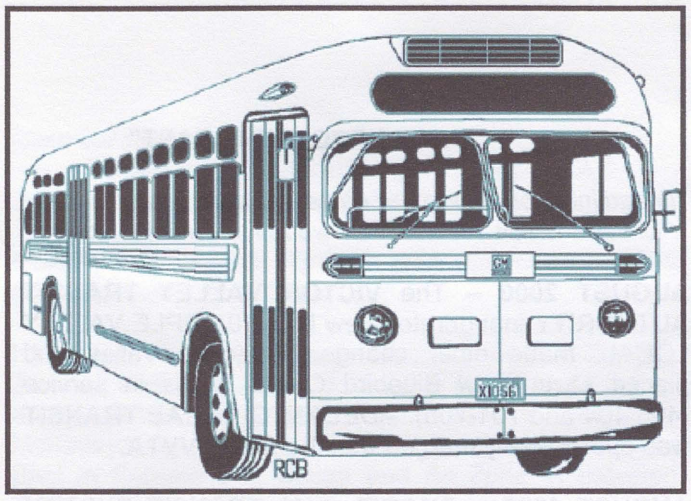


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VOL. 43, NO. 8 August 2005

REDWOOD COAST TRANSIT (RCT)

CRESCENT CITY: **RCT** recently introduced a new SMITH RIVER-CRESCENT CITY-ARCATA route to replace the recently discontinued Crescent City-Arcata segment of **GREYHOUND LINES'** SAN FRANCISCO-CRESCENT CITY route (*Ed. Note – discontinued between Crescent City and Portland in April – WT 4/05).*

GLI now operates one daily round trip Arcata to/from San Francisco.

RCT offers three round trips daily except Sunday between Crescent City and Smith River with two round trips between Crescent City and Arcata. Four of the trips operate thru between Smith River and Arcata.

Southbound buses depart Smith River 645AM, 215PM and 755PM (to Crescent City). Northbound trips leave Crescent City 615AM and Arcata 1010AM and 515PM.

Reservations are suggested. Passengers should limit luggage to items that they can manage or not more than two large suitcases.

Fares are $1.00 for rides within Del Norte County, $2.00 for rides within Humboldt County and $20.00 for inter-county trips. Multi System Day Passes cost $24.00 (good on **RCT, HUMBOLDT TRANSIT AUTHORITY** and **ARCATA & MAD RIVER TRANSIT SYSTEM).** The Redwood Rider Pass costs $24.00 and is valid for unlimited rides between Crescent City and Orick for five days after the date it is first used.

RCT is the operating arm of **REDWOOD COAST TRANSIT AUTHORITY** and this is one of their three services. *LAIDLAW TRANSIT SERVICES, INC.* is the contractor using a fleet of accessible Ford Econoline/ Supreme Startrans and Ford Econoline/El Dorado National Aerotech cutaways.

Local lines include CRESCENT CITY BLUE ROUTE and CRESCENT CITY RED ROUTE (loops operating over the same streets in opposite directions with hourly headways daily except Sunday 630AM-630PM).

The last fixed route is DEL NORTE COAST-KLAMATH that operates two round trips Monday-Saturday along Highway 101.

In certain areas of the route, passengers are encouraged to call in to arrange for the bus to stop and pick them up *(Ed. Note – this information is shown on the system timetable).*

The CRESCENT CITY DIAL-A-RIDE operates in its namesake city between 700AM and 700PM Monday thru Saturday. It is suggested that passengers call for a reservation the day before they plan to travel.

RCT fixed route fares are $1 for all riders. Dial-A-Ride charges $2.00 (senior/disabled) and $3.50 (others). One day advance reservations save money — $1.00 (s/d) and $2.50 (others). **RCT** monthly passes cost $30.00.

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

U.S. WEST SHUTTLE, LLC for authority to operate as scheduled PSC between LAX and San Gabriel (Route 1) and between points in downtown Los Angeles, San Gabriel, El Monte and Rowland Heights (Route 2).

Michael Anita and Alan Erwin Jr to operate as an On Call PSC along Interstate 80 corridor and Highways 99, 50 and 113 serving the Sacramento and San Francisco Airports with service including Marysville, Beale AFB, Woodland, Sacramento, Roseville, Davis, Dixon, Winters, Vacaville, Travis AFB and Fairfield.

DECISIONS

STAR & CRESCENT BOAT CO. dba SAN DIEGO HARBOR EXCURSION authorized to increase one way fare between Coronado and San Diego from $2.00 to $2.50 and eliminate weekly and monthly passes.

JUN HING, LLC granted a PSC between points in Los Angeles and Orange Counties and area airports and between points in San Diego, Orange, Los Angeles, Kern, Fresno, Sacramento, Santa Clara, San Francisco and Alameda Counties and to establish a ZORF.

AMY TRANSPORTATION, LLC granted PSC between points in Orange and Los Angeles Counties and airports and between points in San Diego, Orange, Los Angeles, Kern, Fresno, Sacramento, Santa Clara, San Francisco and Alameda Counties and establish a ZORF.

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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)

AUGUST 2000 – The **VICTOR VALLEY TRANSIT AUTHORITY** inaugurated new Line 40-APPLE VALLEY LOCAL, made other changes in Apple Valley and placed seven new Bluebird QBRE 3703s in service (403-404 and 701-705). **ADELANTO LOCAL TRANSIT** was operationally merged with the rest of **VVTA.**

AUGUST 1995 – SKAGIT (WA) TRANSIT SYSTEM expanded service in the form of six new bus routes to the newly annexed communities of Anacortes, La Conner and Sedro/Wooley, from its base of Mount Vernon and Burlington.

AUGUST 1990 – The BUENA PARK STAY-N-PLAY SHUTTLE, operated by **PACIFIC COAST SIGHTSEEING TOURS, INC.** was operating and connecting selected hotels with attractions within the city and also with Disneyland.

AUGUST 1985 – July 8th was the opening day for the two-route **WHITTIER TRANSIT SYSTEM,** operated by *TRANSIT CONTRACTORS* with a fleet of Econoline/ Aerotech cutaways, offering new bus service into many neighborhoods.

AUGUST 1980 – GARDENA MUNICIPAL BUS LINES made numerous changes to its four-route system creating the route and service network as it basically still exists today.

WT STAFF FOR THIS MONTH

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(Continued from page 1)

HUMBOLDT TRANSIT AUTHORITY (HTA)/ EUREKA TRANSIT SERVICE (ETS)

EUREKA: On August 8th both **HTA** (County) and **ETS** (City) increased their fares.

HTA continued its zone fare system – Zone 1 ($1.95), Zones 2 and 3 ($1.45) and All Zone ($2.20). Zone 2 is anywhere between Trinidad Road, Zone 1 is between McKinleyville/Arcata Airport, Zone 3 is between Palmer Blvd in Fortuna and Scotia and All Zone is between Trinidad in the north and Scotia in the south.

$4.00 Day Passes are sold for unlimited riding between Scotia and Trinidad. Reduced fares are 25 cents less in all cases. Ten ride and monthly passes are available.

The **ETS** regular cash fare is $1.20 (90 cents senior/ disabled/child) and regular Day Passes are $3.00. Ten Ride passes and monthly passes for all fare categories are also available.

TAHOE AREA REGIONAL TRANSIT (TART)

TAHOE CITY: Beginning June 30, for the summer, half hourly all day headways were added between Tahoe City and Incline Village, NV on the MEEKS BAY-WEST SHORE-TAHOE CITY-INCLINE VILLAGE route.

The TRUCKEE-TAHOE CITY and TAHOE TROLLEY routes remained on their usual routes and schedules.

PLACER COUNTY TRANSIT (PCT)

ROSEVILLE: March 14th saw a diversion of **PCT**'s LINCOLN-SIERRA COLLEGE route to the Thunder Valley Casino near Industrial Ave and Highway 65 in Lincoln. The L-SC bus operates hourly 600AM-700PM on weekdays with limited Saturday hours — depart Lincoln 900AM, 1100AM, 100PM and 300PM and leave Sierra College at 1000AM, 1200PM and 200PM.

Some joint ticketing is now available involving monthly passes on **PCT, CAPITOL CORRIDOR, ROSEVILLE COMMUTER** and **REGIONAL TRANSIT**.

CC passes are accepted, **RC** resident passes are valid in Sacramento, Roseville and Rocklin plus 25 cents, **RC** non-resident passes are accepted (although neither pass is valid in Placer County east of Rocklin) and **RT** passes are valid with an equalizing fare of between 25 cents and $2.50, depending upon distance.



CUSA/ALL WEST COACHLINES (AWC)

SACRAMENTO: Schedules were altered March 1st on **AWC's** SACRAMENTO-RENO "ALL WEST CASINO EXPRESS" to offer two daily round trips (depart Elk Grove at 700AM and 1145AM and Reno at 100PM and 645PM) and one weekend schedule (leave Elk Grove at 530PM and Reno at 200AM).

June 6th saw a $1 increase (to $25) to the round trip fare and a change of terminal in South Sacramento to Denny's Restaurant on Mack Road.

AMTRAK CALIFORNIA

SACRAMENTO: June 6th brought the opening of the Oakland Coliseum Station on the CAPITOL CORRIDOR and minor adjustments to train times.

Bus wise, former Route 20-HIGH SIERRA Branch 20A to Grass Valley and Nevada City was replaced by NEW **AMBUS** Route 38-HIGHWAY 49 EXPRESS (*which is also known as **GOLD COUNTRY STAGE** Route 5/5X-AUBURN-GRASS VALLEY*). While **AMTRAK** no longer offers service to Nevada City, **GCS** continues there.

Route 38 offers four weekday round trips and three weekend round trips for train connections, although **GCS** 5/5X operates additional trips.

Schedules are open to all riders. **AMTRAK** tickets are honored, but passengers may also pay fares in cash.

Route 37-MERCED-MONTEREY BAY *(WT 5/05)* is on hold, pending an analysis of revenues and costs. If the route is started, it would likely begin this October.

SAN JOAQUIN REGIONAL TRANSIT DISTRICT (RTD)

STOCKTON: **RTD** is the lead agency in a hybrid Diesel-Electric bus cooperative procurement (**SBMTD** is seeking eight such buses). RFP responses are due in on September 6. Evaluation may take several months.

RTD is currently working on a Bus Rapid Transit plan for the Pacific Avenue corridor between Hammer Lane and the downtown Transit Center. The pilot system, expected to begin next year, will be funded by the federal government, City of Stockton and **RTD,** and will include signal priority.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: August 1st was the first day of new contract operations *(WT 4/05).*

(Continued on page 4)

(Continued from page 3)

FIRST TRANSIT, INC., operator of the South Region, continues to operate Lines 125, 128, 130, 205, 214, 225/226, 232 and 622 and picked up Lines 607, 608 and 625/626.

The *FTI* fleet includes Orion VIs 11001-11067, El Dorado National MST IIs 12522-12527 and Econoline/ Aerotech cutaways 12537-12550. *FTI* operations remain at 14011 South Central in Compton (Division 91).

SOUTHLAND TRANSIT, INC., while experienced is new to **MTA**. They are the East Region contractor operating Lines 177, 254, 256, 266, 270 and 605.

From their yard in Baldwin Park on Ramona Blvd (also known as Division 95), *STI* is operating a fleet including Econoline/Aerotech 0025, El Dorado National MST IIs 12500-12521 and thirteen TMC RTS (1362, 1501, 1502, 2167, 2300, 2305, 2306, 2312, 2326, 2333, 2389, 2390 and 2394). 2341 and 2367 have also been seen. *(Ed. Note – 2167, 2305 and 2333 had been operating for CUSA, then FT under the previous contract. 2341, 2367 and 2389 have previously been contract buses).*

The third contractor, *TRANSPORTATION CONCEPTS, INC.,* is the North Region contractor with Lines 96, 167, 218 and 603.

Their fleet — Thomas TL-960s 9950-9969, Bluebird CSRE3904s 9970-9975, Econoline/Aerotechs 12551-12555 and El Dorado National EZ Riders 12556-12570.

The *TCI* operating facility is supposed to be the *CUSA* Sylmar yard on Foothill Blvd, now known as Division 94 (where *FIRST TRANSIT* and *CUSA TRANSIT SERVICES* have previously been garaged).

However, prior to the contract start up, the firm notified Teamsters' Union Local 848 (who had represented *FTI – former CUSA –* operators in Sylmar*)* they would not automatically honor the previous labor contract. As a result, Local 848 began picketing *TCI* August 1 at their City Terrace yard on Medford Street. Until the labor dispute is settled, *CUSA* requested *TCI* continue operating from Medford *(Ed. Note – at press time, there has been no apparent settlement).*

The Advanced Transit Vehicle Consortium approved a proposal for a $4.3 million negotiated procurement with New Flyer of America to buy up to six *(Ed. Note – originally 3)* advance design, gasoline hybrid buses to test and evaluate the hybrid propulsion system in operation on various **MTA** lines, rather than proceed with large procurement of untested buses.

A gasoline powered hybrid bus will meet 2007 emission regulations and serve as a stepping stone to 2010 zero emission vehicles.

LONG BEACH TRANSIT (LBT)

LONG BEACH: The MUSEUM EXPRESS service returned for the summer and operated between June 17 and September 10. For only $5, trips were scheduled to the most popular museums and gardens in Orange, Los Angeles and (new this year) Ventura Counties.

The **LBT** fare structure changed on July 1st, adopting a Day Pass program and discontinuing local transfers. Day Passes are valid on all **LBT** buses, but not so on the AQUA LINK, AQUA BUS or DIAL-A-LIFT.

Cash fares, except for students who now pay regular fares, remained the same at 90 cents/45 cents. Full Fare Day Passes cost $2.50 and Reduced Fare Day Pass is $1.50. While local transfers were discontinued, interagency transfers are available for 50 cents.

LBT is the lead agency in a procurement for up to 76 hybrid-electric buses. New Flyer of America was selected as the vendor and has delivered the 47 **LBT** buses, 2401-2427 and 2501-2520, most of them now in service. **NORWALK** will purchase two, **OCTA** two, **MONTEBELLO** five and **MTA** six for the Advance Transit Vehicle Consortium. *(Ed. Note – the numbers suggest there could be up to 14 more available).*

In December 2003, the California Industrial Welfare Commission amended Wage Order 9 requiring meal and rest breaks for bus operators during their work day after August 2005, unless labor and management negotiated an alternate plan.

LBT and Amalgamated Transit Union Local 1589 have been negotiating a new contract since last October to replace the previous agreement. While wages, pensions, health care and progression were discussed, the rest and meal break issue dominated the talks.

In mid July, Local 1589 President Barbara Gales and **LBT** CEO Larry Jackson signed an agreement to adjust system work runs to provide at least 50 minutes meal/ rest periods (formerly known as recovery and/or layover time) in a regular 8-hour day and 70 minutes total in a straight run exceeding 10 hours, distributed as evenly as possible. There would be no such periods on part time assignments and, on split runs, there would be no requirement for the 30-minute meal period where the length of the work period did not warrant it.

At the end of the month, a vote was held on the meal and rest period agreement. Prior to the vote, Local 1589 encouraged its members to reject the proposal. After a vote of 397-12 to reject the agreement, **LBT**'s Jackson announced that the company would proceed with plans to reduce service levels beginning with September 2005, resulting in layoffs of 49 Bus Operators and a number of the maintenance staff.

Disneyland RESORT express
Operated by Gray Line

The Disneyland Resort Express (CUSA LLC Anaheim) began expanded service to John Wayne Airport in Orange County on August 23, 2005. The new service expansion includes more service from the Airport to Anaheim and additional trips from Anaheim to the Airport. The first bus leaves Anaheim for the airport at 5:00AM and then buses depart Anaheim from the Disneyland Hotel every hour, on the hour until 8:00PM. The first bus departing the airport is at 7:45AM and then departures are hourly until 10:45PM. Between 10:00AM and 7:00PM, additional buses depart the airport for Anaheim at 15 minutes past the hour. For this expanded John Wayne Airport service, five buses and six drivers which is an increase from the old schedule which only required two drivers and two buses.

As part of the service increase to the Airport, CUSA has also begun to staff the old Airport Bus ticket booth located in the Ground Transportation Center of the Airport. The current sales agent at John Wayne arrives on the 10:00AM bus from Anaheim and leaves John Wayne on the 4:45PM bus back to Anaheim, although there are plans to staff the booth for most of the day and into the evening.

CUSA is usually assigning MCI 102D3s to the John Wayne service, with coaches 3106, 3110, and 3111 (ex California Charter buses) being almost exclusive to the John Wayne service since these buses have the 50th Anniversary wraps for Disneyland on them. Several of the other former Cal Charter 3100s assigned to Anaheim are used on the service. Coach 3121 on loan from Cal Charter was used on one day on the John Wayne Service. Another loaner bus to make the John Wayne run was Grosvenor (CUSA San Francisco) 102DL3 67089 ran as an extra bus during the beginning of the expanded service. Other buses utilized on the John Wayne runs are CUSA 102C3s 4736, 4738, and 4739 and 102DL3s such as 65556 and 65777. Various Van Hool C2045, which have the official Disneyland Resort Express wraps, are also used on John Wayne Assignments. The Van Hools are usually used on the LAX runs.

In mid-September a new schedule will be issued showing the newly added John Wayne Airport service and the extra one way trip from LAX to Anaheim at 11:00PM.

CUSA

Dallas-based CUSA LLC is one of the nation's leading providers of motorcoach services. The company operates in the Western and South Central regions of the U.S., encompassing nine states and 17 markets. Regional headquarters are located in Las Vegas and Houston.

Services provided by CUSA include motorcoach charters, tours and sightseeing, commuter transportation, airport shuttles and contract services for municipalities, corporations and the military. The Company has strong market share in each of its local and regional markets and is the largest tour and charter bus operation in the U.S.

Photos and information provided by Andrew Novak
Supplement to Western Transit – August 2005
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Photos of the John Wayne Service



Left - The Airport Bus booth located at the Ground Transportation Center of the Airport. Eventually the booth will be redone for Disneyland Resort Express. Right - Former California Charter 102D3 3131 sits at the Airport Bus loading zone on August 19, 2005.



Left - Disneyland Resort Express Van Hool 66185 leaves the Ground Transportation Center on John Wayne Airport on August 18, 2005. Right - Disneyland Resort Express Van Hool 66189 parked next to the Airport Bus booth on September 4, 2005.



Left - MCI 63106 on a John Wayne assignment at a temporary stop near the Disneyland Hotel on August 26, 2005. Right - Disneyland Resort Express Van Hool 65783 at the regular stop next to the Disneyland Hotel on August 19, 2005.

(Continued from page 4)

(Ed. Note – in early September, another agreement on breaks was reached and approved by both sides. Details have yet to be made public, but no service changes will be made. The extent of the changes is shown elsewhere in this story).

Planned was the equivalent of a $3 million reduction in service (suspension of TOUR D'ART, discontinuation of 45-ANAHEIM STREET CROSSTOWN, ZAP 66-ATLANTIC, ZAP 96-7TH STREET and 103-WILLOW-LAKEWOOD CENTER on weekdays (but not Saturday) and headway reductions on the four RUNABOUTs and several other lines and night service reductions) to offset the cost of providing the rest periods (*Ed. Note – at the **LBT** meeting where the changes were approved, the free fare TOUR D'ART with ridership a very low 7 passengers an hour was the most controversial change, thanks to downtown area senior citizens).*

All straight runs would have been scheduled with an unpaid meal period of 30 to 60 minutes or longer, at locations selected by **LBT,** to allow the full meal period to be received without disruption to the public timetable.

METROPOLITAN TRANSIT SYSTEM (MTS)

SAN DIEGO: As part of the one year contract extension (*LAIDLAW TRANSIT SERVICES, INC*) of the Rural Bus program, the **MTS** Board directed staff to conduct a route-by-route analysis to determine if significant reductions, beyond those already planned, are needed.

Already planned for September 6 are discontinuation of 891A-CUYAMACA-JULIAN, 892A-RANCHITA-OAK GROVE and 893–SHELTER-OCOTILLO WELLS and changing 891-BORREGO-JULIAN-RAMONA and 892-RANCHITA-LAKE HENSHAW to run on Thursday and Saturday only. These are all part of the Northeast Rural program and service Ramona.

The net cost per passenger is $22.43, compared to the system average of $2.04. Board Member Ernie Ewin of La Mesa said the agency needs to decide what "lifeline" service really is. County Supervisor Dianne Jacob, who represents most of the East County area served by the Rural Bus, said the agency needs to work with the riders to find a workable solution.

The rural buses began in 1976 under San Diego County government, supported by Transit Development Act funds. Responsibility for the service and funding was transferred to **MTDB** on June 28, 2002 *(WT 3/02, 7/02).*

Some suggested the county could help to pay for the buses. Jacobs suggested otherwise. She said that the transition in 2002 was meant to create greater efficiencies. Ewin said that "we can't lose sight of the purpose of public transportation – a choice for people who need a choice".

In late April the Board authorized exercising six carryover months with *SOUTHLAND TRANSIT, INC.* for the DART/Flex Route services (Routes 961-965).

The **MTS** Board recently approved a **SAN DIEGO TROLLEY, INC.** staff recommendation to conceptually approve a vintage trolley operation subject to funding availability, to authorize purchase and transport of two rail cars **(SF MUNI** PCCs 1122 and 1123) from Lake Tahoe to San Diego with storage and restoration at **SDTI** yards and direct staff to evaluate options to secure private funds to support the project.

OMNITRANS (OT)

SAN BERNARDINO: The GRAND TERRACE/SOUTH COLTON *OMNI LINK* service will be discontinued as of September 5th, due to low ridership. The *ACCESS* paratransit service boundary will be expanded and **RTA** Line 25-LOMA LINDA will continue serving the area.

A public hearing is scheduled for next month to receive testimony on projects involving federal funding. Among the projects are Yucaipa Transcenter, 17 replacement paratransit vehicles, 15 replacement full size buses (to replace TMC RTS 06 2684-2698) and 7 over-the-road buses (for Neoplans 9701-9707).

Also on tap for September — new weekday morning only express Line 14L-FOOTHILL LIMITED which will have only four stops – Fontana METROLINK Sta, Foothill & Cedar, Foothill & Riverside and 4th Street Transit Mall (San Bernardino).

PENINSULA CORRIDOR JOINT POWERS BOARD (CALTRAIN)

SAN CARLOS: Faced with a fiscal crisis that threatened their very survival (a $13.6 million deficit), **CALTRAIN** radically changed their service pattern on August 1st. Among the changes were higher fares, an increased number of Baby Bullet trains, fewer local trains and three closed stations.

Ten Bullets (12 to 22) were added, for a total of 96 weekday train trips, and the Bullets serve five more stations – San Mateo, Redwood City, Menlo Park, Sunnyvale and Tamien.

The Bullets operate with two separate stop patterns – Pattern A will stop at San Jose Diridon, Mountain View,

(Continued on page 6)

(Continued from page 5)
Palo Alto, Hillsdale, Millbrae, 22nd Street (reverse commute only) and San Francisco. Pattern B trains stop at Tamien (predominant direction), Diridon, Sunnyvale, Palo Alto (predominant), Menlo Park (reverse), Redwood City, San Mateo (predominant), Millbrae, 22nd (reverse) and San Francisco.

Local trains became hybrids, making limited stops from San Jose or San Francisco to Redwood City and then making local stops for the rest of the trip, or vice versa.

CALTRAIN is providing free shuttle service connecting the closed, on weekdays, Broadway (Burlingame) station to Millbrae and Atherton to Redwood City. Paul Avenue station in San Francisco also closed.

These non-stop, accessible buses operate on weekdays 600AM-900AM and 400PM-700PM.

The hourly weekend service was generally preserved, although the first train on Saturday was moved to offer a 900PM train from San Francisco and the first two trains on Sunday were discontinued.

KERN COUNTY COUNCIL OF GOVERNMENTS (KERN COG)

BAKERSFIELD: A new study for Eastern California, commissioned by KERN COG, is recommending three short term strategies to deal with the lack of bus service between communities in Inyo and Mono Counties and Southern California.

Recommendations from the Eastern Sierra Public Transportation Study include – 1) either one or two daily round trips between Reno and Lancaster, 2) a Joint Powers Authority to provide governance and organizational structure and 3) a marketing program for interregional transit service.

As a long term option, the study also proposes passenger rail between Lancaster and Mammoth Lakes, stopping in Mojave, Ridgecrest, Lone Pine and Bishop.

Following the discontinuation of **GREYHOUND LINES, INC.** service north of Mojave in August 2001, **CARSON RIDGECREST EASTERN SIERRA TRANSIT (CREST)** was created by the Counties of Kern, Mono and Inyo in early 2002 to provide a measure of service along Highway 395. *(Ed. Note – M/W/F service is offered between Ridgecrest and Bishop with a T/Th/F run between Bishop and Reno Airport. Bishop based* ***INYO-MONO TRANSIT*** *operates the route (WT 4/02, 5/02)).*

CARSON CITY COMMUNITY TRANSIT (CCCT)

CARSON CITY, NV: October 3rd has been designated as opening day of the NEW three-route, four-bus **CCCT** fixed route bus system which will operate on hourly headways — 630AM-630PM on weekdays and 800AM-500PM on Saturday. Buses will be pulse scheduled from the main transfer center at the Federal Building on Carson Street. Four current Dial-A-Ride buses will be transferred to the new fixed route system and DAR will continue, but as a senior and disabled only system.

One route will be a two directional loop on the north side (2 buses) serving Carson Tahoe Hospital, Western Nevada College and the Senior Center. Another will travel south to the Topsy Lane Shopping Center in Douglas County while the third will also serve the north side as far as the future regional medical center.

CCCT is currently accepting bids from potential contractors to operate the system.

REGIONAL TRANSPORTATION DISTRICT (RTD)

DENVER, CO: **RTD** implemented its most recent service changes on August 21st including a new call-n-ride and a new commuter route.



AURORA CALL-N-RIDE operates weekdays 530AM-800PM in the following geographic area – Alameda Pkwy and Mississippi on the north, Chambers Road on the east, Parker Road on the south and Peoria Street on the west.

New Route DM-BOULDER-FITZSIMMONS operates three morning and three afternoon peak trips serving Boulder Transit Center, Table Mesa PNR, Superior/ Louisville PNR and Westminster PNR.

Route 35 was shortened at the Nine Mile PNR eliminating service to Heather Gardens Community, which service was picked up by the new AURORA CALL-N-RIDE.

Weekday service on Routes 52 and 72 west of Ward Road and West 64th Avenue was restructured with 72 west of Ward Road to Highway replaced by revised 52. The 52 was discontinued on Indiana Street to West 68th Avenue and Joyce Street.

Public hearings to consider bus route changes related to the new Light Rail line, expected to open in late 2006 in the Southeast Corridor, are being held during August and September.

(Continued on page 7)

TRANSPORTES AZTECA DE ORO
Los Angeles, California

FLEET #'S	BUILDER	MODEL	VIN #'S	YEAR	NOTES
778	Van Hool	T940	U2029114	1997	
779	Van Hool	T945	U2028575	1997	
780	Van Hool	T940	X2042034	1999	
781	Van Hool	T945L	W2029485	1998	Paul Revere 2009
784	Van Hool	T940	W2029195	1998	Dunbar Bus VH2
785	Van Hool	T945	W2029456	1998	
786	Van Hool	T945	W2029497	1998	
787	Van Hool	T945	U2029363	1997	
790	Van Hool	T940	U2029113	1997	
791	Van Hool	T945	U2028584	1997	
792	Van Hool	T945	W2029945	1998	
795	Van Hool	T945	X2029979	1999	
796	Van Hool	T945	X2029985	1999	
798	Van Hool	T945	U2029315	1997	
799	Van Hool	T945	U2029368	1997	
800	Van Hool	T945L	W2029488	1998	Paul Revere 2012
801	Van Hool	T945L	W2029486	1998	Paul Revere 2010
802	Van Hool	T940	U2029099	1997	
803	Van Hool	T845	T2028553	1996	
805	Van Hool	T945	W2029496	1998	
860	TMC	102A3	GR005404	03/86	GLI 1527
861	TMC	102A3	GR005463	03/86	GLI 1586
862	TMC	102A3	GR005446	03/86	GLI 1569
863	TMC	102A3	GR005427	03/86	GLI 1550
864	TMC	102A3	GR005496	04/86	GLI 1601
865	TMC	102A3	GR005642	1986	GLI 1715
866	TMC	102A3	GR005644	1986	GLI 1717
867	TMC	102A3	GR005649	1986	GLI 1723
868	TMC	102A3	GR005665	1986	GLI 1738
869	TMC	102A3	GR005674	1986	GLI 1745
Unnumbered	Van Hool	T940	V2029130	1997	
Unnumbered	Van Hool	T945	W2029479	1998	
Unnumbered	Van Hool	T945	X2029978	1999	

AZTECA was the successor company (March 2003-January 2005) to **GOLDEN STATE TRANSPORTATION COMPANY** and operated a fleet of Van Hool and MCI intercity buses, painted bright red with gold lettering and logos. They ran between Los Angeles and San Ysidro, Los Angeles and Las Vegas, NV and Los Angeles and El Paso, TX. The Van Hools, and likely also the TMCs, were from ABC Bus Sales.

Beginning just after the first of 2005, **Sureride, Inc. dba TRANSPORTES SOL AZTECA,** with a rainbow fleet of intercity buses took over **ADO** operations. SURERIDE has been an airport shuttle van operator in the San Diego area.

DAIMLER CHRYSLER COMMERCIAL BUSES

GREENSBORO, NC: A few years ago, a group of British built Dennis Dart SLF/ Alexander buses were built for and exported to North America. This led to formation of Thomas Dennis LLC who built the SLF 200 in their North Carolina plant.

*(Ed. Note – **OMNITRANS, RIVERSIDE TRANSIT AGENCY, NCTD, SANTA MONICA** and **THOUSAND OAKS TRANSIT** each purchased some).*



Originally part of the Mayflower Group, Thomas Dennis became part of Daimler Chrysler and has marketed the bus as the Orion SLF.

Recently, Daimler Chrysler discontinued production of this model. Current orders and a few demonstrators are being completed. There has been no news of a replacement model.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Lux Bus America Co.	102	Dodge	Sprinter Van/45654459	2004	
Trans-Pacific Coach Lines	102	MCI	F3500/YS090005	2000	
El Camino Lines	1029	MCI	D4505/6P056784	2005	
Long Beach Transit	2501-2520	New Flyer	GE40LF/5C0——	2005	
Orange County TA	5421-5422	New Flyer	GE40LF/5C028155-156	2005	
-USED-					
CUSA/AVBI	63138	MCI	102D3/TP048702	1996	0
Yellowstone Chtr Srvcs - CUSA/Billings (MT)	67007-67008	MCI	102DL3/VP049517-518	1997	1
Transit Systems, Inc	1184	TMC	T80206/KR826696	1989	2
Regional Transit Service	806	GMC	T70604/CV821031	1982	3
-DISPOSITIONS-					
Regional Transit Service	8589	GMC	T80204/BV811084	1981	4
	6090	MAN	SG310-3-18/EC720800	1984	4
Santa Monica MBL	5100 @	GMD	T8H-5307A/@	1986	5
Foothill Transit	600#	Gillig	4096TB6V92TA/#	1991	5
	700#	Gillig	4096TB6V92TA/#	1991	5
	800#	Gillig	4096TB6V92TAC/#	1992	5
	1000#	Gillig	S50T4096/#	1995	5
LACMTA	1113, 1128	Neoplan	AN440A/3/HL013333, 348	1987	5
	2000-2266$	TMC	T80206/$	1988	5
	2359,2361,2379	TMC	T80206/KR826696, 698, 716	1989	5
	2572, 2744	Flxible	40102-6C/JD099745, KD100816	1988/89	5
	2900-2930%	Flxible	40102-6L/%	1992	5
	3388	Neoplan	AN440A/DL013854	1984	5
	8447	GMC	T80204/BV810942	1981	5

@- 5161, 5165, 5166, 5168, 5170, 5172, 5173, 5175.
- 635-636, 640, 642-643, 645-646, 648, 752-755, 757-758, 760, 764-765, 767, 801-802, 805-807, 809-810, 812, 815, 821, 1004-1005, 1007, 1011-1012, 1020-1021, 1024-1025, 1027.
$-2005, 2014-2015, 2020, 2030, 2035, 2045, 2045, 2050, 2055, 2070, 2075, 2087, 2090, 2096, 2100, 2105, 2110-2111, 2115, 2125, 2130, 2132, 2145, 2162, 2176, 2180, 2194, 2228, 2243, 2247, 2254, 2263.
%- 2900, 2903-2905, 2907-2912, 2915, 2917, 2919, 2922, 2925-2928, 2930.

-NOTES-

0. Ex California Charters, same number.
1. Ex All West Coachlines, same numbers.
2. Ex LACMTA 2359.
3. Ex NCTD, same number.
4. Sold to private parties.
5. Sold by Ken Porter Auctions – Harbor City in May 2005





Sol Azteca 9847 MCI 102C3 at the Santa Ana terminal in August 2005. We believe that these may be from Academy Bus Lines in New Jersey. This is one of two MCI's in this paint scheme. Mario Martinez photos.