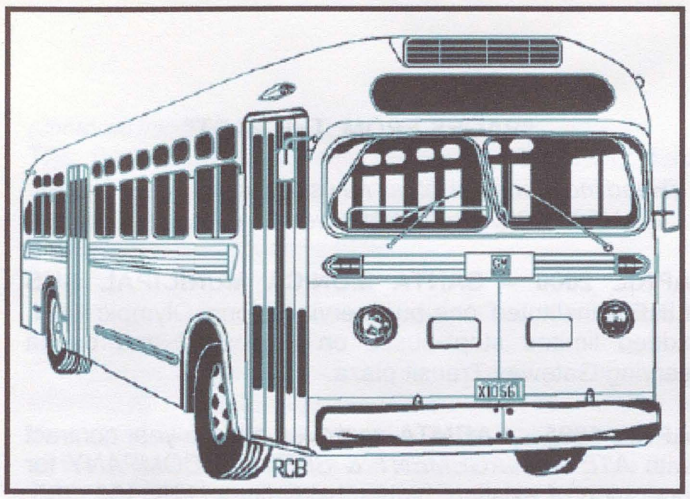


Western Transit

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VOL. 43, NO. 4 **April 2005**

SAN LEANDRO LINKS (LINKS)

SAN LEANDRO: **LINKS,** a weekday peak hour fixed route service, is sponsored by the City of San Leandro who also funds **FLEX SHUTTLE**, a citywide Dial-A-Ride paratransit system that uses cutaways.

Both systems are operated under contract to the city by *M. V. TRANSPORTATION* using their own vehicles.

The **LINKS** fleet includes three Gillig Phantoms, originally from the **ANTELOPE VALLEY TRANSIT AUTHORITY** 201-209 class and, more recently, of the **SAMTRANS** 9891-9895 class. 9891, 9894 and 9895 are now painted in the *M. V.* scheme of white body, black window treatment, two blue stripes along the side and the *M. V.* logo in the middle of the stripe. The other two buses (22 and 25) are 30-foot Bluebirds, formerly of **SAN BENITO COUNTY TRANSIT.**

The one-way loop type **LINKS** route begins at BART/ San Leandro and travels along San Leandro Blvd, Davis St, Doolittle, Farallon, Wicks, Fairway, Teagarden, Alvarado, Williams and San Leandro to the BART Station.

Service is offered weekdays every 15 minutes (2 buses) between 600AM-1000AM and 300PM-700PM.

The service is financed partially with grant money and partly by a tax on all businesses west of Interstate 880 and no fares are collected from passengers.

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: Beginning last January 1st, the buses used on Line DB-DUMBARTON EXPRESS and operated by *FIRST TRANSIT, INC.* from the Union City corporate yard were moved to Division 6 (Hayward) and started to be maintained by **ACT** mechanics.

In March, Line DB began to be directly operated and was interlined with Line U-BART/FREMONT-PALO ALTO using some of the 6000 series MCI buses. They replaced six 1992 Flxible Metros (150-155) which were an add-on to the **VTA** 9200 series order and 160-165, 2002 model Gillig Phantoms ordered to **SAMTRANS** specifications.

Present plans call for placing the Flxibles in storage and repainting the Gilligs into the new **ACT** colors and assigning them to Transbay Line O-ALAMEDA-SF.

More on the sale of Van Hools – a total of 29 40-foot buses were resold to **WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY** and, by now, all have left California. They are being retrofitted in the Midwest including installation of air conditioning. As **WMATA** accepts the buses, **ACT** transfers title. Of these buses, 1002, 1003, 1122 and 1125 were never in Oakland. 1092, 1097, 1103, 1104, 1105 and 1107 actually ran in revenue service prior to May 2004 and 1111-1131 were delivered to **ACT,** but never used.

ACT does have more Van Hools on order – an order of ten and another order of 15 articulated buses, set for September delivery. One group will have four doors, the other three. Slated for December delivery are 60 30-foot buses that will seat 20 and will replace the 2701-2761 29-foot Gillig Phantoms. Some of these will be gasoline hybrids, to be stationed at Division 2 (Emeryville) and assigned to Lines 7-ARLINGTON and 9-DWIGHT WAY.

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

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COURT RULING UPHOLDS AQMD CLEAN VEHICLE FLEET RULES

LOS ANGELES: U. S. District Judge Florence-Marie Cooper recently ruled that the South Coast Air Quality Management District may enforce its seven clean fleet rules in response to a motion filed last January by the Engine Manufacturers Association and Western States Petroleum Association seeking to invalidate AQMD's fleet rules in their entirety.

AQMD is the air pollution control agency for Orange County and major portions of Los Angeles, Riverside and San Bernardino Counties.

The State of California, environmental groups and the AQMD contended that most applications of the rules to private fleets involve government contracts, such as for school buses, street sweeping and trash pickup and also survive preemption under the market participant doctrine. Judge Cooper did not rule on that issue..

In August 2000, following AQMD's adoption of the first six rules, the Engine Manufacturers Association filed suit in federal Court, claiming the rules were preempted as they violated Section 209 of the Clean Air Act.

AQMD argued that the fleet rules did not set emission standards for new vehicles or engines, but instead placed requirements on fleet operators requiring them to buy the cleanest vehicles commercially available.

Judge Cooper agreed and said that the fleet rules, at least as applied to state and local governments, are procurements requirements, not emission regulations.

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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)

APRIL 2000 – SANTA MONICA MUNICIPAL BUS LINES instituted one-bus service along Olympic Blvd, added limited stop buses on Pico Blvd and began serving Gateway Transit plaza.

APRIL 1995 – LACMTA approved a three-year contract with *ATE MANAGEMENT & SERVICE COMPANY* for operation of existing, high-subsidy lines (125, 130, 205, 225/226, 232, 266, 270), the first of several contracts with private providers.

APRIL 1990 – ANTELOPE VALLEY TRANSIT (County sponsored system prior to **AVTA)** inaugurated Line 787-PALMDALE-SAN FERNANDO VALLEY with two trips each rush hour with *ANTELOPE VALLEY BUS, INC.* as the contract operator.

APRIL 1985 – Funded by sales tax revenues from Proposition A, the cities of Lawndale (**LAWNDALE BEAT)**, Bellflower (**THE BUS**) and Alhambra **(ALHAMBRA COMMUNITY TRANSIT)** were each in the process of establishing localized, small bus, circulator systems, all of which continue in operation today. Other cities were also expressing interest,

APRIL 1980 – The **RIVERSIDE TRANSIT AGENCY** was studying the establishment of new lines 32-HEMET-IDLLYWILD and 36-HEMET-RIVERSIDE as they discontinued 30-HEMET-SAN JACINTO and 31-HEMET LOCAL.

WT STAFF FOR THIS MONTH

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(Continued from page 1)

The Bay Area Air Quality Management District has offered to pay **ACT** more to scrap the buses than they expect to receive from auction proceeds, so six of the 2700s are slated for scrapping.

In early February **ACT** took delivery of the first of three Van Hool fuel cell buses *(WT 5/04).* The 40-foot bus (FC1) seats 30 people including 4 fold down seats in the wheelchair area. Except for those, all seats require a step up of about ten inches. There are no seats in back of the rear door as this is for other needs and the bus will travel between 240 and 300 miles on a full tank and 30-40 miles on battery power. The roof compartment holds eight fuel cells that equals 50 KG of fuel.

A fueling facility is under construction at Division 4 (Seminary) and, after the other two buses arrive in the fall, they will be placed in service for several months.

April 3rd saw several changes – new stops at 5th or 6th & Market (Oakland) to serve a new CALTRANS Park & Ride on Lines O-ALAMEDA and W-SOUTH SHORE, N OWL was rerouted to serve BART/Coliseum and NEW Line 688-ST. MARY'S COLLEGE HIGH in Albany – Grand/MacArthur via Park, Montclair, BART/Rockridge, Alcatraz and Sacramento – one AM and one PM trip.

Regional Measure 2 funding *(WT 12/04, 1/05)* includes money for additional Trans Bay service and Owl bus service along **BART** corridors. On April 20th **ACT** held hearings to receive input on their plans.

The Transbay Plan includes four new lines and changes to five existing lines along with frequency increases on eight others. NEW would be — LH between Hercules Park & Ride and San Francisco, stopping at Richmond Parkway Transit Center (contingent upon agreement with **WESTCAT)**; MR between BART/Bayfair and San Carlos Airport via Hesperian, Highway 92 (San Mateo Bridge), Highway 101, Hillsdale Blvd, El Camino Real, Ralston, Twin Dolphin, Oracle, Marine World Pkwy and Twin Dolphin Drive to the airport – hourly during weekday peak hours; J between BART/North Berkeley and SF via Sacramento, Alcatraz, San Pablo, 65th, Christie, Powell and I-80 (Bay Bridge) to SF.

Line NL would be extended from Eastmont Transit Center to MacArthur and 106th Ave while Line H would operate as now between Barrett Ave and Monterey Ave and then via Hopkins and Gilman to I-80 and to SF.

The Owl Service Plan envisions service provided by several agencies including **AC, CCCTA, LAVTA, MUNI** and **SAMTRANS.** Only the **ACT** lines were included at this hearing – Line R-SAN FRANCISCO-RICHMOND would begin at Van Ness and Market traveling Market to Transbay Terminal, Bay Bridge to West Oakland Post Office, BART/West Oakland and downtown Oakland at 14th & Broadway, then continue along the **BART** line on Broadway, Telegraph, Ashby, Adeline, Shattuck, University, San Pablo and MacDonald. Weekday service would be hourly and weekends half hourly and a portion of current Owl Line N would be replaced.

Lines 82 and 99 would operate between Oakland and Fremont via the routes of the existing lines serving all **BART** stations. Frequencies would be same as Line R.

57-MAC ARTHUR OWL would operate between downtown Oakland and Oakland Airport via MacArthur, 73rd Avenue, BART/Coliseum, and Hegenberger Road and replace the East Bay portion of current Owl Line N.

Owl Lines 40-FOOTHILL, 51–BROADWAY-BERKELEY and 72M-SAN PABLO AVE would continue as now.

CCCTA would operate between downtown Oakland and BART/Concord along the **BART** line except Rockridge would be served by **ACT** Line 51.

WHEELS would operate between BART/Bay Fair and Pleasanton along the **BART** line serving all stations.

METROPOLITAN TRANSPORTATION COMMISSION (MTC)

OAKLAND: The Metropolitan Planning Organization for the nine county Bay Area, MTC was recently sued by three minority riders from East Oakland and Richmond, the non-profit Communities for a Better Environment and Amalgamated Transit Union, Local 192 accusing the agency of maintaining a "separate and unequal transit system" that favors white suburban commuters.

The suit alleges MTC has disproportionately funded **BART** and **CALTRAIN,** used by white suburbanites with high incomes, and under funded **AC TRANSIT,** used primarily by low income minority city dwellers. Bill Lann Lee, a lead attorney on the case who as a Los Angeles civil rights attorney helped press the Bus Riders Union suit, said MTC has funded **AC** at $2.78 per rider, **BART** at $6.14 per rider and **CALTRAIN** at $13.79 per rider and that the numbers add up to racial discrimination.

The suit, which seeks "a fair and equitable share of funding", was filed in U. S. District Court in San Francisco and is modeled after BRU vs. **LACMTA** case.

(Ed. Note – interestingly, later the same week, there were three newspaper stories entitled — "AC TRANSIT plans to use M2 toll funds to add all night service"; "CALTRAIN to discuss fare hike, faster trains, station closures" and "BART's Budget – scrambling to fill a $51 million hole, the agency is looking at ways to fill the

(Continued on page 4)

(Continued from page 3)

gap". Having ridden BART trains several times between April 14 and 20, I observed a much more diverse group of passengers than the lawsuit verbiage suggests).

CITY OF SAN RAMON

SAN RAMON: The city, to withdraw from the **CENTRAL CONTRA COSTA TRANSIT AUTHORITY** this June *(WT 2/05)*, is reviewing plans for continued service.

The first plan ($1.1 million annually) would have up to four buses running between the Bishop Ranch Transportation Center thru Dougherty Valley and BART/ Dublin/Pleasanton Station with a local bus between Crow Canyon Road and San Ramon Senior Center.

The other plan ($1.4 million) would also include a local bus serving Dougherty Valley neighborhoods.

The bus service program, to include purchase of new buses, would be on an 18-24 month trial basis.

LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY (WHEELS)

LIVERMORE: April 2nd brought changes – Both the 1A and 1B branches of 1-BART-HUMPHREY-ROSE PAVILION now operate on Central Parkway between Hacienda and Tassajara while new 1C serves Dublin Ranch Village. Weekend hours on 8-VINTAGE HILLS-PLEASANTON-BART and the weekday service span on 10-DUBLIN-LIVERMORE were both extended.



Weekend 12A-LIVERMORE-LAS POSITAS COLLEGE no longer serves the Santa Rita Rehabilitation Center while weekend only 51-SANTA RITA JAIL now operates every half hour between 800AM and 900PM.

VICTOR VALLEY TRANSIT AUTHORITY (VVTA)

VICTORVILLE: With the January 3rd transfer of contractors from *ADELANTO* and *VICTORVILLE* to *ATC/VANCOM,* all six Adelanto employees took jobs with *ATC* while only 3 of the 20 Victorville staff made the transition *(Ed. Note – Victorville offered a severance package to their employees).*

An organizing campaign resulted in a March National Labor Relations Board election from which Teamsters Union Local 166 was certified as the bargaining agent for *ATC/VANCOM* employees. Negotiations are set to begin soon covering wages and benefits.

VVTA recently took delivery of sixteen new Econoline/ Aerotech cutaways (135-150), 16 seaters with bicycle racks and electronic destination signs. The units are designed for use in the premium paratransit service.

On April 11, 45-VICTORVILLE-HESPERIA was altered enroute from Victor Valley College to 7th & Lorene to bypass the Cottonwood segment and travel on Bear Valley, Balsam, Nisqually and Mariposa. Heavy traffic and difficult schedule adherence prompted the change.

The Technical Advisory Committee and Board continue to discuss continuation of the VICTOR VALLEY COMMUTER. **VVTA** staff analysis shows ridership has had steady but slow growth since its July 2002 start up, but perhaps not enough to warrant continued support with local funds. The position of the Board is that "Local Transportation Funds (LTF) should be kept and used locally for transit and local streets and roads". Ridership averages 2500 per month with six trips each weekday.

For next year, projected VVC expenses of $318,548 and fare revenues of $85,000 show a net expense of $233,548. **VVTA** has requested up to $100,000 from both the Mojave Desert Air Quality Management District and the South Coast AQMD with the remaining $35,000 to come from other sources, most likely money from each of the five member jurisdictions.

In mid-April, VVTA's Victorville representative JoAnn Almond wrote the other Board members arguing for discontinuance of VVC as "their efforts need to be concentrated on expanding the local system and not taking a handful of passengers down the hill". County representative Anthony Adams said local government is obligated to look at all options before deciding to terminate as "just shy of half of all the High Desert residents commute down the hill ... we need to look at the possibility of a scaled down commuter service ... ridership has not justified the use of large buses."

WHITTIER TRANSIT/NORWALK TRANSIT SYSTEM (WT/NTS)

WHITTIER: On April 1st, **NTS** became **WT's** contract operator, replacing *DIVERSIFIED PARATRANSIT*

FREE rides accompanied the contractor change on the two route, five bus/one cutaway **WT** system on April 1. Operation of **WHITTIER DIAL-A-RIDE** continues under *DPI* management.

Whittier entered into a Memorandum Of Understanding with the City of Norwalk to contract with **NORWALK**

(Continued on page 5)

TRANSIT SYSTEM to operate **WT** for two years as of April 1st and agreed to participate in development of a Transportation Management Association and Coalition for five years.

NTS staff, including city and *DPI* employees who transitioned, will operate and maintain the buses which became part of the fleet *(**WTS** buses are 7080-7085).*

Creation and participation in the TMA is necessary if Whittier decides to abandon transit operations after one year. **NTS** would add replacement service in Whittier at no additional cost and implement approved line-by-line Whittier service recommendations for two years.

*(Ed. Note – about two years ago a Southeast Area Bus Restructuring Study (SABRE) and Supplemental Study were completed. Opportunities to improve existing local and regional fixed routes and paratransit systems were identified. Participating agencies included **NTS, WT, LACMTA, MONTEBELLO, LOS ANGELES COUNTY,** Santa Fe Springs, La Mirada and Pico Rivera. Included were recommendations for service coordination and integration, institutional arrangements and designation of NORWALK as lead agency on an MOU basis. That system already operates **LA MIRADA TRANSIT** and **SANTA FE SPRINGS TRAM** on a contract basis).*

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: All of the existing contract service agreements expire this July 2nd and, last December, RFPs were issued to continue contracting these services by dividing the service into three regional contracts – North, South and East.

Each five-year contract will be based on fixed hourly rates with a separate reimbursement for fuel costs, based on actual costs. The reimbursement method will also allow **MTA** to move to clean fuel vehicles when the existing buses are retired.

In house operations and contracting with other public agencies were considered, but the RFP costs were the most advantageous to **MTA**. However, plans continue to transfer Lines 225/226 to **PALOS VERDES PENINSULA TRANSIT AUTHORITY** *(WT 3/05)* and discussions have begun with **FOOTHILL TRANSIT** and **NORWALK TRANSIT SYSTEM** over the transfer of 270-NORWALK-MONROVIA to one or both of them.

The North region includes Lines 96, 167, 218 and 603 and *TRANSPORTATION CONCEPTS, INC.* was awarded the $43,255,000 contract. *CONNEX, LAIDLAW* and *FIRST TRANSIT* were the other bidders.

The South region includes Lines 125, 128, 130, 205, 214, 225/226, 232, 607, 608 and 625. *FIRST TRANSIT, INC* was recommended for the $76,929,000 agreement. *LAIDLAW* was the other bidder. The matter was shifted to May and approved on a 7 to 4 vote.

The East region covers Lines 177, 254, 256, 266, 270 and 605. *SOUTHLAND TRANSIT, INC.* was awarded the $33,175,000 contract. *TCI* and *LAIDLAW* were the other proposers.

The **MTA** Board recently approved a $640 million plan to construct the EXPO RAIL LINE between 7th & Flower downtown and Venice & Robertson (Culver City) with an eventual extension to Santa Monica. The mostly at grade line (aerial stations at La Brea and La Cienega) will be 9.8 miles long with a 2010 opening planned.

Part of the EXPO recommendation asked the Board to reprogram $50 million in CMAQ funds from the Division 10 Bus Expansion Project to the LRT. Discussions with land owners adjoining D10 were recently suspended and current thinking includes construction of a new division on **MTA** owned land in the downtown area.

The first of 75 new NABI low floor Model 040.09 buses (7525-7599) recently entered service. Observations show Division 2 has 7525-7533, Division 9 has 7540-7553 and Division 15 has 7559-7565, so far.

MTA must place 134 new buses into the *RAPID* fleet under a new legal order of Special Master Donald Bliss as part of the 1996 consent decree scheduled to expire in 2006. One third of the program cost may be recouped by reducing local service on the same streets. Bliss said the buses must be paid for with funds currently designated for rail projects unrelated to the agreement. **MTA's** counsel, Los Angeles County attorney Steve Carnevale, estimated the annual operating cost would be $20 million. The agency has until July to either develop plans to implement the ruling or to decide to appeal.

BEACH CITIES TRANSIT (BCT)

REDONDO BEACH: Beginning January 31st, Line 102-GREEN LINE CONNECTION was rescheduled all days with increased running times and to serve Galleria At South Bay on alternate trips only.

Two leased (from Shuttle Bus Leasing) 29-foot Gillig Phantoms (originally **COUNTY CONNECTION** buses and more recently **MARGUERITE SHUTTLE** 105 and 107) were temporarily added to the **BCT** fleet as they awaited delivery of two, new El Dorado National MST II buses (528-529) that arrived in March and are in use.

(Continued from page 5)

GREYHOUND LINES, INC. (GLI)

LOS ANGELES: As part of its continuing program to streamline operations and offer faster bus service, **GLI** discontinued service to 64 locations in California and 150 other cities in the Southwest on April 3rd.

While many of the stops were flag stops, there were several cities including Irvine, Santa Monica, Lompoc, Monterey, Napa, Newhall, Petaluma, Davis, Sonoma, Thousand Oaks and the San Francisco Airport.

This resulted in the discontinuation of SANTA ROSA-NAPA-SACRAMENTO route and the Malibu-Santa Monica branch of the COAST ROUTE south of Oxnard.

CITY OF LOMPOC TRANSIT (COLT) and **VALLEY INTRACITY NEIGHBORHOOD EXPRESS** now offer a measure of replacement service. **COLT** continued its Tuesday/Thursday only LOMPOC-SANTA BARBARA route, originally designed for medical trips. On May 2 they will begin a route to Santa Maria.

SBCAG and Lompoc officials are planning to seek changes in current state legislation (SB 804, Perata) that prevents **AMBUS** from transporting non-train passengers. Two bus routes currently serve Lompoc.

Late last year, **VINE** and parent funding agency, Napa County Transportation Planning Agency, were awarded $37,500 in federal funds to operate a four-day-per-week shuttle between St. Helena, Calistoga and Santa Rosa.

The NEW Line 11-CALISTOGA-SANTA ROSA offers three round trips Monday – Wednesday and Saturday via Highway 128/Petrified Forest Road. Buses leave St. Helena at 850AM, 1245PM and 415PM. Return trips depart Santa Rosa at 1035AM, 230PM and 555PM.

County officials now plan to seek permanent funding for the Santa Rosa bus route which began on April 23rd.

Additional Los Angeles-San Diego schedules have been transferred to **AUTOBUSES CRUCERO. AC** schedules begin at the 611 South Maple terminal (on the ground floor of the pre-1991 **GLI** Station and what had been a **GOLDEN STATE** terminal), then stop at **AUTOBUSES AMERICANOS'** 649 South Wall terminal and, then, the current **GLI** station on East 7th.

SANTA BARBARA METROPOLITAN TRANSIT DISTRICT (MTD)

SANTA BARBARA: VALLEY EXPRESS, the Solvang and Buellton to Goleta and Santa Barbara peak hour commute service, began operations March 1st and replaced some of the **CLEAN AIR EXPRESS.**

The four route, five bus program offered FREE rides the first two weeks, but is now charging $120 for 30-day passes, $35 for ten-ride passes and $4 for a single ride.

The VE fleet includes three D4000 snd two D4500 MCI intercity coaches.

CAE buses from Lompoc and Santa Maria to Goleta and Santa Barbara continue to operate.

MTD and Santa Barbara County signed an agreement for the start up and monitoring of the ISLA VISTA ELECTRIC SHUTTLE. The program includes purchase of the shuttles and 3 years of operation. The buses are designed to connect Isla Vista and UC Santa Barbara, also serving Camino Real Marketplace.

OAHU TRANSIT SERVICES (THE BUS)

HONOLULU, HI: Late last year, Route E – The Transit, opened for business. It serves as the initial operating segment of the Bus Rapid Transit System using a fleet of ten hybrid-electric New Flyer low-floor articulated buses (132-141) that introduced a new paint scheme and a new logo, for this route only.

The line operates between Aala Park and Waikiki and is expected to absorb most of the ridership on Route 8 for Ala Moana Center.

From Beretania & North King, buses travel on North King, Hotel St, Bishop or Alakea, Ala Moana, Forrest, Iialo, Ward, Auahi, Ala Moana Blvd, Kalia Road, Saratoga, and a one way loop via Kalakaua, Kapahulu, Kahio and Kalaimoku to Saratoga.

The limited-stop service operates daily between 500AM and midnight with ten minute headways 600AM-900PM and 15 minutes at other hours.

MCI INTRODUCES NEW D4005/D4505 COACHES

With more than 6,000 coaches on the roads in the U.S. and Canada, the MCI® D-Series became the all-time best selling-coaches in the industry last year, surpassing the MC-9. What's MCI doing for an encore? A makeover, from the curb up. For 2005, MCI will introduce the D4505 and its 40-foot sibling, the D4005, featuring a whole new look as the company exhibits its firm commitment to the model's popularity and performance.

Outside, the new D model sports BMW DesignworksUSA styling with a curvier front end; flared headlights; LED directionals; a new exterior upper cap; frameless, thermopane laminated side-sash windows;

(Continued on page 7)

UNION CITY TRANSIT

Union City, California



FLEET #'S	BUILDER	MODEL	VIN #'S	YEAR
612	Gillig	3096TB6V92TA	L1083597	1990
613	Gillig	S50T3096	T1087122	1996
614-616	Gillig	S50T3096	V1086919-921	1997
631-632	Gillig	S50T3096	T1087031-032	1996
633-634	Gillig	S50T3096	T1087120-121	1996
635-636	Gillig	C20B096N4	X1088160-161	1999
650-651	Orion	05.502	16501625-626	09/01
652-653	Orion	05.502	26501910-911	04/03

UCT operates a series of five fixed routes in and around Union City, in southern Alameda County, connecting with the BAY AREA RAPID TRANSIT DISTRICT, ALAMEDA-CONTRA COSTA TRANSIT DISTRICT and the DUMBARTON EXPRESS.

and a one-piece front bumper that curves toward the entrance door for a sleek, stylish look.

Inside, the steel framing, proven components and high-mounted, parallel radiator and charge air cooler that have made this model a mainstay of the schedule-service and transit market will stay. New standard features such as a solid-state, plug-and-play multiplex system; disc brakes; and LED exterior lighting further the model's reputation for reliability.

More seating choices

Sized at a full 45 feet, the D4505 seats as many as 55 passengers in its basic configuration, while the 40 foot D4005 can be specified for as few as 39 or as many 47 passengers to meet the needs of smaller tour and charter groups or corporate clients.

New appealing seating and interior fabric packages, including leather, present a modern ambiance and more comfort. The new, optional Amaya Toro passenger seats with a pivoting reversible seat feature allow passengers to enjoy the group travel experience. The Recarro Ergo "S" air-ride driver's seat offers the driver a more pleasant driving experience, too.

And like MCI luxurious E4500 and popular J4500 model, the new D4505 and D4005 are backed by the entire MCI Fleet Support team, including round-the-clock emergency roadside assistance and the industry's largest parts inventory.

Tri-State Tours, Galena, Illinois, will be the first operator to take delivery of six new-style D4005 coaches, which replace four older D4000 coaches. "Our groups average about 35 passengers and the D4000 has been the workhorse for us," said Rick Hillard, vice president of Tri-State, a family-owned tour and charter company that operates a fleet of 41 coaches. "We've been advocating for shorter coaches, and we're very pleased that MCI has recommitted to its 40-foot coach by improving its curb appeal. Our passengers enjoy the group tour experience a smaller coach provides. And we believe the new-look D4005 will impress our passengers as well."

Motor Coach Industries, headquartered in Schaumburg, Illinois, is the largest manufacturer and marketer of intercity tour coaches for the tour and charter, line-haul, scheduled service, commuter transit and conversion markets in the U.S. and Canada. The company also operates six sales centers and seven MCI Fleet Support service centers in the U.S. and Canada; and is the industry's leading supplier of aftermarket parts for most makes and models.



New MCI D4005 demonstrator. MCI photo

EQUIPMENT REPORT

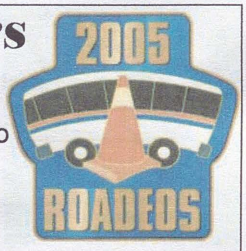
(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Valley Transp Authority	4002-4003	Gillig	G28B102N4/41073942-943	05/04, 07/04	
Central Contra Costa TA	2000-2009	Gillig	G18D102N4/Y1071429-438	03/00	
	100-106	Gillig	G18E102R2/11090448-454	04/01	
	200-213	Gillig	G27D102N4/21073314-327	04/02	
	300-317	Gillig	G27E102R2/21090556-573	04/02	
	400-412	Gillig	G27B102N4/21073328-340	07/02	
	500-518	Gillig	C27B102N4/21111657-675	07/02	
AC Transit	FC1	Van Hool	A330/42061729	05/04	
CUSA/Grosvenor Bus Lns	67096	MCI	J4500/—	2005	
	67097-67099	MCI	J4500/5W063090-092	2005	
ECCTA (Tri Delta)	0094-0099	MCI	102EL3/YP061051, 389, 392, 395, 398, 401	2000	
	0296-0299	MCI	D4500/2P055686-689	2002	
Santa Clarita Transit	163-176	New Flyer	C40LF/5C027866, 868-880	2005	
-USED-					
LADOT (First Transit)	113	Ford/El Dorado	Econoline/Aerotech/VHB84092	1997	1
	97050-97051	Ford/El Dorado	Econoline/Aerotech/VHB72761, 91582	1997	2
CUSA/Grosvenor	63130, 63132	MCI	102D3/TP048312, 48692	1996	3
	63135-63136	MCI	102D3/TP048696, 48699	1996	3
	67091-67092	MCI	102C3/PP045059, 45601	1993	4
	67093	MCI	102C3/JP042062	1988	4
	67094	MCI	102DL3/VP049415	1997	4
	67095	MCI	102DL3/WP050135	1998	4
CUSA/Raz Transp (OR)	6224,6234	MCI	102D3/RP046509, 46650	1994	5
	6236,6237	MCI	102D3/RP046656, 658	1994	5
CUSA/All West	6126	Prevost	H3-40/P1001355,	1993	6
	6873-6875	Prevost	H3-40/P1001351-353	1983	6
-DISPOSITIONS-					
Victor Valley Transit Auth	107-108	Ford/El Dorado	Econoline/Aerotech/XHC18407, 405	1999	7
	109, 112	Ford/El Dorado	Econoline/Aerotech/XHC18406, 404	1999	7
	111, 113	Ford/El Dorado	Econoline/Aerotech/XHC18408, 409	1999	7

-NOTES-

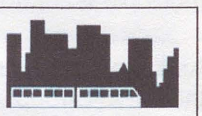
1. Ex WEST VALLEY SMART SHUTTLE 113.
2. Ex MACARTHUR PARK SMART SHUTTLE 19-20.
3. Ex CALIFORNIA CHARTERS, same numbers.
4. Ex PACIFIC COAST BUS SERVICE 909-912 and 914 in order.
5. Ex ALL WEST COACH LINES, same numbers.
6. Ex ANTELOPE VALLEY BUS, INC., same numbers.
7. 107-108 to Apple Valley, 109 and 112 to Hesperia, 111 and 113 to Victorville.

UPCOMING ROADEO'S



June 11- OCTA, Anaheim Stadium
June 12 - Omnitrans, San Bernardino
July 9 - Foothill Transit
July 16 - Montebello, Montebello
July 23 - Norwalk Transit, Norwalk
July 30 - MTA, Santa Anita
August 7 - Torrance Transit, Torrance
August 13 - Culver City/Santa Monica, Santa Monica

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