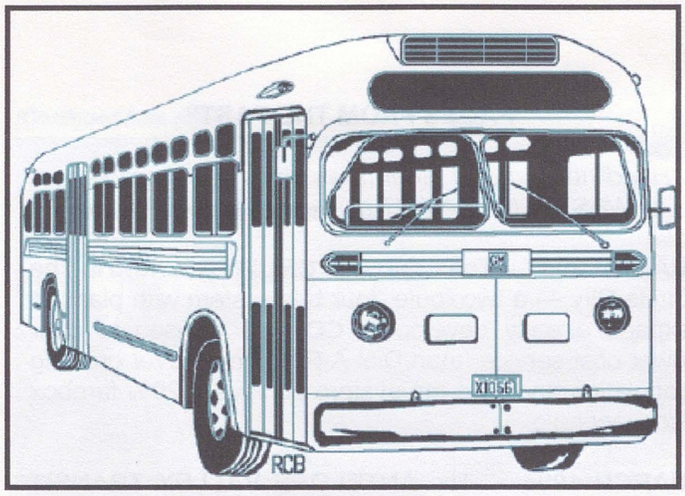


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VOL. 44, NO. 3 **March 2006**

(This month brought two NEW services in the Los Angeles area — the long awaited inauguration of local transit service between the Santa Clarita Valley and the San Fernando Valley and the second, in a series of airport FlyAway services for Los Angeles International Airport, this one to/from downtown Los Angeles).

SANTA CLARITA TRANSIT (SCT)

SANTA CLARITA: **SCT,** assisted by funding from a Job Access Reverse Commute (JARC) grant from **MTA** *(WT 02/04),* inaugurated NEW Line 8-SANTA CLARITA-SYLMAR/SAN FERNANDO on March 5th to connect the greater Santa Clarita area with the San Fernando Valley. *(Ed. Note – **SCT** Line 790 continues to offer three weekday only round trips between Santa Clarita and Olive View Medical Center charging commuter fares).*

Line 8, which charges the local fare of $1, begins at McBean Transfer Station and travels McBean Parkway, Valencia, Interstate 5, 210 Freeway, Roxford, Glenoaks and McClay to the Sylmar/San Fernando METROLINK Station, operating seven days per week.

On weekdays and Saturdays, service operates between 600AM and 900PM, with buses every 30 minutes at peak hours (3 buses) and hourly (2 buses) at midday and late evening hours. While Sunday frequencies are the same, the service span is 700AM-700PM.

LOS ANGELES WORLD AIRPORTS (LAWA)

LOS ANGELES: LAWA, operator of Los Angeles International, Ontario, Palmdale and Van Nuys Airports and sponsor of the *VAN NUYS FLYAWAY* bus service, inaugurated the *UNION STATION FLYAWAY* on March 15th following the signing of an agreement with **MTA** to use portions of Gateway Transit Plaza for passengers, Terminal 31 for bus storage and up to 500 spaces in the USG parking garage for autos *(WT 01/06).*

UNION STATION FLYAWAY is operated by **CUSA/ CALIFORNIA CHARTERS, INC.** with a fleet of eight. The buses include D4500s 6470-6473 (formerly VAN NUYS FLYAWAY and 102DL3s 67057, 67126, 67127 and 67129 (former **CCI** in **CUSA** colors). Service is offered every 30 minutes between 500AM and 100AM and hourly during the overnight hours. The one-way fare is $3 with $6 round trips. Children between 2 and 12 pay $2/$4. A ticket agent staffs a kiosk adjacent to Dock 9 to sell tickets, provide information and monitor operations.

CCI operations are being conducted under an Interim Operating Agreement, not to exceed one year, and *LAWA* will soon issue an RFP for a five-year service contract.

VAN NUYS FLYAWAY ticket prices were reduced to conform with the new *UNION STATION* pricing.

Expansion of *FLYAWAY* service is a requirement of the LAX Master Plan Mitigation Monitoring and Reporting Program and one of the conditions of the recent settlement of lawsuits against the LAX Master Plan.

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

Sylvia Frazzle for TCP – 19996-B Charter authority with a home terminal in Inglewood.

Eureka Corporation Capital Inc dba TOP HAT LIMOUSINES for TCP – 20009-B Charter authority with a home terminal of Irvine.

MIDNIGHT STAR LIMOUSINE LLC for TCP – 20010-B Charter authority with a home terminal of Yucaipa.

Luis Francisco Gurrola dba ROAD MASTER BUS LINES for TCP – 20023–B with a home terminal of Santa Ana.

DECISIONS

The Passenger Stage Certificate and the Charter Party authority of *TRANSPORTES AZTECA DE ORO* has been revoked. (*TRANSPORTES SOL AZTECA replaced TAD in early 2005).*

OBITUARY

Walter Abbenseth, long time hobbyist, passed away in early February in Pasadena, California.

Back in the 1980s when the *WESTERN TRANSIT SOCIETY* held monthly business and entertainment meetings on Sunday evenings, Walter volunteered his home as our meeting place for several years.

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"PAGES FROM THE PAST"

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

MARCH 2001 – The **CORONA CRUISER** arrived in The Circle City — a two route, four bus system with plans to expand already developed. **CC** was devised to offer lower cost service (than Dial-A-Ride) to an ever growing population and help the system achieve a 20% farebox recovery ratio.

MARCH 1996 – The **ANTELOPE VALLEY TRANSIT AUTHORITY** inaugurated two new local lines, each with one rush hour round trip on weekdays only – THE ACTON LINE and THE LAKE HUGHES LINE.

MARCH 1991 – The first phase of **AC TRANSIT**'s Comprehensive Service Plan was implemented in the Richmond/San Pablo/El Cerrito area. Two new lines, 315-MONTCLAIR-OAKLAND FERRY and 351-ROCKRIDGE-OAKLAND FERRY began connecting with the new Oakland-Alameda-San Francisco Ferry.

MARCH 1986 – PHOENIX (AZ) TRANSIT SYSTEM made major changes including a system wide renumbering, two new lines, discontinuation of one, new Saturday services and changes to coordinate with the then-new **SCOTTSDALE TRANSIT SYSTEM.**

MARCH 1981 – ORANGE COUNTY TRANSIT DISTRICT operations returned to normal following the settlement of a 22-day work stoppage by Operators and Maintenance staff, at the time represented by Local 19 of the United Transportation Union.

WT STAFF FOR THIS MONTH

EDITOR:	Edmund Buckley
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(Continued from page 1)



FlyAway Airport Shuttle travels between Union Station in downtown Los Angeles and LAX in 45 minutes or less, using HOV lanes on the 110 and 105 freeways

This is one of *LAWA's* ground transportation initiatives to improve convenience and reduce congestion. Plans suggest up to seven more locations for LAX bus service with plans for *FLYAWAY* to both Ontario International Airport and Palmdale Regional Airport.

Airport Commissioners recently approved increases in airport shuttle bus trip fees *(Ed. Note – LAWA charges a fee each time a hotel or parking lot shuttle or other commercial vehicles make a trip around the airport).*

Small hotel and parking lot shuttles (those seating 25 passengers or less) had paid 32 cents per trip since 1988. This price was increased to 80 cents this year and will again rise next year to $1.60.

Larger hotel and parking lot buses had paid 48 cents per trip which will increase to $2.45 by next year.

Trip reduction in the Central Terminal Area and hotel bus consolidation are part of an overall program to reduce traffic and improve air quality in the LAX area. As part of the price increases, *LAWA* received Board approval to waive trip fees for hotels that consolidate busing and achieve a 35% reduction in trips and use buses that operate on alternative fuel.

This month, Commissioners will consider an agreement between *DESTINATION SHUTTLE SERVICES, LLC.,* a private shuttle bus operator, and nine major hotels on the Century Boulevard corridor near LAX to merge their shuttle bus operations. Individual hotel shuttles would be replaced by *DSS* buses. *LAWA* staff reports suggest that the hotels would save money and LAX would experience reduced traffic and vehicles.

As part of the consolidated operation, *LAWA* will allow *DSS* to use, rent free for one year, nearly 60,000 square feet of unused space in an overflow parking lot at Westchester Parkway and Jenny to stage and dispatch vehicles. *LAWA* staff will look for other location which may be more suitable.

The consolidated operation will operate 24 hours per day, seven days per week on a schedule agreed upon by the hotels and service provider.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: The RFP for 100 more 45-foot, low floor, Composite structure buses *(WT 01/06)* was issued in late February. Requirements in the RFP include — proposer must be an existing vehicle manufacturer with an existing manufacturing facility, the proposed vehicle must have either a CNG or gasoline hybrid electric propulsion system and needs a minimum of 46 seats.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (METROLINK)

LOS ANGELES: **SCRRA** recently awarded the Rotem Company, a Korean firm, a $176,000,000 contract to build 33 cab cars and 54 coaches. Also approved was the first two of four **SCRRA** options, each of these for ten cab cars. There are also options for 14 coaches and 10 cab cars for the *SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY.* Bombardier and Kawasaki were the other two proposers.

These will be the first commuter rail cars in this country to include crash energy management technology to enhance the safety of those inside.

In addition, **SCRRA** will participate in **UTAH TRANSIT AUTHORITY**'s RFP for remanufactured locomotives.

The RFP includes 15 engines in the base order with options for up to 51 units. Included in the first 15 are four for **SCRRA.** Ten of the option engines are planned for expansion of **OCTA** sponsored **METROLINK** trains and the **OCTA** Board voted to acquire seven of those as part of the base order *(delivery is expected for 2009)* instead of exercising the option at a later time.

PACIFIC COAST SIGHTSEEING TOURS (PCST)/ VALEN TRANSPORTATION, INC. (VTI)

ANAHEIM: In addition to the services listed for **CUSA/ PCST** *(WT 1/06),* the firm is offering a new PIRATE'S DINNER ADVENTURE TOUR including round trip transportation and a dinner and show at the new PDA in Buena Park. The program is advertised as "the world's most unique interactive dinner show" with displays of special effect wizardry, aerial artistry, swashbuckling swordplay and dynamic duels.

(Continued on page 4)

(Continued from page 3)

The TEMECULA WINERY TOUR, instituted in January 2005 *(WT 1/05)* was discontinued due to low patronage.

*(Ed. Note – the **VALEN** name is now a memory).* **VALEN TRANSPORTATION, INC.,** established in 1988 by former **TOWN TOUR FUN BUS** owner Mike Valen, was purchased by the expansion minded **CUSA,** owned by *STAGECOACH,* in early 1999 operating two routes – LAS VEGAS FLYER and SAN DIEGO EXPRESS – and a fleet including two vans and two MCI 102EL3s (6985 and 6996).

The **VTI** name was dropped from printed materials in 2002, as part of an effort to promote the **CUSA** name, but the two buses were still painted and lettered for **VTI** until this past January when they were both transferred to **PCST** and repainted all white. In recent months, they were not only used on the LAS VEGAS route, but sent out on all of the Anaheim based tours.

The parlor coaches in the fleet are now all receiving the blue colored *GRAY LINE* diamond shaped logo.

CALIFORNIA STATEWIDE VEHICLE CONTRACT PROGRAM

SACRAMENTO: Periodically, (last in 2002) the state's Department Of General Services conducts a type of vehicle bid for a variety of paratransit vehicles and fuel options, such that paratransit service providers are able to purchase their vehicles in lieu of each one processing individual bids. Each agency does conduct negotiations for the selection of vehicle type and equipment options.

Creative Bus Sales, Inc., now based in Ontario, was the successful proposer offering a variety of El Dorado National small buses and cutaways.

Recently, **OCTA, OMNITRANS** and the **RIVERSIDE TRANSIT AGENCY** awarded contracts for paratransit vehicles based on the statewide contract.

OT will purchase 25 sixteen passenger, gasoline fueled units, all as replacements for a group of Econoline/ Goshen buses.

OCTA will buy 32 Aerotech Type II, 12-passenger buses with two wheelchair spaces and rear mounted wheelchair lifts. These will replace other Aerotechs.

RTA is scheduled to buy 20 Aerotechs to replace the same number of current vehicles.

OMNITRANS (OT)

SAN BERNARDINO: **OT**'s Winter Service Change took place on January 2nd and included improving the weekday headway on Line 2-E STREET-LOMA LINDA to 15 minutely while stretching weekend headways on 22-NORTH RIALTO-RIVERSIDE AVE-ARMC – to half hourly on Saturday and hourly on Sunday.

Proposed changes for this May, already included in the most recent update of the SRTP, include elimination of selected low productivity trips throughout the system, discontinuation of the 30-RED LINE (REDLANDS TROLLEY NORTH) and the one-trip-per-weekday-peak 140-FONTANA-CHAFFEY COLLEGE.

In addition, the segment of the current 64–MONTCLAIR -CHAFFEY COLLEGE between Montclair and 19th & Euclid in Upland will be combined with current Line 62-MONTCLAIR-ONTARIO-CHINO to form the NEW 62 line. The current segment of 64 north of 19th to Chaffey College will be discontinued. **OT** Line 60 already serves much of this area.

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: The **GGT** spring service change took place on March 12. Many of the changes included cancellations of selected low productivity trips. As well, northbound trips on Line 70/80-SANTA ROSA-NOVATO -SAN FRANCISCO no longer serve stops at Manzanita Parking Lot, Mill Valley and Strawberry.

Spring has been the usual starting time for the seasonal 63-MARIN CITY-STINSON BEACH, but sponsor **MARIN COUNTY TRANSIT DISTRICT** cancelled the line this year **(***Ed. Note – **GGT** has operated the 63 as part of its **MCTD** service contract*).

GGT has signed an agreement with the County of Marin Department of Public Works to operate the second year of 66-MUIR WOODS SHUTTLE, as part of the Muir Woods Shuttle Bus Demonstration Project *(WT 5/05)*.

Service will operate on weekends every 30 minutes between 930AM and 730PM between Marin City and Muir Woods. Sausalito will not be serviced. Two additional buses (30/35 feet long by 96 inches wide) will again be leased. A fare (price yet to be set) will be charged this year.

MARIN COUNTY TRANSIT DISTRICT (MCTD)

SAN RAFAEL: **MCTD** is developing a new Rural Services Plan, expected to be rolled out this July that will include Saturday service on a route serving the Stinson Beach area and operated as part of the **WEST MARIN STAGECOACH.**

For this reason, **MCTD** recently requested cancellation of former **GGT** 63-MARIN CITY-STINSON BEACH.

(Continued on page 5)

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: Two of the three Van Hool fuel cell buses (FC-1 and FC-3) have been operating since the first week in February. FC-2 is on the property, but not yet in service.

FC-1 is assigned to a morning shift (620AM-1201PM) on Line 50-HEGENBERGER RD while FC-3 operates on Line 14-EAST 18TH STREET, also on a morning run between 600AM and 940AM.

The buses need to be recharged after about six hours. While they have good highway speeds, they are not hill climbers and Line 50's hill on 159th Avenue is tough. *(Ed. Note – the buses have been described as about as noisy as a bicyclist changing gears or very quiet).*

A pre-production model of the new 30-foot Van Hools (60 on order including 10 gasoline-hybrids) is currently operating from Emeryville Division on many of the neighborhood lines.

The diesel powered unit includes many interior features that passengers requested after riding on the 40-foot versions — as many floor level seats as possible, increased number of stanchions, hand holds and stop request buttons. In addition, the four seats street-side behind the operator are forward facing and floor level.

Later this month, **AC** will soon be conducting public hearings to receive comments on the Draft Initial Study/ Negative Declaration for bus service changes in North Alameda/West Contra Costa Counties including the consideration of impacts associated with the adoption of a Fleet Composition Plan proposing replacement of gasoline powered cutaways with 30-foot diesel buses.

In early 2003, **AC** adopted changes, implemented that June, in local bus service through the phased implementation of a Service Deployment Plan initially approved in mid-2002.

During the same period, **AC** phased out its 100-series fleet of 31 gasoline powered cutaways replacing them with 30-foot buses. A legal challenge to the adequacy of the public notice and the environmental document for the SDP by Livable Streets Network vs. AC Transit, Alameda County Superior Court No. RG0386477, resulted in a court order requiring a new initial study be completed and that said study address the impacts of replacing the vans with buses.

Further information on the all-night Owl service network *(WT 11/05, 12/05)* funded by Regional Measure 2 — **AC** Line 800-SAN FRANCISCO-OAKLAND-RICHMOND runs between Market & Van Ness in San Francisco and BART/Richmond via downtown Oakland (14th & Broadway) and Berkeley (University & Shattuck). Buses depart Van Ness hourly between 102AM and 502AM with trips leaving Richmond hourly between 1243AM and 443AM.

As its part of the Owl network, **LIVERMORE AMADOR VALLEY TRANSIT AUTHORITY** operates Line 810-LIVERMORE-BART/BAYFAIR serving Livermore TC, Valley Hospital, Neal/First, Santa Rosa/Valley, BART/ Dublin, Dublin/Golden Gate and BART/Bayfair. On weekdays buses depart Livermore at 1225AM, 125AM and 225AM, leaving Bayfair one hour later. Saturday buses depart Livermore hourly between 1225AM and 425AM while Sunday buses leave Livermore hourly between 1225AM and 625AM. Return buses on all days depart Bayfair one hour later.

CENTRAL CONTRA COSTA TRANSIT AUTHORITY (CCCTA)

CONCORD: **CCCTA,** celebrating its 25th anniversary this year *(WT 10/81),* is planning a year-long celebration featuring several events. The first was the sale of 25-Ride bus passes for $15 (60 cents a ride versus the current $1.75 cash fare). The special passes will be valid during the month of March 2006.

BENICIA BREEZE (BB)

BENICIA: On February 21, 2006, the Benicia City Council approved changing the name of its transit system from **BENICIA TRANSIT SYSTEM** to **BB.**

The new name is said to imply fast, relaxing and carefree – attributes that make public transportation attractive. In its logo design, the curls in the word "Breeze" along with the swoosh through the middle of the logo, symbolizes the breeze passing in the air throughout the city and the northern hills.

The yellow, green and blue colors, used in the bus design and logo, symbolize the sun above the northern hills of Benicia overlooking the San Francisco Bay.

Later this year, **BB** plans to implement new flex routes and a faster commuter express route.

GREYHOUND LINES, INC. (GLI)

SACRAMENTO: January 31st brought the end of the SACRAMENTO-DAVIS-VACAVILLE-SAN FRANCISCO *QUICKLINK* service.

Started in 2001 with a fleet of five specially painted 102DL3s (6515-6519), at the end, *QL* offered four round trips each weekday and transported a daily average of 120 passengers.

(Continued from page 5)

(Ed. Note – although the bus company did not indicate that the competition from the state funded ***CAPITOL CORRIDOR JOINT POWERS AUTHORITY's*** **CAPITOL CORRIDOR** *trains,* ***GLI*** *never received any public money for the QL program which operated at a loss for most of its existence).*

MONTEREY-SALINAS TRANSIT (MST)

MONTEREY: As part of a multi-organizational program to expose residents and visitors to local Monterey County products and services, **MST** operated the CARMEL VALLEY-GRAPEVINE EXPRESS last October and November

About 2400 passengers rode the service during its trial period. For the price of an all day pass ($4.50/$2.25), passengers were able to stop wherever and for as long as they wished *(Ed. Note – on conventional wine tasting tours, driver and bus stay with the group at each stop).*

Year-round CVGE service Friday through Sunday will begin on May 27 with the 17-passenger van operating every 45 minutes between 1000AM and 1000PM.

TRANSIT VEHICLE REQUIREMENTS AND "BUY AMERICA" LEGISLATION

The federal government first started to fund transit vehicle purchases in 1964, but on a much reduced scale from today.

As the program expanded, concerns were expressed in many quarters that the government should structure its funding program to encourage contract awards designed to keep government money in this country.

In the early 1980's, the federal government enacted legislation to require minimums.

To ensure compliance with the Buy America legislation, transit agencies are required through federal regulations, as specified in 49 CFR 661, to verify and certify compliance. The regulations specify that before a contract can be awarded, an audit of the most responsive and responsible vehicle manufacturer must be conducted.

The purpose of the audit is to ensure the manufacturer meets the requirements of the law, including compliance to the Federal Motor Vehicle Safety Standards and that the manufacturer has the capability of performing final assembly within the United States.

Compliance also includes a showing that there will be a domestic (U. S.) component and sub component cost of at least 60 percent of the total component cost of the vehicle to be purchased.

VALLEY METRO (VM)

PHOENIX, AZ: **VM's** East Valley fixed route and Dial-A-Ride operations contract was shifted from former provider *M. V. TRANSPORTATION* to *CONNEX/ATC* beginning on March 11th.

The East Valley includes bus services within Scottsdale, Tempe, Mesa, Chandler and Gilbert.

M. V. held the East Valley contract since June 2004, but they were unable to agree with **VM** on revised provisions to extend that contract and an RFP for a new operations contract was issued.

NEVADA TRANSPORTATION SERVICES AUTHORITY

CARSON CITY: **GREYHOUND LINES, INC.** was recently cited for operating a bus in Nevada without proper identification on both sides. A hearing was set for March 23rd in Las Vegas. *(Ed. Note - The State of Nevada has historically enforced any and all state regulations to a much higher level than many other states.*

Shown below are excerpts from the Nevada Administrative Code, Section NAC 706.170, Identification On Vehicles

It is not known, by WT, what penalties would be assessed for violation of this NAC Section).

1. Except as otherwise provided in this section, common or contract motor carriers operating in intrastate commerce, when traversing the highways of this State, shall have the name of the carrier operating the vehicle firmly attached to each side of the unit having motive power in letters not less than 2 inches high in sharply contrasting colors which are legible from a distance of at least 50 feet.

2. Private carriers operating in intrastate commerce, when traversing the highways of this State, shall have the name of the carrier operating the vehicle firmly attached to each side of the unit having motive power in the manner, size and style prescribed in subsection 1, except single unit motor vehicles with an unladen weight of 10,000 pounds or less.

3. Except as otherwise provided in subsections 4 and 5, every common or contract motor carrier operating under the jurisdiction of the Transportation Service Authority shall, after March 1, 1999, have the symbols "CPCN" and the number of his certificate, or the symbols "MV" and the number of his permit if he is operating under a permit for a contract motor carrier, painted or affixed upon each side of the unit having motive power, in the manner, size and style prescribed in subsection 1.

Valley Transportation Authority
San Jose, California

FLEET #'S	BUILDER	MODEL	SERIAL #'S	YEAR
1001	Gillig	G18D102N4	11071760	2001
1002-1052	Gillig	G27D102N4	11072799-849	2001
2011-2071	Gillig	G27D102N4	11072040-100	2001
2101-2123	Gillig	G27B102N4	21072101-123	2002
2201-2256	Gillig	G27D102N4	21072643-698	2002
2301-2340	New Flyer	D60LF	2U023959-998	2002
4001	Gillig	G28B102N4	31073941	2003
4002-4003	Gillig	G28B102N4	41073942-943	05/04, 07/04
9201-9275	Flxible	40102-6C	ND103634-708	1992
9276-9291	Flxible	40102-6C	ND103714-729	1992
9301-9350	Flxible	40102-6M	RD104049-098	1994
9701	Gillig	M11T40102	T1087547	1995
9702-9786	Gillig	M11T40102	V1087548-632	1997
9801-9847	Gillig	C21D102N4	W1088345-391	1998
9901-9912	Gillig	C21D102N4	X1089541-552	1999
9951-9953	Gillig	G21D102N4	X1070677-679	1999

VTA is a county wide transportation agency providing fixed route and paratransit services throughout the populated sections of Santa Clara County.

NORTH AMERICAN BUS INDUSTRIES (NABI)

ANNISTON, AL: NABI and its parent, NABI Autobuszipari Rt., of Budapest, Hungary, were recently acquired by Cerberus Capital Management, L. P., a U. S. based private equity fund manager.

The acquisition includes the business assets of the parent as well as all stock of the Alabama based firm.

The acquisition will provide NABI with access to the resources necessary to enable the manufacturer to continue its warranty and service support and continue to develop new products.

The Board of Directors of Foothill Transit in West Covina, CA recently approved a decision to purchase 30 articulated 60-BRT buses from North American Bus Industries, Inc. (NABI) worth approximately $22 million.

The 30 CNG buses will be an integral element of Foothill Transit's new high speed Silver Streak bus rapid transit (BRT) service carrying commuters between L.A.'s Inland Empire and downtown Los Angeles. Foothill Transit is impressed by the unique styling of these BRT buses and plans to utilize a distinctive exterior livery for this specially-branded service. Buses will be delivered late this year with service inauguration scheduled for early 2007.

Furthermore, NABI received an order on February 14th for 96 additional 60-BRT buses from Los Angeles County Metropolitan Transportation Authority (Metro). The contract value for these CNG buses is approximately $70 million.

"The 60-BRT is a technologically advanced, dramatically -styled vehicle that is proving itself in Los Angeles and soon will be in other Southern California cities," said Bob Shaughnessy, NABI President and CEO. "NABI is pleased to have the opportunity to build more CNG buses for Foothill Transit."

The 96 Los Angeles buses were options exercised by Metro pursuant to an earlier contract with Metro for an initial quantity of 200 buses. Most of those 200 base buses have been delivered and placed into operation, with the first 30 operating on Metro's Orange Line, a 14-mile dedicated BRT corridor in L.A.'s busy San Fernando Valley. Metro's Orange Line has seen significant ridership success with use of the sleek, high-capacity 60 -BRT buses.

Metro's 170 vehicles under the original order are being placed into service on heavily traveled, downtown routes in mixed traffic where patronage is extremely high. These buses are performing well in Los Angeles' demanding operating conditions.

Thirty of the newly-ordered 96 articulated buses will be delivered by Fall of 2006 to L.A. Metro, with the remaining 66 buses to be delivered by the first quarter of 2007.

NABI has delivered 85 low-floor CNG buses to Foothill Transit and 1,175 low-floor CNG buses to L.A. Metro. NABI has 348 60-BRT buses delivered or on order.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
Santa Rosa City Bus	021-025	Gillig	G27D102N4/21073000-004	2002	
	026	Gillig	G27E102N4/2109693	2002	
Long Beach Transit	2501-2520	New Flyer	GE40LF/5C028325-344	2005	
Royal Coach Tours	550	Prevost	H3-45/51010051	2005	
	555	Prevost	H3-45/51010053	2005	
-USED-					
Pacific Coast Sightseeing	6985, 6996	MCI	102EL3/WP060315, —	1998, 99	1
Antelope Valley Bus, Inc	61301	Van Hool	T2145/X2043289	1999	2
-DISPOSITIONS-					
Macnab Transit Sales	unknown	Dennis Thomas	SLF235/3JA38859	2003	3
Valley Transp Authority	1634	Grumman	40102-6/4D092936	02/81	4
Frontier Tours (NV)	65962	Van Hool	C2045L/12035675	2001	5
Roesch Lines	445	MCI	MC-9/BP036083	1981	5
	452	TMC	MC-9/ER004248	1984	5
	456-457	TMC	MC-9/ER004254, 4679	1984	5
	459-460	TMC	MC-9/ER004681-682	1984	5

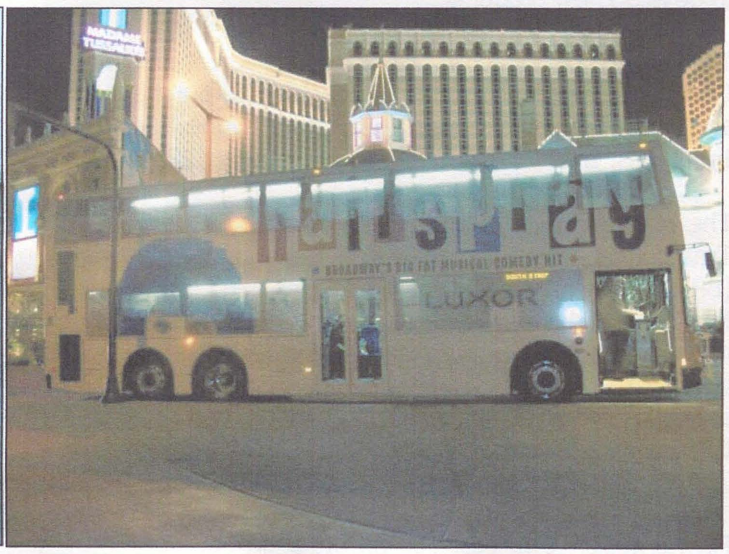
-NOTES-

1. Ex Valen Transportation, Inc., same numbers.
2. Ex California Charters, Inc., same number.
3. Ex demonstrator – for sale.
4. For sale by Nationwide Auction Systems – Industry in February 2006.
5. For sale by ABC Bus Sales – Garden Grove in February 2006.

The *RIVERSIDE TRANSIT AGENCY* recently transferred its third, and last, Super Bus to the Murrieta Unified School District. The other two had previously been donated, one to the Riverside Fire Department for use as a Mobile Incident Command Center and the other to the County of Riverside for use by the Department of Animal Services.

These vehicles were originally *OCTD/OCTA 7108/7608-7110/7610* given in lieu of annual payments for Line 149-RIVERSIDE-DISNEYLAND of the *INLAND EMPIRE CONNECTION* contract in early 1996 and then transferred to *RTA* by 2000.





LEFT: *FlyAway 6473 (MCI D4500) departing Los Angeles Union Station on Monday afternoon, March 27, 2006.* ***RIGHT:*** *One of the Las Vegas 'The Deuce' buses wrapped for Hairspray seen here operating on the Strip on Tuesday evening, March 14, 2006. Both photos by Craig Barnes.*