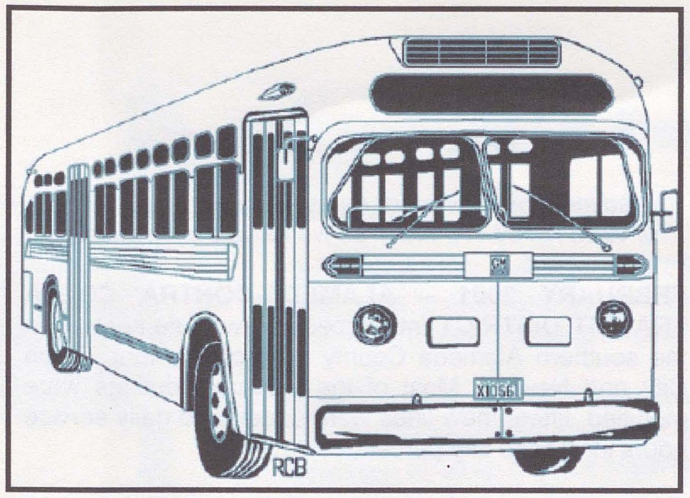


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VOL. 44, NO. 2 **February 2006**

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SAN JOAQUIN REGIONAL TRANSIT DISTRICT (RTD)

STOCKTON: Last November 15th, the **RTD** Board, on behalf of an eleven agency consortium, awarded the Gillig Corporation a $77.9 million contract to purchase up to 157 diesel-electric hybrid buses. The buses will be built in various configurations and lengths, ranging between 29 and 40 feet long.

Besides **RTD**, the consortium includes **BENICIA TRANSIT SYSTEM, FAIRFIELD/ SUISUN TRANSIT SYSTEM, GOLDEN GATE TRANSIT, HUMBOLDT TRANSIT AUTHORITY, LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY, MONTEREY-SALINAS TRANSIT, SAMTRANS, SANTA BARBARA METROPOLITAN TRANSIT DISTRICT, CITIFARE** in Reno, Nevada and **ABQ RIDE** in Albuquerque.

RTD will purchase a total of 50 buses in various configurations. These include 10 buses designed for the Bus Rapid Transit system between downtown and north Stockton along Pacific Avenue and El Dorado and Center Streets *(WT 8/05).* They will arrive by August 2006, in time for the BRT service start up.

The remainder of the **RTD** order includes eight 40-foot, eighteen 35-foot and fourteen 29-foot units.

The **RTD** Board and the agency's management team said that while the system has some CNG powered buses in its current fleet, they found the hybrids to be more fuel efficient, cleaner, more reliable and less expensive to maintain than CNG buses. Hybrids can travel greater distances before refueling and diesel hybrids use the same fuel and the same fueling infrastructure as most of the fleet, saving millions in capital and maintenance costs related to the installation of CNG facilities.

In December, an arbitrator issued a decision covering a 3-year labor contract between **RTD** and Amalgamated Transit Union Local 276 covering bus operators and maintenance staff. *(Ed. Note – the employees had been without a contract since July 2003 – WT 1/05).*

Key issues had been wages, medical benefits and attendance control. **RTD** issued a press release that included a comparison of the ten major issues in their "last and final" offer in September 2003 with the arbitrator's decision, pointing out the great similarities. The agency also planned to issue checks to all union employees for the retroactive pay increases that had been delayed by the arbitration process.

January 8th brought a number of service changes including new "memory" schedules with buses operating every 30 or 60 minutes on Metro (Stockton area) and County (Intercity and Hopper) routes, and start up of NEW Route 12 between the Kaiser Permanente/Tam O'Shanter Drive area and the Sherwood and Weberstown Malls.

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PUBLIC UTILITIES COMMISSION (PUC)

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

DECISIONS

SKK ENTERPRISES, INC. granted PSC between points in Ventura, Los Angeles, Orange, Riverside and San Bernardino Counties and area airports, Los Angeles GREYHOUND and Los Angeles and Long Beach Harbors.

Mukesh Berry dba BERRY AIRPORT SHUTTLE SERVICE & LIMO granted PSC between points in Alameda, Santa Clara and San Mateo Counties and Bay Area airports.

HORSE RUN TOUR, INC. granted PSC to operate between Los Angeles, San Jose and San Francisco and establish a Zone Of Rate Freedom.

RED VANS MANAGEMENT SERVICES, INC. granted PSC between points in Ventura, Los Angeles, Orange, Riverside and San Bernardino Counties and Ontario, Orange County and Los Angeles Airports, Union Station and Los Angeles GREYHOUND and establish a ZORF.

Georgi Nikolov and Christian Demetrov granted PSC between points in Sonoma, Marin, San Francisco and Alameda Counties and Bay Area Airports with a ZORF.

Following decisions by the Court of Appeal and California supreme Court, the PUC denied Petition for Modification filed by *NAPA VALLEY WINE TRAIN, INC.* This affirmed Decision 01-06-034 which determined that *NVWT's* excursion service is not a public utility.

HOW TO CONTACT US

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"PAGES FROM THE PAST"

(Headline stories or other news items from past issues of WESTERN TRANSIT as we relive transit history)

FEBRUARY 2001 – ALAMEDA-CONTRA COSTA TRANSIT DISTRICT introduced a new route network in the southern Alameda County area of Fremont, Union City and Newark. Most of the previous routings were modified, fifteen new lines were added and daily service hours increased fifty percent.

FEBRUARY 1996 – BANNING MUNICIPAL TRANSIT SYSTEM started its third line, CABAZON ROUTE, offering the first transit route into the Banning Pass area including the new Desert Hills Factory Stores and the Casino Morongo.

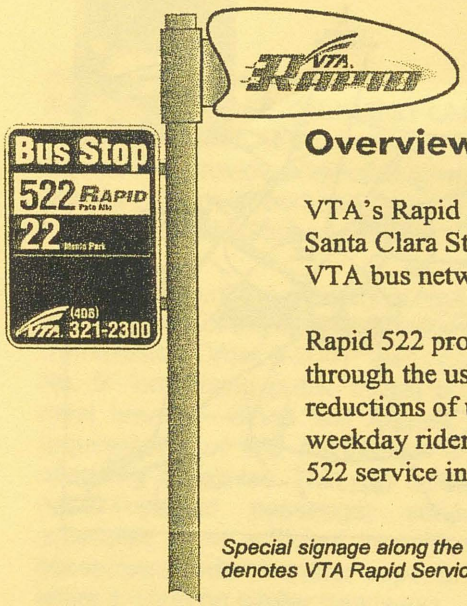
FEBRUARY 1991 – RIVERSIDE TRANSIT AGENCY inaugurated Line 28-CORONA-TEMECULA operating primarily along Interstate 15 and providing five round trips on weekdays only, using one of the 8601-8605 series Neoplan AN340A model suburbans.

FEBRUARY 1986 – STOCKTON METROPOLITAN AREA REGIONAL TRANSIT was the new name of the Stockton transit agency that started a new subscription service connecting three stops in Stockton and several stops at the Lawrence Livermore National Laboratory in Livermore.

FEBRUARY 1981 – During 1980, the County of Kern started rural transit systems (generally Dial-A-Rides, some with service to and from Bakersfield) in nine areas – Taft, Delano, Frazier Park, Kern River Valley, Lamont, Tehachapi, Mojave/Boron, Shafter and Ridgecrest.

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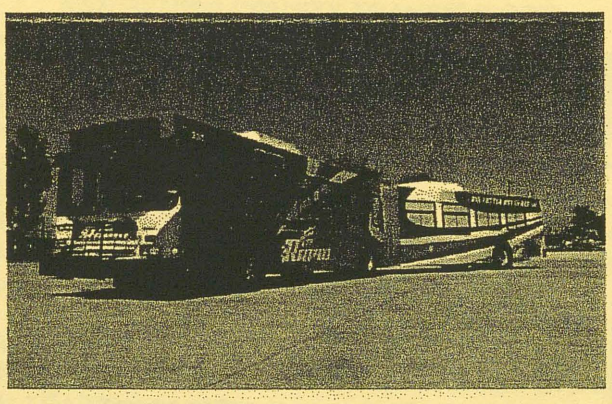
VTA Rapid 522 Bus Service

Overview

VTA's Rapid 522 supplements VTA Line 22 service along the El Camino Real/ Santa Clara Street/Alum Rock Avenue corridor. This corridor is the backbone of the VTA bus network, carrying over 20,000 daily riders, or 20% of VTA's bus ridership.

Rapid 522 provides faster, more frequent, and more direct service along the 26-mile route through the use of state-of-the-art technology and service enhancements. Travel time reductions of up to 25% are experienced when comparing Rapid 522 to Line 22. Daily weekday ridership on Rapid 522 is over 5,200 passengers. Since the inception of Rapid 522 service in July 2005, total corridor ridership has increased 15%.

Special signage along the bus route denotes VTA Rapid Service stops.



Rapid 522 Low-floor articulated bus with capacity for up to 97 passengers.

Program Features

Buses: VTA operates both standard 40-foot and 60-foot, high capacity articulated buses to transport more passengers along the corridor. Rapid 522 buses are specially wrapped to be easily distinguished from other VTA buses operating along the corridor. Low-floor buses allow for quick and easy passenger boarding and exiting.

Bus Signal Priority (BSP): BSP provides an advantage for buses when traveling through many intersections, by extending green traffic signals or reducing the red phase of traffic signals when a bus is approaching. BSP was developed and installed at 55 intersections along El Camino Real from Palo Alto to Race Street in San Jose by the California Department of Transportation (Caltrans) in collaboration with VTA. BSP will be installed at additional intersections in San Jose in 2006 and 2007.

Limited Stops: Stops are spaced approximately one-half to one-mile apart compared to stop-spacing of a quarter-mile apart for local bus service.

Frequent Service: Rapid 522 operates every 15 minutes between 5:30 a.m. and 8:30 p.m. on weekdays and 6:30 a.m. and 7:30 p.m. on Saturdays. Rapid 522 does not operate on Sundays.

Headway-Based Schedules: Buses serve each bus stop approximately every 15 minutes. Rapid 522 buses will travel as fast as traffic and signals allow, meaning buses do not sit idle at bus stops when ahead of published time-schedules.

Queue-Jump Lanes: Allow buses to bypass traffic at congested intersections, by making use of an exclusive right-turn lane and a "receiving" lane across the intersection. Initial queue-jump lanes are located at the Page Mill Road and Arastradero intersections in Palo Alto.

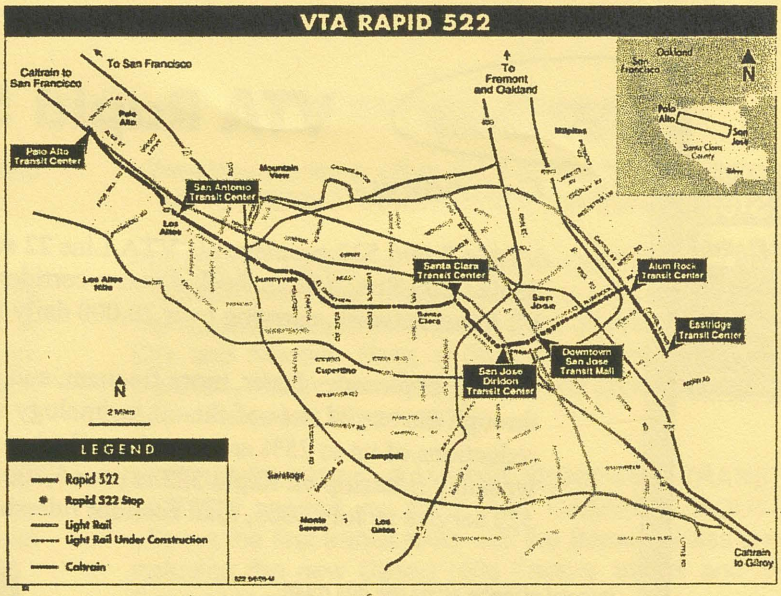
Full Accessibility: Rapid 522 buses and facilities are fully accessible in accordance with the Americans with Disabilities Act (ADA).

SANTA CLARA
Valley Transportation Authority
Part of every trip you take.

522 Rapid Service Route

VTA 522 Rapid Service operates along the east-west length of Santa Clara County between the Eastridge Shopping Center in San Jose and the Palo Alto Transit Center.

The corridor is 26 miles long and includes the cities of San Jose, Santa Clara, Sunnyvale, Mountain View, Los Altos and Palo Alto.



Rapid 522 operates along a 26-mile corridor through six cities in Santa Clara County.

Program Partners

VTA Santa Clara Valley Transportation Authority

Bay Area Air Quality Management District

Caltrans California Department of Transportation

Program Funding

Phase One:
$3.5 million: $1.6 million in funding from the Bay Area Air Quality Management District's Transportation Fund for Clean Air for queue-jump lanes and BSP implementation.

Future Phases:
VTA's 2000 Measure A Transit Improvement Program includes local funding to design and construct BRT corridors in Santa Clara County.

Program Schedule

Phase One: Includes Bus Signal Priority, limited stops, frequent service, headway-based schedules, queue-jump lanes and near-level boarding. Service began July 2005.

Future Phases: Rapid 522 Bus Service is the precursor to Bus Rapid Transit (BRT) service in Santa Clara County. Stevens Creek Boulevard and Monterey Highway have been identified as potential BRT corridors.

Future improvements will include permanent rail-like stations, more BSP intersections, real-time passenger information at station displays and through wireless modes, new higher capacity vehicles, exclusive bus lanes, and off-vehicle fare payment

How to Reach Us

For more information on 522 Rapid Service, the Bus Rapid Transit Program, or other VTA projects, call VTA Customer Service at (408) 321-2300, TDD for the hearing impaired (408) 321-2330, or visit us on the web at *www.vta.org*.

(Continued from page 1)

35-COUNTY HOSPITAL-WEST LANE and HOPPER 92 -WESTON RANCH-S. J. COUNTY WORKNET were adjusted to provide additional service in the 8th Street/ Manthey Rd neighborhood and the Boggs Tract and to the San Joaquin General Hospital.

One objective of the memory schedules was to meet the requirements of the State of California Industrial Welfare Commission Order 9-2001, also known as "Wage Order No. 9" formalizing public transit bus operator rest and meal breaks. Since last August, **RTD** had met the requirements of WO #9 through an interim change to operating schedules. This was difficult to implement and had impacted passenger service. The memory schedules allow sufficient time for operators, yet offer passengers better transfer opportunities by placing the entire system on similar headways.

Unmet Transit Needs hearings, for service within San Joaquin County, were held between late November and late December at six different locations.

ALTAMONT COMMUTER EXPRESS (ACE)

STOCKTON: The SAN JOAQUIN REGIONAL RAIL COMMISSION will soon hold hearings on plans for a 7.5 percent increase in **ACE** fares, the first in five years. (*Ed. Note – for example, the current $18 round trip between Lathrop/Manteca and San Jose would rise to $19.35)* and convert the ticketing system to an electronic one, replacing current monthly passes with 10, 20 or 40-ride tickets.

One way and round trip tickets would continue to be sold at all train stations.

Plans are also underway to add a fourth round trip train between Stockton and San Jose, scheduled for April 24th. Negotiations with *CALTRANS* for funding are currently underway. This would be a midday train departing Stockton at 930AM and leaving San Jose at noon and would replace one of the **AMBUS** round trips on Route 6-STOCKTON-SAN JOSE.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: Three public hearings have been set, for later this month and in March, to receive public comment on a proposal to establish a Five-Year Transit Fare Increase Program *(WT 12/05)*. Under the current proposal, **GGT** regional bus fares, Golden Gate Ferry fares and intercounty paratransit fares would increase 5% annually, starting July 1, 2006.

The annual increases are proposed to assist in meeting operating expenses by generating about $9 million over the next five years.

Not included in this proposal are local Marin County bus fares, set by the **MARIN COUNTY TRANSIT DISTRICT** nor special event fares, such as 49ers bus service and baseball ferry service.

Examples of the proposed rate changes – the San Rafael – San Francisco fare is currently $3.95. It would increase to $4.15 this year, followed by $4.35, $4.55, $4.80 and, by 2010, the fare would be $5.05.

SAN BENITO COUNTY TRANSIT (SBCT)

HOLLISTER: The San Benito Council of Governments, funding agency for **SBCT**, will hold hearings on plans to discontinue the NASH ROAD LINE (Nash & Westside Blvd to the Hazel Hawkins Hospital) and GREYHOUND ROUTE (Hollister to the Gilroy Greyhound Depot) and reduce weekend Dial-A-Ride to one bus operating six hours, as part of a program to reduce spending. These services carry the fewest number of daily riders.

3 local lines in Hollister plus weekday only HOLLISTER-GAVILAN COLLEGE and HOLLISTER-GILROY CALTRAIN would continue on current schedules.

SOUTH COAST AREA TRANSIT (SCAT)

OXNARD: **SCAT** implemented a number of changes, originally planned for last October, on January 2nd.

NEW Line 9-LEMONWOOD-GISLER offers direct service between the Lemonwood area and the C Street Transfer Center via Channel Islands Blvd every 40 minutes and then includes the Gisler Loop from Line 7.

The Teakwood Loop on 3-SOUTHSIDE returns to C Street Center while J Street between Channel Islands Blvd and Kamata was dropped. 8-OXNARD COLLEGE was revised to eliminate the large one-way loop between the College and C Street Center and provide two way service via Bard and Saviers Road.



12-VENTURA DOWNTOWN-HARBOR was revised to the Harbor area with downtown and eliminate the segment to Ventura Transfer Center, at the Mall. Line 12 now operates every 40 minutes and is considered a demonstration route for up to three years.

(Continued on page 4)

(Continued from page 3)

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: The HOLLY TROLLEY, originally to be called the HOLLYWOOD NIGHTLIFE TROLLEY *(WT* 12/05), made its debut January 12.

Operating every 12 minutes between 800PM and 400AM on Thursday, Friday and Saturday nights using 01001-01003, SVMC replica trolleys, HT is designed to connect Hollywood's nighttime entertainment venues with area parking and transit. *FIRST TRANSIT, INC.* operates HT as part of DOWNTOWN DASH contract.



FTI's contract to operate DASH/ WILMINGTON has been extended for a minimum of three months with an increase in the hourly rate from $44.30 to $62.00 while the City Council decides on a new operator for the DASH Area 5 services *(WT 9/05).*

FTI also has three other Community DASH contracts – Area 1 (Mid City), Area 2 (Northeast LA/Near Westside) and Area 3 (San Fernando Valley). Recently they notified **LADOT** they would not be able to operate these contracts without a $12 increase (nearly 25 percent) in their hourly rate.

In line with recent rates bid for DASH contracts, the requested increase seems reasonable. **LADOT** staff recommended the city amend the term and rate of compensation for these *FTI* contracts to operate on a month-to-month basis, not to exceed one year, at the rate of $60.53 per hour. Staff would also issue RFPs for these Community DASH packages.

LADOT staff is presently working on revisions, to be implemented in March, on Lines 422-LOS ANGELES-WARNER CENTER-THOUSAND OAKS and 423-THOUSAND OAKS-LOS ANGELES.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: February 13th brought the first express service on an **MTA** rail line with the start up of limited stop trains on Line 804-PASADENA-LOS ANGELES (GOLD LINE).

The weekday only limited stop service consists of six trips every half hour in both directions during both the morning and afternoon peak hours. These trains will operate end-to-end in 29 minutes versus 34 minutes on all-stop trains. Local trains operate every 15 minutes.

Limited stop trains service the Union Station, Highland Park, Mission, Del Mar and Sierra Madre Villa stations.

When Line 757-WESTERN RAPID began last December, the service pattern called for all trips to begin at Western & Franklin with trips alternating between either Western & Manchester of the Crenshaw Green Line Station. On February 13th a new schedule was implemented with a different pattern. Alternate trips now begin at Franklin and operate to Manchester. The other trips now begin at Wilshire and operate to the Green Line. Except for the final trips of the night, there none of the trips operates end-to-end.

A "new" Pico and Rimpau bus terminal opened in mid January, just west of the previous location. The modern 11 bay facility is lined with stainless steel bus shelters and is outfitted with benches, lighting and telephones.

Also in January, ground breaking took place for a new Operations Building at Division 9 (El Monte). The new

(Continued on page 5)

three story, 45,000 square foot building will serve as the Operations facility and as the home of the San Gabriel Valley Service Sector including a community room.

Current distribution of the twenty 40-foot NABI Compo buses include — 7980-7981, 7984-7987 and 7989 at Division 10, 7983 and 7990-7999 at Division 7 with 7982 and 7988 at RRC.

Last fall, the **MTA** Board authorized exercising an option on the NABI contract for articulated buses to buy 94 additional 60-foot buses *(WT 9/05)* with funds for the purchase included in the FY 06/07 budget.

Recently, NABI notified **MTA** of a production schedule gap this April and asked if the agency was interested in starting production of the first 30 buses earlier. They were. The agreement includes that payments will be deferred until after July 1st and NABI agreed to provide two additional buses (for a total of 96) at no added cost.

With the start of new contract operations last August the *SOUTHLAND TRANSIT, INC.* fleet included Econoline/ Aerotech 0025, El Dorado National MST II 12500-12521 and thirteen TMC RTS of various series. Over the last few months, the RTS fleet has been reduced to four as 12 NABI Model 40LFW buses replaced them. With the start up of Line 577X-LONG BEACH-EL MONTE, the fleet was enlarged by eight NABIs painted in the blue and silver Express colors *(WT 12/05)*.

Buses in gold (some in *METRO LOCAL* colors) include 7059, 7109-7110, 7119-7120, 7128-7130, 7140-7141, 7148 and 7168. Blue buses include 7057-7058, 7060-7061, 7065 and 7113-7115.

Attorney Donald Bliss, who has served as the special master of the federal Consent Decree for over nine years, has submitted his resignation to the U. S. District Court. He has accepted a position as US representative on the Council of the International Civil Aviation Organization with the rank of ambassador. He will move to Montreal to take the post.

Bliss recommended Robert Vanderet, a retired partner of O'Melveny & Myers, an international law firm located in Los Angeles, as his replacement.

LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS (DPW)

ALHAMBRA: The SOUTH WHITTIER SHUTTLE made its debut on January 21st *(WT 7/05)*.

Operated by *SOUTHLAND TRANSIT, INC.* using a fleet of two Econoline/Aerotech cutaways, SWS operates Monday through Saturday. Buses operate every hour between 800AM and 600PM on weekdays and between 900AM and 500PM on Saturday.

The fare is 25 cents and seniors, disabled persons and those under five years ride free.

From Sorenson Park, SWS travels on Broadway, Hadley, Whittier, Sorenson, Mines, Washington, Whittier, Painter, Lakeland, Shoemaker, Meyer, Laurel, Florence, Carmenita, Telegraph, Gunn, Mulberry, Mills, Broadway, Colima, Mulberry and Scott to the Whittwood Mall.

CUSA/PACIFIC COAST SIGHTSEEING TOURS (CUSA/PCST)

ANAHEIM: **PCST** is now operating as SOUTHERN CALIFORNIA GRAY LINE and announced two NEW tours for 2006 starting March 1st -- MOVIE STARS HOMES & 1/2 DAY SHOPPING TOUR and LA SHOPPING EXTRAVAGANZA.

STARS & 1/2 DAY SHOPPING includes a two hour tour (in a **STARLINE SIGHTSEEING TOURS** van) of the homes in Beverly Hills and Bel Air, cruising the Sunset Strip and Rodeo Drive plus free time on Hollywood Blvd Returning, the bus will stop (2 1/2 hours) at the Citadel outlet mall in Commerce. Tour cost is $59.

EXTRAVAGANZA includes stops at both the Beverly Center and the Citadel. Tour cost is $29.

Tour 14–THE O.C. EXPERIENCE was revised and now includes the Newport Pier, free beach time at the Pier and a lunch stop at the historic Balboa Fun Zone.

The SAN DIEGO EXPRESS is now offered as a one-way (Anaheim to San Diego) service. Service departs Anaheim daily about 930AM arriving in San Diego about 1200PM. San Diego area hotels in the following areas are served – Hotel Circle, Mission Bay, Old Town, Balboa Park and Downtown/Harbor Front. Advance reservations are required.

METROPOLITAN TRANSIT SYSTEM (MTS)

SAN DIEGO: January 30 brought many changes including major adjustments on the *RURAL BUS.*

Routes 867-EL CAJON-RAMONA, 891-BORREGO-JULIAN-RAMONA and 892-VIA RANCHITA-HENSHAW were combined into two, 891 and 892, which each operate one round trip one day per week. Beginning in Borrego Springs, they travel via Julian on Thursday (891) or Ranchita on Friday (892) and use Highway 67 between Ramona and El Cajon.

888-JACUMBA-ALPINE now operates one round trip on Monday and Friday only. 889-ALPINE-EL CAJON was discontinued and 894-CAMPO-EL CAJON dropped its El Cajon-Grossmont Center segment and now offers three round trips Monday thru Friday.

(Continued from page 5)

A two-zone Rural fare structure is now in effect. The zone boundary runs north/south with boundaries at Ramona, Alpine and Tecate border crossing. Within one zone, the cash fare is $5 while the two zone fare is $10. Passes, transfers and tokens allow a discount.

1-EL CAJON BLVD was extended, weekdays only, from 70th Street Station to Grossmont Trolley Station via Lake Murray Blvd and Baltimore Drive while 876-WESTSIDE LA MESA was shortened at 70th Station. 35-POINT LOMA was shortened and operates as far as Point Loma and Sunset Cliffs Blvd.

For the past several months, **MTS** has been conducting a Comprehensive Operations Analysis of its bus and trolley services. The study goal was to evaluate and restructure service to more efficiently and effectively serve area transit needs and meet regional goals within the current financial and operating environment.

Plans include an expanded 15-minute frequency urban network, more direct alignments, new community circulators and reduced service coverage outside the urban network area.

The plan also identified 5 to 6 Regional Express Routes (peak hours, frequent service) to better serve outlying employment centers of Sorrento Valley, University Towne Center area and Kearny Mesa from Chula Vista, El Cajon, Rancho Bernardo and Escondido, but lack of funding will hold up implementation.

As well, a plan for Bus Rapid Transit in the I-15 corridor between downtown and Escondido awaits construction of "flyovers" so the buses can get to and from roadside pads/park and rides and back to the freeway.

(Ed. Note — Examples of plans include the following Current 908-UNIVERSITY AVE becomes 10L (for Limited) UNIVERSITY LIMITED. It will be limited stop in the area east of Park Blvd where it duplicates Route 7. New 15L-LIMITED would operate between SDSU and downtown (with operations east to El Cajon dropped). 115 would run between SDSU and El Cajon on current routing. 25 would be shortened to run between Valley and loops in nearby Linda Vista. New 120L-LIMITED replaces 25 between downtown and Hillcrest via 4th/5th Ave., then Fashion Valley, 163 Fwy to Clairemont & Complex (like current short 20). Long time 34-LA JOLLA and is replaced as follows – 30 Express would travel 5 Fwy to Old Town TC returning to the freeway and as current 30 to University City. The segment between Pacific Beach/Mission Beach and Old Town TC would become 8/9 (cw/ccw). The Midway Drive segment is replaced by a rerouted 35 from Ocean Beach. On the Point Loma Peninsula, 26 (old 6) is served by the 28C branch of 28-ROSECRANS/SUB BASE. Current 14 is greatly expanded becoming a Mission Valley crosstown between Old Town and Grossmont Center in La Mesa. In the former ***COUNTY TRANSIT SYSTEM*** *area, there are numerous changes including elimination of duplicate routings, reduction of the local lines to only two with hourly headways and no weekend service. East County could see substantial restructuring including creation of new circulators 81 PARKWAY PLAZA-SANTEE, 86-WEST SANTEE CIRCULATOR, 87-NORTH SANTEE all running hourly on weekdays replacing the 830 series and 878-EL CAJON TC-PARKWAY PLAZA). 848 and 864 appear to be unchanged).*

Next month, three public hearings will be held to receive public comments following an extensive public outreach program. The first of the changes is expected to be implemented this summer.

MIDLAND-ODESSA URBAN TRANSIT DISTRICT (MOUTD)

MIDLAND & ODESSA, TX: October 2003 brought the inauguration of **MOUTD** operating as EZ RIDER. There are six fixed routes in Midland and five in Odessa with service Monday through Saturday. Complementary paratransit is also provided. *MC DONALD TRANSIT ASSOCIATES* is the contract operator.

January 2006 operating statistics, recently announced, showed a 32 percent increase in patronage comparing this year to 2005 *(Ed. Note – national numbers show a 3 percent increase for the same period).*

Daily ridership in Midland was 734 with Odessa showing an average of 563. Passenger fares and advertising fees suggest a 12 percent farebox recovery.

RAIL RUNNER EXPRESS (RRE)

ALBUQUERQUE, N.M.: **RRE,** a north/south commuter rail line between Belen (south of Albuquerque) and Bernalillo (north of Albuquerque) is in the final days of start up. An inauguration date is still to be announced.

Funded by the State of New Mexico and the Mid Region Council of Governments, **RRE** will have a system with nine stations and a fleet to include five Motive-Power MP3PH-3C engines, and ten Bombardier passenger cars, six cab cars and four coaches.

Herzog Transit Services, Inc. recently was awarded the $5 million operations and maintenance **RRE** contract.

The New Mexico Department Of Transportation recently purchased the first of three segments of trackage, 5l miles between Belen and Bernalillo for $50 million. In 2007, 48 miles of mainline trackage between Bernalillo

(Continued on page 7)

San Bernardino, California

FLEET #'S	BUILDER	MODEL	SERIAL #'S	YEAR	NOTES
501-512	Thomas Dennis	SLF232G	3JA34536-547	04/03	
700-723	Orion	05.501	T6032940-963	12/96-01/97	
1101-1103	SVMC	Trolley 3000	3CL71211-213	2003	
2684-2698	TMC	T80206	PR829810-824	1993	1
9704-9706	Neoplan	AN440A	VL013226-228	05/97	2
0001-0044	New Flyer	C40LF	YU020636-679	2000	
0045-0047	New Flyer	CE40LF	YU020791-793	2000	
0101-0127	New Flyer	C40LF	YU021674-700	2000	
0131-0141	New Flyer	C40LF	1U023216-226	2001	
0151-0172	New Flyer	C40LF	3U025791-812	2003	
0175	New Flyer	GE40LF	5C028142	2005	3
0176-0197	New Flyer	GE40LF	5C028202-223	2005	3

Notes:
1– 2684-2698 originally numbered 684-698 — 2685, 2686 and 2697 off roster.
2– 9701-9703 and 9707 off roster.
3- Electric-hybrid buses

OT is a 19-member joint powers agency operating 32 fixed routes and area-wide paratransit service in San Bernardino County from Montclair/Upland/Chino in the west to Loma Linda/Redlands/Yucaipa in the east.

and Lamy will be secured for $20 million and, in 2008, another 200 miles, as far as Trinidad, Colorado will be sold. The purchase also includes 13 acres of rail yard in downtown Albuquerque and allows the seller, *BNSF formerly BURLINGTON NORTHERN SANTA FE,* to operate freight trains over the tracks.

VALLEY METRO/ CITY OF PHOENIX TRANSIT SYSTEM (VM/COPTS)

PHOENIX, AZ: The City of Surprise, in the northwest section of the service area, is now funding Line 571-SURPRISE-GLENDALE-PHOENIX, a weekday peak hour service with one inbound morning trip and one afternoon outbound trip. The 571 began January 23rd.

The morning trip departs the Surprise Aquatic Center at 625AM enroute to the State Capitol area. The afternoon trip leaves 18th & Adams at 505PM. The city is also funding an evening trip (535PM) on the GRAND AVENUE LIMITED as a safety net trip.

VM and the cities of Tempe and Scottsdale will hold a ground breaking ceremony for the East Valley Bus Operations and Maintenance Facility. It will be located on Rio Salado Parkway near Priest Drive and designed to accommodate a fleet of up to 250 buses.

LAIDLAW TRANSIT SERVICES, INC. (LTS)

OVERLAND PARK, KS: Over the past several months, **LTS** has been awarded new or continuing contracts at several transit systems in the west.

New agreements include a five-year contract at **MERCED COUNTY TRANSIT.** The new contract also saw several route changes at **MCT** (THE BUS) along with new fareboxes and a new marketing program.

Already the contract operator for **SPRINGS TRANSIT** (Colorado Springs), now known as the **MOUNTAIN METROPOLITAN TRANSIT, LTS** was awarded a contract to operate the new **PIKES PEAK RURAL TRANSPORTATION AUTHORITY. PPRTA** provided 18 vehicles for rural area fixed route bus service. Operations are conducted from a Laidlaw proposed facility in the **PPRTA** service area.

IMPERIAL COUNTY TRANSIT in El Centro and Turlock's **BUS LINE SERVICE OF TURLOCK (BLAST)** both recently awarded **LTS** new contracts.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
Orange County TA	6301, 6303	Chevy/ElDorado	GMT560/AeroElite/5F524173, 314	2005	
Long Beach Transit	2501-2520	New Flyer	GE40LF/	2005	
-USED-					
Beach Cities Transit	550	ElDorado/National	Axess/—	2002	1
Pacific Coast Sightseeing	64701-64707	MCI	102C3/KP042539-540	1989	2
	64703	MCI	102C3/—	—	2
	64704-64705	MCI	102C3/JP042157-158	1988	2
	64706-64707	MCI	102C3/—	—	2
Golden Gate Transit	513	New Flyer	D60/LU013644	1990	3
Glendale Beeline	B63-B65	Gillig	S50T4096/	—	4
-DISPOSITIONS-					
San Diego Transit Corp.	1120,23,36,42	New Flyer	D60/PU014948, 951, 964, 970	1993	5
	1253, 1258	Gillig	40102TB6V92TA/M1084175, 180	1991	5
Santa Monica MBL	5183, 5185	MCI	TC40102A/J3024350, 352	1988	6
	5192-5193	MCI	TC40102A/K3000279-280	1989	6
	4954	MCI	TC40102A/N3000027	1992	6
Roesch Lines, Inc.	400, 403	TMC	MC-9/CR003562, CR003577	1982	7
	401	TMC	MC-9/FR004715	1985	7
	407	TMC	MC-9/ER004343	1984	7
Mercury Tours	722	TMC	102A3/GR005480	1986	7
	728	TMC	102A3/KR006997	1989	7

-NOTES-

1. Ex Demonstrator.
2. Ex Roesch Lines 501-502, —, 511-512, —, —.
3. Ex SAMTRANS 533.
4. Ex Foothill Transit —.
5. Sold by Nationwide Auction Systems – San Diego in January 2006.
6. For sale through Ken Porter Auctions in Harbor City (CA).
7. For sale through ABC Garden Grove (CA).

ROESCH/PACIFIC COAST BUSES





LEFT: *65509 102DL3 at Disneyland's East Shuttle area while on ART on August 10, 2005.* ***RIGHT:*** *64702 102C3 at John Wayne Airport on a Disneyland Resort Express run on September 12, 2005. Both photos by Andrew Novak.*