908, 909 – MCI MC-9s; 961 – MCI 96A3 and 922, a Chevy Van.

AB employees were encouraged to apply for **PC** jobs and many did so.

At least one new MCI J4500, 65681, and two new ABC/ Van Hool M-1000 large cutaways, 62919-62920, are now on the property.

Elsewhere in the **CUSA, LLC** world, last November 1st **AIRPORT BUS OF BAKERSFIELD** increased fares on the BAKERSFIELD-LAX route to $30 one way and $50 round trip. Selected trips on the route have been extended and now serve both the Ports of San Pedro and Long Beach, on passenger request.

(Department Of Corrections – The Southern California divisions of the company continue to be traded as CUSA LLC and not as CUSA Tours (WT 11/03).

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: The **RTA** Board approved fare increases to take effect April 3rd on all categories of cash fares, one day and 31 day passes.

MTA LIBRARY
ONE GATEWAY PLAZA
15TH FLOOR
LOS ANGELES, CA 90012

(*Continued on Page 3)*

In This Issue

Riverside Transit Agency	3
Omnitrans	3
Foothill Transit	3
Cerritos On Wheels	4
Long Beach Transit	4
Los Angeles County MTA	4
Santa Monica Municipal Bus Lines	5
Pasadena Area Rapid Transit System	5
Golden Gate Transit	5
San Francisco Municipal Railway	6
San Carlos Shuttle	6
City of Carson City (NV)	6
Transportation Services Authority Of Nevada (NV)	6
AirportBus History	6
AirportBus Roster	7
Volbo Becomes Sole Owner of Prevost & Nova Bus	7

PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

M & A INTERNATIONAL GROUP, LLC to modify its Passenger Stage Corporation 12938 to add a scheduled route between Oxnard Airport and Los Angeles Airport.

Enes Dedic dba AIRPORT CITY SHUTTLE for On Call PSC between points in Bay Area cities and Bay Area Airports and establish a Zone Of Rate Freedom.

SF VIP COACH TOURS, INC. dba SAN FRANCISCO CITY SHUTTLE to sell and transfer ownership of the firm and PSC-7771 to Cosme Molina.

POWERCOMM COMPANY, INC. for PSC between points in Ventura, Los Angeles, Orange, Riverside and San Bernardino Counties and Ontario, Orange County and Los Angeles Airports and establish a ZORF.

Mahmound Abdelaziz dba SAFEWAY SHUTTLE for PSC between points in Contra Costa, Alameda and San Francisco Counties and Bay Area Airports and a ZORF.

SANTA CRUZ TRANSPORTATION, INC. dba SANTA CRUZ AIRPORTER to sell and *SANTA CRUZ AIRPORTER, LLC* to buy PSC-1270 and operating assets of *SCTI.*

Rahim Faraji for PSC between points in San Diego, San Bernardino, Riverside, Orange, Los Angeles and Ventura Counties and Southern California area airports.

HOW TO CONTACT US

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

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ISSN 1552-8604
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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)

MARCH 2000 – SUNLINE TRANSIT AGENCY began its *SUNLINK* service, connecting the Coachella Valley, Banning and Riverside with a fleet of five Super Buses, that were outfitted with 47 mostly brown, cushioned, reclining seats plus a small galley and a restroom.

MARCH 1995 – The **NORTH COUNTY TRANSIT DISTRICT** operated *COASTER* began weekday peak hour operations between Oceanside and San Diego along SANTA FE/AMTRAK trackage plus the establishment of five new connecting bus routes.

MARCH 1990 – AZTEC BUS LINES, INC., San Diego area charter and contract operator, then owned by the Pike family, closed its doors February 21st filing for protection from creditors under Chapter 7 of the U. S. Bankruptcy Code.

MARCH 1985 – AIR-CRUISES-TOUR SHUTTLE began airport shuttles between the ACT office in Costa Mesa, Anaheim (Marriott Hotel and AMTRAK Station) and Ontario Airport operating two daily except Sunday round trips charging $16 each way.

MARCH 1980 – SAMTRANS Directors voted to begin eminent domain proceedings to acquire (with their consent) the **MISSION TRAILS CHARTER SERVICE,** paving the way for the District's purchase of the commuter bus service between Foster City and San Francisco (Routes 47A, 48A and 49A).

WT STAFF FOR THIS MONTH

EDITOR:	Edmund Buckley
ASSOCIATE EDITOR:	Craig Barnes
SENIOR CORRESPONDENT:	Jim Moore
SENIOR STAFF:	Alan Fong Charles Powell
REPORTERS & SOURCES:	Armando Avalos Bob Burrowes Hank Fung Russ Jones John McKane Andrew Novak Scott Page Warren F. Quon

(Continued from page 1)

The cash fare for general and youth riders will be $1.25 (was $1.00), senior/disabled 60 cents (was 50 cents) and child (anyone 46" tall or less) will be charged 25 cents as all children must now pay a fare.

Commuter Fares on Lines 202, 204, 206 and 208 will be $2.25 with one-day and 31-day passes honored. **INLAND EMPIRE CONNECTION** Line 149 will charge local fares within Riverside County and $2.90 to/from Orange County (was $2.65).

One-day passes will cost $3.75 ($1.85 senior/disabled) and 31-Day passes — General $43, Youth $32 and senior/disabled $21.

General Public Dial-A-Ride will be discontinued. Senior and disabled Dial-A-Ride passengers will pay $2.50 and children will pay 50 cents.

RTA awarded a contract to Creative Bus Sales for 8 ADA compliant, 12-passenger plus two wheelchair paratransit buses (CALTRANS Type II vehicles).

OMNITRANS (OT)

SAN BERNARDINO: **OT** and Amalgamated Transit Union Local 1704 (coach operators) recently approved a new three year labor agreement after 14 months of negotiations and nearly a year after the previous pact expired. Starting wages are now $13.34 with the top rate at $17.87. Wages will increase seven per cent over the life of the pact. Increased benefits and a $400 signing bonus are also included.

OT staff recently recommended not exercising Option Year 1 of the current *TRANSPORTATION CONCEPTS, INC.* contract and instead directly operate those lines and hire staff to fill the nine Maintenance and 52 Operations positions required.

In July 2003, **OT** awarded *TCI* a two-year base contract, with three single-year extension options, for operation and management of **OT** Lines 7, 8, 9, 30, 31 and **INLAND EMPIRE CONNECTION** Line 90 *(WT 8/03)*.

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

The incremental costs to directly operate the seven bus lines and 22 buses for the current year would be about $340,000, due principally to the difference in wages and benefits, parts and materials.

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

A large challenge for any contractor is to secure an appropriate facility to house full size L/CNG fueled buses. Since the 1990 contracting of **IEC,** contractors have operated from four different locations, each of which proved challenging in terms of environmental and safety related compliance. The 22-bus fleet does not operate on a traditional peak to base ratio *(Ed. Note – of the 17 weekday scheduled buses, 16 operate all day)* limiting the firm's ability to add adequate staff at a contractually attractive price.

The current bid was seriously under priced and does not provide for sufficient maintenance staff or materials to properly maintain the bus fleet. Issuing a new RFP, would likely result in prices 25-30% higher than the current bid. Given that, it was estimated **OT** could save about $134,000 bringing the service in house.

Directly operating these bus lines, at least until the time an agency facility with enough vehicles and service to reduce **OT** direct costs could be offered, would allow for improving the quality of service and maintenance of buses back to **OT** standards. It would also allow the mid size buses to be used on the lowest ridership routes anywhere in the system.

FOOTHILL TRANSIT (FT)

WEST COVINA: As of February 28, Line 497-CHINO-INDUSTRY-LA was extended to Chino (both Chino Transit Center and Chino Park & Ride) while 699-MONTCLAIR-POMONA-LA was streamlined.

497 begins at Chino Transit Center and travels Chino Ave (passing Chino Park & Ride), Hwy 71, Hwy 60, bypassing Diamond Bar, but continues to serve Industry enroute to Los Angeles.

Line 699 still serves Montclair Transcenter and Fairplex Park & Ride, but no longer serves the Via Verde (Pomona) and Lakes (West Covina) Park & Rides.

To introduce the new service, rides were FREE during the month of March.

The **FT** Board recently voted to exercise both one-year options of the *FIRST TRANSIT, INC.* Irwindale Division

(Continued on page 4)

(Continued from page 3)
operating contract *(WT 04/04, 08/04)* and to donate six retired buses (details unknown) to the **PALOS VERDES PENINSULA TRANSIT AUTHORITY** *(Ed. Note – these may be for use on current **LACMTA** Line 225/226, expected to be transitioned in June).*

Earlier they had approved donation of four retired buses to **GLENDALE BEELINE** and established a policy that future bus donations will only be made to cities in Los Angeles County, the **FT** service area and/or South Coast Air Basin.

All 75 new NABI low floor CNG buses (F1400-F1474) are now in service and, beginning February 11th, the Pomona Division became an all CNG facility and the remaining diesel buses were shifted to Irwindale. This order includes NABI's 5,000th bus built for the U. S. transit industry – **FT** F1409.

Gillig F1114 was the last diesel bus in Pomona. These changes mean all Gilligs, both low floor and standard, will be maintained by a diesel staff and all 117 Orion Vs and 75 low floor NABIs by an alternative fuel staff.

In December, the Board authorized a $3 million contract with Clean Energy to design, construct and warrant a CNG fueling facility at Irwindale Division and provide service and CNG fuel for ten years.

FT and **MTA** have entered into an agreement, through the end of June 2005, that permits **FT's** CNG buses to be fueled at Division 9 during midday hours.

Like other agencies, **FT** has scheduled a series of public meetings for input on plans to increase bus fares. Notices have called out rising fuel prices, insurance and security issues and implementation of new state mandated bus technologies as the cost drivers. **FT** is looking at a two-year plan affecting both cash and pass fares. Transfers, currently free, would cost 50 cents. Governing Board action is now scheduled for May 4 with implementation on July 1, 2005 and July 1, 2006.

CERRITOS ON WHEELS (COW)

CERRITOS: February 26th brought the unveiling of the "revised and upgraded" **COW** with routings that provide faster travel, a fleet of new buses (30-passenger El Dorado National Transmark TRE-32s), but also brought an increase in fare from 25 cents to 50 cents. The **COW** had charged a quarter since its inception in 1993.

Both the new Transmarks and the current Dial-A-Ride fleet of Econoline/Aerotechs appear in new colors. The buses feature a scheme of curvilinear blue, silver and white stripes while the cutaways are green over blue over silver. The new scheme is said to capture the city's landscape and parkway design.

Service on the two fixed routes now operates half hourly 600AM-800PM on weekdays, 900AM-600PM on Saturday and Sunday. The final weekday evening hour was dropped and those hours allowed for an improved weekend headway of 65 minutes (was 90-minutely).

M.V. TRANSPORTATION continues as the contractor for both fixed route and demand response services.

LONG BEACH TRANSIT (LBT)

LONG BEACH: On two Fridays in January, **LACMTA** borrowed **LBT** 2313, a New Flyer articulated D60LF, for testing along Wilshire and Vermont, primarily to learn how the existing bus stops and zones might need to be altered to allow operation of their articulated fleet.

LBT recently held a public hearing to receive testimony on their plans to increase fares, beginning July 1st. The basic adult fare would remain 90 cents (seniors/disabled at 45 cents). Student fares would increase to 90 cents and all monthly pass prices would rise. The AQUA BUS fare would remain at $1 while AQUA LINK would increase from $2 to $3.

Local transfers would be discontinued, replaced by new day passes. The cost of an interagency transfer would rise to 50 cents. The adult day pass would cost $2.50 and the senior/disabled pass would be $1.50. Dial-A-Lift fares would rise from $1.00 to $1.50.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: The ORANGE LINE, a 14-mile dedicated Transitway with frequent, rail-like service using 60-foot articulated buses, is scheduled to open this August. The buses will operate mostly on a former SOUTHERN PACIFIC railroad right of way that runs east and west across the southern half of the San Fernando Valley connecting Warner Center and the RED LINE's North Hollywood Station.

The current bus system was to be restructured to take advantage of the Transitway, including a reallocation of service hours from the entire surface system to provide the budget necessary for the line. Sector public hearings included a number of service reduction ideas. Plans adopted recognized the significant public opposition and many ideas were scaled back, but some reductions have been adopted.

Changes will include new 714-BEVERLY RAPID, 717-FAIRFAX RAPID, 757-WESTERN RAPID replacing current 357, discontinuing 58-ALAMEDA, rerouting of 115-MANCHESTER in Westchester, operating both

(Continued on page 5)

(Continued from page 4)

202-WILLOWBROOK-WILMINGTON and 211/215-PRAIRIE-INGLEWOOD during weekday peaks only, shortening 207-WESTERN LOCAL at Imperial, transfer 225/226-PALOS VERDES to the **PALOS VERDES PENINSULA TRANSIT AUTHORITY**. San Fernando Valley changes include shifting the Tampa leg of 154-TAMPA-BURBANK-OXNARD to the new 243-TAMPA-WINNETKA, shortening 156, except Owls, to operate between Santa Monica & Highland and Van Nuys, shortening 161-WESTLAKE VILLAGE at Warner Center, modifying 168-LASSEN-PAXTON to operate weekday peak hours only between Arleta and Chatsworth Station including diversions to Northridge Fashion Center and on Van Nuys and Laurel Canyon. New 245 will be a two-way loop on De Soto and Topanga Canyon between Devonshire and Ventura. The Mulholland-Valley Circle portion of current 245 will become the new Line 645 operating weekdays only.

Plans to expand Division 10 (*WT 9/04*) by more than eight acres to allow for parking and operation of some 100 Metro Liner (articulated) buses has been placed on hold following the property owner's rejection of MTA's final purchase offer. The owner demanded 400 percent more than the initial appraised value.

Current plans call for reviewing the site with an eye toward building up, instead of out, similar to New York City that has several multi-level facilities.

Plans to build a garage near La Cienega and Jefferson as a replacement for Ocean Park Division 6 continue, along with expansions at both Divisions 1 and 4.

The first of the option order of 75 NABI 40-foot CNG buses, to be numbered 7525-7599, (*WT 7/04*) arrived during the month. These buses will be almost identical to the 7600-7949 series, but include upgraded operator seats, remote adjustable outside mirrors with imbedded LED turn indicators and upgraded electrical systems. They are the first buses delivered in the poppy color.

SANTA MONICA MUNICIPAL BUS LINES (SMMBL)

SANTA MONICA: Beginning February 20, on weekdays between 1000PM and 700AM and all day on weekends, trips on Lines 1, 2, 3, 8, 12 previously beginning and ending at the UCLA Transit Center on Hilgard, were rerouted to the Ackerman Terminal (on an extension of Westwood Blvd, north of Le Conte Ave).

March 1st brought the end of an era at **SMMBL** as all GMD New Look buses were officially retired. All active buses, except historic T8H-5307A 5180, were driven off property to await disposition. *(Ed. Note – Most of the **SMMBL** fleet of 62 Classics are still active).*

The following day, eleven buses of the order of 52 new LNG powered New Flyers (4038-4089) were in service on Lines 7-PICO BLVD and 10-FREEWAY EXPRESS. Included were 4038-4040, 4042-4047, 4054 and 4063.

PASADENA AREA RAPID TRANSIT SYSTEM (ARTS)

PASADENA: February 20th brought numerous changes to **ARTS** — expanded hours, restructuring of selected routes and a new line in West Pasadena.

All **ARTS** routes now begin at 600AM on weekdays and several lines now have 20-minute peak hour headways.

NEW is 70-NORTHWEST PASADENA operating half hourly during weekday peak hours (1 bus) between Avenue 64 & Colorado and the GOLD LINE Fillmore Station via Colorado, Orange Grove, Columbia, Fair Oaks, looping via Fillmore, Raymond, Glenarm.

Former 50-LINDA VISTA, with its two branches, was renumbered 51 (Art Center trips) and 52 (Jet Propulsion Lab trips) although the routing and time schedules remained the same.

10-GREEN-COLORADO and 60-HASTINGS RANCH-FOOTHILL were both extended and now meet each other. 10 was extended east from Green & Wilson via Wilson, Del Mar and Allen to GOLD LINE Station while 60 was extended from Sierra Madre Villa GOLD LINE Station along Foothill, San Gabriel and Del Mar, looping via Del Mar, Bonnie, Colorado and Allen. Line 10 returns from Allen Station to Wilson & Colorado via Allen, Del Mar and Wilson and then resumes the westbound via Colorado portion of its one-way loop.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: **GGT** has scheduled a public hearing for April 21st to receive testimony on plans for a five per cent fare increase on buses, ferries and intercounty paratransit beginning next July 1st.

Consistent with **GGT's** contract with **MARIN COUNTY TRANSIT DISTRICT** for local service, staff will request **MCTD** consider taking concurrent action to raise local Marin County bus fares.

GGT Directors have authorized filing a grant application with CALTRANS for $47,000 in federal operating assistance for **GGT** Line 63-WEST MARIN. As part of the TEA-21 legislation, funds have been authorized to support transit capital and operating projects, including intercity bus service, in non-urbanized areas.

(Continued on page 6)

(Continued from page 5)

Meetings between **GGT** and Marin County staff continue to discuss the present **GGT** contract for Marin local intra-county service. The final meeting of the Negotiating Committee for Marin Local Service Contract is set for March 28th on the future of current contractual relationship between **GGT** and **MCTD.**

SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

SAN FRANCISCO: **MUNI** and the SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY are now conducting a conceptual study to design a bus rapid transit system — a high quality, cost effective transit system that reduces travel time, increases transit reliability and improve passenger comfort and safety.

The 2003 voter-approved transportation sales tax measure, Proposition K, included funding for major bus transit improvements on Geary Street, home of **MUNI** Lines 38 and 38L, the busiest in the city, carrying more than 50,000 daily passengers.

The study began last summer with a final report and recommendations planned for next spring. It is trying to answer three questions — Is a dedicated bus lane separating buses from general traffic required on Geary?, Should it be center lane or side lane? What other transportation changes are desirable on Geary to support the BRT (pedestrian crossings, transit shelters, information on bus arrival times)?

The Geary BRT project will be constructed in the 5-7 years, with a target date of no sooner than 2010. While it will concentrate on Geary, the study will also consider 1-CALIFORNIA, 2-CLEMENT and 31-BALBOA and will identify strategies to improve the transfer experience between Line 38 and key intersecting routes.

The Municipal Transportation Agency, recently voted 5-2 to approve a 25-cent increase in **MUNI** fares (adult cash fare of $1.50, seniors and disabled at 50 cents) as part of a plan to close a $57 million deficit. Increases in monthly passes and service reductions are also planned along with increases in meter parking rates, residential permit fees and parking tickets.

Also authorized was a $10 million transfer from the maintenance fund which will delay for one year an upgrade of the cable car system and the purchase of ten 30-foot buses.

SAN CARLOS SHUTTLE (SCOOT)

SAN CARLOS: Following city voter rejection of a $59 annual parcel tax to support the intracity shuttle system, plans are underway to shut down the 9 route, weekday peak hour system by this June 17th.

SCOOT cost the city $700,000 annually and was supported by grants and Measure A money that otherwise would have been spent on street repair.

CITY OF CARSON CITY

CARSON CITY, NV: Recently, the Carson City Board of Supervisors approved creation of a three-route, four bus city bus system that could begin as soon as this October 1st.

Service would operate hourly between 630AM and 630PM on weekdays and 800AM to 400PM on Saturday charging $1 (50 cents senior and disabled).

The fixed routes would use four of the eight buses in the present **CARSON CITY COMMUNITY TRANSIT** paratransit system, which system would continue, but would be restricted to ADA eligible persons.

A downtown transfer station, on the east side of Plaza Street between Robinson and Washington, beside the federal building, would be a part of the system. It would have passenger shelters and benches.

GRAND LOOP ROUTE would be a two directional loop traveling into North Carson City and along Highway 50 east to the new Wal-Mart.

REGIONAL MEDICAL CENTER ROUTE will serve the Senior Center, Hot Springs Road to Wal Mart and then loops to the Carson Tahoe Regional Medical Center.

SOUTH ROUTE would operate south on Carson Street to Roop Street, turning at Koontz Lane and return to downtown.

TRANSPORTATION SERVICES AUTHORITY OF NEVADA

LAS VEGAS, NV: The TSA held a workshop in late February to discuss and entertain public comment concerning the scope of the TSA's authority to regulate the charter bus industry and the provision of charter bus services within the State of Nevada.

AIRPORT BUS HISTORY

Based in Anaheim since 1955, AirportBus and its predecessors was a scheduled bus company providing guests with Airport Transfers to the Disneyland Resort as well as many other services. All AirportBus trips originated from and arrived first at The Disneyland Hotel.

AirportBus provided daily round trip transportation from

(Continued on page 7)

AIRPORT BUS
(Ground Systems, Inc. dba)
Anaheim, California

FLEET #'S	BUILDER	MODEL	SERIAL #'S	YEAR	NOTES
601	Prevost	H3-40	N1001157	00/92	Airport Cruiser 4822
602	Prevost	H3-40	N1001183	00/92	Airport Cruiser 4823
603	Prevost	H3-40	N1001186	00/92	Airport Cruiser 4824
604	Prevost	H3-40	M1001090	00/91	
605	Prevost	H3-40	R1001075	06/94	Autocar Preference 8613
606	Prevost	H3-40	R1001077	06/94	Signature Tour Carriage 607
607	Prevost	H3-40	N1001229	00/92	
608	Prevost	H3-40	N1001190	00/92	Certified Transportation 4852
609	Prevost	H3-40	M1001088	00/91	
610	Prevost	H3-40	M1001086	00/91	— 9206
902	TMC	MC-9	DR003627	01/83	Starline Sghtsng STAR 59
905	MCI	MC-9	U35300/S15332	09/80	Orange Belt Stages 184
907	TMC	MC-9	BR002346	04/81	Gray Line New York 814
908*	MCI	MC-9	U34681/S14477	12/79	Shortway Lines (OH) 462
909*	MCI	MC-9	BP036335	09/81	Resort Bus Lines (NY) 2028
922*	Chev	Sport Van	F7160230	00/95	New
961	MCI	96A3	FP040009	01/85	LTR (NV) 390

* - accessible vehicle

At the time of purchase by CUSA, LLC, **AIRPORT BUS** was operating a fleet of 16 buses and one van over three routes – DISNEYLAND AREA-LAX, DISNEYLAND AREA-ORANGE COUNTY AIRPORT and the ENTERTAINMENT EXPRESS (reservation based day tour of Universal Studios). AB's business was drastically reduced by events related to September 11, 2001. At that time, the fleet included 39 buses and 7 vans with seven routes.

(Continued from page 6)

the airports (LAX and Orange County) to the Disneyland Hotel and to all the other hotels located in Anaheim, Garden Grove, and Buena Park.

AirportBus provided daily scheduled transportation from the Disneyland Hotel and all of the Disneyland area hotels (Anaheim and Garden Grove) to Universal Studios Hollywood on a reserved seat basis.

AirportBus also provided daily scheduled transportation from The Disneyland Hotel and all of the Disneyland area hotels (Anaheim and Garden Grove) to Buena Park/Knott's Berry Farm.

VOLVO BUS CORPORATION BECOMES SOLE OWNER OF PREVOST CAR & NOVA BUS

The management of Prevost Car is has announced that Volvo Bus Corporation, a division of the Volvo Group, has contracted with the British firm Henlys Group plc to purchase its 50% outstanding shares of Prevost Car Inc. Consequently, Volvo Bus Corporation becomes the sole owner of Prevost Car Inc. and Nova Bus.

This announcement was welcomed by Prevost Car's top management as a very positive outcome for the company. The plan, according to **Mr. Gaetan Bolduc,** President and CEO of Prevost Car and **Mr. Gilles Dion,** President and CEO of Nova Bus, is for Prevost and Nova Bus to continue on the road of constant quality improvement and growing customer satisfaction in the years ahead. The companies' strategic orientations remain unchanged. Undoubtedly, being 100% owned by Volvo will create more opportunities for all kind of synergies.

The Volvo Group, the world's largest manufacturer of heavy-duty diesel engines, is one of the leading manufacturers of trucks, buses, construction equipment, drive systems for marine and industrial applications, aerospace components and services. Volvo Bus Corporation is the world's second largest manufacturer of motorcoaches and buses with annual sales of 8000 units. The Group also provides complete solutions for financing and service. The Volvo Group, which employs about 76,000 people, has production facilities in 25 countries and sells its products in more than 185 markets. Annual sales of the Volvo Group amount to 18 billion euro.



EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Pacific Coast Sightseeing	62919-62920	Van Hool	M1035/—	2004	
	65681	MCI	J4500/5W062783	12/04	
Cerritos On Wheels	15-19	El Do/Natl	Transmark TRE-32/—	2005	1
Pierce Transit (WA)	185-204	New Flyer	C40LF/4U027158-177	2004	
Sun Metro (TX)	0401	New Flyer	C35LF/4U027195	2004	
	0402-0415	New Flyer	C35LF/4U027282-305	2004	
North County Trnst Dist	unknown	New Flyer	C40LF/4U027251-273	2004	
Santa Monica MBL	4038	New Flyer	L40LF/4U027355	2004	
	4039-4089	New Flyer	L40LF/4U027476-526	2004	
Snohomish PTBA (WA)	24400	New Flyer	D40i/4U027379	2004	Invero
	24401-24420	New Flyer	D40i/4U027621-640	2004	Invero
Long Beach Transit	2401	New Flyer	GE40LF/5C027844	02/05	
-USED-					
Pacific Coast Sightseeing	65580	MCI	102DL3/—	—	2
Gray Line of SF	67091-67092	MCI	102C3/PP045059, 45601	1993	3
	67093	MCI	102C3/JP042062	1988	3
	67094	MCI	102DL3/VP049415	1997	3
	67095	MCI	102DL3/WP050135	1998	3
All City Lines	202	MCI	MC-7/U10372/S7780	1969	4
	8252	MCI	102AW3/MP043985	1991	5
Inland Empire Connection	1641	TMC	T80206/NR828938	1992	6
-DISPOSITIONS-					
West Coast Transportation	41-42	MCI	102EL3/YP061262-263	2000	7
Far West Charters	2004	Van Hool	T945/W2029474	1998	7

-NOTES-

1. 19 is VIN 5C084159.
2. Ex C-USA (Dallas) —.
3. Ex Pacific Coast Bus Service 909-912, 914 in order.
4. Ex State Center Unified School District.
5. Ex Dallas Area Rapid Transit (TX), same number.
6. Ex OMNITRANS, same number (second time).
7. To ABC Bus Sales in Garden Grove, CA.

Washington state's COMMUNITY TRANSIT (Snohomish County PTBA) has taken delivery of the first fleet of the new Invero bus, manufactured by New Flyer Industries, Inc. —24400-24420.





Left: *Yosemite Park Shuttle new Gillig Hybrid Low Floor bus is now in service. Jeremy Dickson photo.* ***Right:*** *Long Beach Transit 2401, a New Flyer Electric Hybrid shortly after arriving. Andrew Novak photo.*