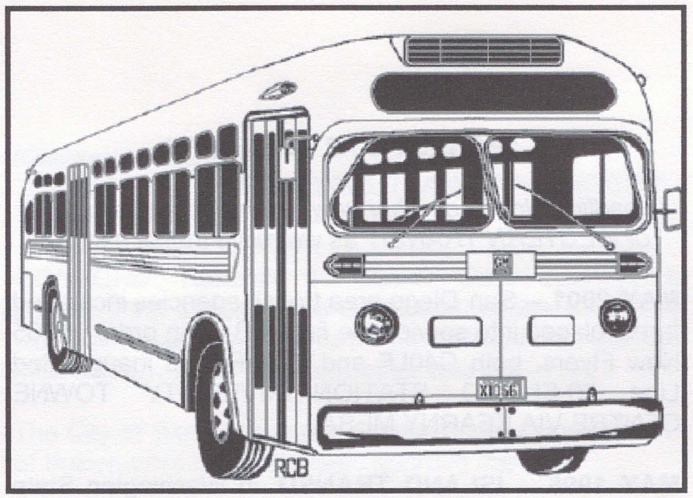


Western Transit

11112 Ivanhoe St, Garden Grove, CA 92840-1133
www.western-transit.com

VOL. 44, NO. 5 **May 2006**

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT (ACT)

OAKLAND: March 19th brought a substantial number of route and service changes to **ACT.**

Included was expanded Transbay service including two new lines, several late evening "combination trips" and added trips on several lines.

The late evening "All Nighter" regional bus network *(WT 12/05, 2/06)* was completed.

These programs are funded by Regional Measure 2, the one-dollar toll increase on Bay Area bridges, approved by area voters in 2004.

The bigger changes included — Line H-BARRETT & TULARE -SF was rerouted and uses Hopkins Street and Gilman Street to and from I-80 as NEW Line J-SACRAMENTO STREET-SF was started. Beginning at Sacramento & University, the line travels Sacramento, Ashby, Hollis, 65th, Christie and Powell to I-80 to SF. Line LA-SF-RICHMOND-SAN PABLO received new two-hour midday weekday service between San Francisco and Richmond Parkway Transit Center. NEW Line MA-BART/UNION CITY-HILLSDALE MALL began offering 30-minute peak hour headways on weekdays. N-MACARTHUR-SF OWL was discontinued and replaced by 800 (SF-Oakland) and 805 (Oakland-Oakland Airport). S-PALMA CEIA-SF was extended from Industrial & Hesperian into the new Eden Shores residential development.

800-SF-OAKLAND-RICHMOND OWL was revised north of downtown Oakland to travel on Telegraph, Alcatraz, Adeline, Shattuck, University, San Pablo and MacDonald.

801-OAKLAND-HAYWARD-FREMONT OWL replaced former Owls on Lines 82 and 99 traveling between 14th & Broadway in Oakland and BART/Fremont primarily along International Blvd/East 14th/Mission Blvd.

802-OAKLAND-BERKELEY OWL replaced a portion of former 72M and travels along San Pablo Avenue to 3rd & University (AMTRAK Station) in Berkeley.

805-MAC ARTHUR OWL replaced a portion of former Line N and operates between 14th & Broadway and Eastmont Transit Center, primarily along Mac Arthur.

840-FOOTHILL BLVD OWL replaced a portion of the former 40 and operates between 14th & Broadway and Eastmont Transit Center along Foothill Blvd.

851-BERKELEY-ALAMEDA OWL replaced former 51 Owl and operates between Park & Santa Clara in Alameda and Shattuck & University in Berkeley.

Major changes were made to Line 376 which operates as a one way clockwise loop from Contra Costa College north with two way service between BART/Del Norte and the College. The line segment between 23rd/ Rheem and E Portal/Mission Bell was eliminated.

In This Issue

Central Contra Costa Transit Authority	3
AMTRAK California	3
Metropolitan Transit System	3
North County Transit District	3
Southern California Regional Rail Authority	4
Orange County Transportation Authority	4
Anaheim Resort Transit System	5
Los Angeles County MTA	5
Spanish Language Bus Companies	5
Los Angeles Department of Transportation	6
Visalia City Coach	6
City of Redwood City	6
Transportation and Legislation	6
Regional Transportation Commission (NV)	7
CUSA LLC/Coach America (TX)	7
ROTM – Elk Grove Transit	7

PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

HARBOR BREEZE YACHT CHARTERS AND CRUISES for authority to operate as a Vessel Common Carrier between Long Beach, San Pedro and all points and places on Catalina Island and establish a ZORF.

Malicevic Zlatko dba ZACK'S AIRPORT SHUTTLE for PSC between points in Marin, Solano, Contra Costa, Alameda, San Francisco, San Mateo and Santa Clara Counties and Bay Area Airports and establish a ZORF.

CATALINA PASSENGER SERVICE, A CALIFORNIA CORPORATION for authorization to increase passenger fares between Newport Beach and Avalon.

ROMY BUS COMPANY, LLC for PSC On-Call authority between points in the following cities – Woodland, Sacramento, Watsonville, Salinas, Fresno, Bakersfield, Los Angeles, San Ysidro and Calexico and the Ports Of Entry at San Ysidro and Calexico and establish ZORF.

DECISIONS

CRUCERO U.S.A., LLC granted a PSC pursuant to PUC Code 1032.5 to conduct scheduled intrastate operations on routes over which it provides interstate service under its Federal operating authority.

Harbaas Singh Dalt dba ALASKA AIRPORTER granted PSC between points in Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara and Solano Counties and Bay Area airports and establish a ZORF.

HOW TO CONTACT US

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

SUBSCRIPTION RATES FOR 2006

Mail—$30 for 1 year, $55 for 2 years
PDF—$25 for 1 year, $45 for 2 years

Remember to make all checks and money orders payable to EDMUND BUCKLEY

Mail renewals to the WT Business Address, 11112 Ivanhoe St, Garden Grove, CA 92840-1133

You can also renew online at www.western-transit.com
You can now also subscribe from amazon.com and www.magazineexpress.com!

ISSN 1552-8604
©2006 Western Transit

"PAGES FROM THE PAST"

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

MAY 2001 – San Diego area transit agencies increased fares, placed into service the first 123 of an order of 265 New Flyers, both C40LF and D40LF, and inaugurated Line 60-EUCLID STATION-UNIVERSITY TOWNE CENTRE VIA KEARNY MESA.

MAY 1996 – ISLAND TRANSIT in Washington State enlarged its fixed route system from three to seven lines and the IT Transit Center in downtown Oak Harbor was on its way to completion.

MAY 1991 – SCRTD inaugurated two NEW lines, 114-CLARA ST-SANTA ANA ST-FLORENCE STATION (a BLUE LINE shuttle) and 620-BOYLE HEIGHTS SHUTTLE (DASH type community circulator on the east side).

MAY 1986 – Following approval by Utah County voters, **UTAH TRANSIT AUTHORITY** established local service in the Orem-Provo area (five lines) in addition to the PROVO-SALT LAKE CITY EXPRESS. Buses of the 8125-8150 GMD T6H-5307N series were assigned to the Provo Division.

MAY 1981 – The **REDDING AREA BUS AUTHORITY** (six local fixed route lines) was in the formation stages and twelve former **SAN DIEGO TRANSIT CORP.** Mercedes Benz 0309D buses were acquired and being prepared for service.

WT STAFF FOR THIS MONTH

EDITOR:	Edmund Buckley
ASSOCIATE EDITOR:	Craig Barnes
SENIOR CORRESPONDENT:	Jim Moore
SENIOR STAFF:	Alan Fong Andrew Novak
REPORTERS & SOURCES:	John Andoh Dana Gabbard Russ Jones Scott Richards
	Gerald L. Squier
	Ed Von Nordeck



(Continued from page 1)

CENTRAL CONTRA COSTA TRANSIT AUTHORITY (CCCTA)

CONCORD: Recently, the **CCCTA** Board approved a plan to bring transit to the Dougherty Village section of San Ramon with service to be funded by more than $2 million in developer fees and other sources.

The City of San Ramon and Contra Costa County Board of Supervisors both must also approve the idea.

The plan has long been sought by San Ramon leaders who, last year, threatened to withdraw from the ten-member JPA that is **CCCTA** *(WT 2/05, 4/05)* if bus service was not offered in this area. *(Ed. Note – San Ramon is the southernmost city in Contra Costa County along I-680, just across the Alameda County line from Dublin and Pleasanton. The area in question is starting to be developed and, upon completion, will double the population of San Ramon).*

Each time a developer pulls a permit for a house or apartment building, a transportation fee is assessed. The money goes into a county transit trust account, that along with Measures C and J transportation funds, will pay for the Dougherty service, expected to cost $4.7 million in capital and operating costs for five years.

Now scheduled to begin on December 18th, **CCCTA** Route 135 would operate from the San Ramon Transit Center along Executive Pkwy, Bishop Drive and Sunset Drive to Bollinger Canyon Road in the Bishop Ranch Business Park and Bollinger as it becomes Dougherty Road and ending at BART/Dublin-Pleasanton

Service would be offered about every 45 minutes on weekdays between 600AM and 730PM using 2 buses.

AMTRAK CALIFORNIA (AC)

SACRAMENTO: April 24th saw a few changes in train schedules, but brought some substantial bus changes.

Route 3-STOCKTON-REDDING was extended (Buses 3701/3704 meeting SAN JOAQUINS in Sacramento) from Redding to Medford, OR also serving Dunsmuir, Mount Shasta, Weed, Yreka and Ashland, OR.

Southbound Route 3 buses now also serve Elk Grove enroute to Stockton.

Route 19-BAKERSFIELD-INLAND EMPIRE received several changes — Sun City was added as a stop on the Hemet branch and a new bus each way now connects Hemet, Sun City, Perris and Moreno Valley the SOUTHWEST CHIEF at Riverside.

Buses 4768/4785 On Route 17-CENTRAL COAST-SBA were extended from San Luis Obispo to San Francisco offering an overnight (1000PM-600AM) Thruway service, nick named "Night Coast Bus".

SILVERADO STAGES, INC is presently operating Routes 3, 6-SAN JOSE-STOCKTON, 17 and 20-HIGH SIERRA/SIERRA FOOTHILL while they are out to bid.

METROPOLITAN TRANSIT SYSTEM (MTS)

SAN DIEGO: Contracting for transit has been practiced in the San Diego area since about 1971 when **CHULA VISTA CITY LINES** began operations.

Currently, there are eight fixed route service contracts with four contractors - they include **COUNTY TRANSIT SYSTEM** *(LAIDLAW)*, **RURAL BUS** *(LAIDLAW-RAMONA)*, **MTS CONTRACT SERVICES** *(ATC/VANCOM)*, **COMMUTER EXPRESS** *(CUSA-GOODALL'S)*, **NATIONAL CITY TRANSIT** *(MC DONALD)*, **CHULA VISTA TRANSIT** *(ATC/VANCOM)*, **SORRENTO VALLEY/961-965/DART** *(SOUTHLAND TRANSIT)*, and **POWAY TRANSIT** *(LAIDLAW)*.

This year, the **COUNTY, MTS CONTRACT, EXPRESS** and **CHULA VISTA** contracts will expire and **MTS** will rebid these services into a consolidated contract with one contractor and management structure with different operating divisions.

Under new legislative authority (SB 759), **MTS** is now able to utilize a procurement process in which proposals are reviewed based on price and qualitative issues. Proposals were due on May 3rd with a period of review, interviews and negotiations following. It is expected that a recommendation to award a contract will be forwarded to the Board in July with new contract start up to occur between January and July 2007.

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: The **NCTD** Board recently awarded *LAIDLAW TRANSIT SERVICES* a five-year contract to operate the complementary paratransit system, LIFT.

LTS will provide all aspects of the 34 vehicle service including order taking, trip scheduling, dispatching, road supervision, vehicle operation and maintenance.

The Board also awarded *CONNEX NORTH AMERICA* a five-year $27 million contract to operate the currently under construction SPRINTER rail line (Oceanside — Escondido). This line, scheduled to open in December 2007, will operate with 12 Siemens diesel multiple units.

(Continued on page 4)

(Continued from page 3)

HERZOG TRANSIT SERVICES was selected to run the Oceanside-San Diego COASTER as of July 1st.

Public hearings have been scheduled for later this month to receive testimony on plans to increase fares and to make a number of service adjustments.

Proposed fare increases include 25 cent increases in all cash fares on buses *(Ed. Note – adult cash fare on BREEZE buses would be $2.00)*, 50 cent increases in LIFT fares and $1.00 increases on Special Event fares.

COASTER cash and pass fares, between all fare zones, would also rise an average of 25 cents per ride.

On the service side, changes are planned including the discontinuation of Lines 316-FRANCINE VILLAS, 394-CAMP DEL MAR, *(a revised 395 would serve portions of both),* 419-LOKER BUSINESS PARK and DEL MAR RACE SHUTTLE (*to be replaced by Del Mar Thoroughbred Club sponsored shuttles*). During the winter, the Friday late evening *COASTER* trains would be discontinued.

Weekday midday service would be added on 332-SOUTH VISTA BUSINESS PARK while daily evening trips would be added between Oceanside and Mission Ave & Airport Road on 303-CAMP PENDLETON-OCEANSIDE. 349-ESCONDIDO LOCAL would become a two directional loop with each direction on a two-hour headway. Line 350-ESCONDIDO-NORTH COUNTY FAIR would receive a 10-minute headway between 600AM and 400PM on weekdays *(Ed. Note – this would be the most frequent **NCTD** headway).*

The Line 395-OCEANSIDE-CAMP PENDLETON-SAN CLEMENTE weekday service would be rescheduled to offer a 3-hour, instead of 2-hour, midday headway and a 90-minute headway after 400PM. The line would also be rerouted in Oceanside to serve Camp Del Mar and travel along Coast Hwy serving Monterey Drive. In San Clemente, 395 would begin/end at Carl's Jr. Transit Center and no longer serve downtown San Clemente by traveling on El Camino Real to/from Avenida Rosa.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA)

LOS ANGELES: Beginning June 3rd on the ORANGE COUNTY LINE and July 15th on the INLAND EMPIRE-ORANGE COUNTY LINE, **ML** will inaugurate all year weekend service on these two rail lines.

OC will offer three round trips between Los Angeles and Oceanside each day while IE-OC will offer three round trips on Saturday and two on Sunday between San Bernardino and Oceanside.

Until now, IE-OC had summer-only weekend trains, advertised as "Beach Trains" while ORANGE COUNTY did not offer service *(Ed. Note – **AMTRAK** offers eleven round trips on the SURFLINER along the same tracks).*

July 1st will bring a 5.5% fare increase affecting both cash fares and all prepaid methods.

ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

ORANGE: In conjunction with the start up of weekend service on **METROLINK's** ORANGE COUNTY LINE and the INLAND EMPIRE-ORANGE COUNTY LINE, **OCTA** will inaugurate weekend-only Line 686-IRVINE SPECTRUM SHUTTLE.

Line 686 will be scheduled to meet all **ML** trains at the Irvine Transportation Center and operate a loop type line via Ada, Alton, Irvine Center, Enterprise, Fortune, Gateway, Alton and Ada to ITC.

Service will run on an irregular headway between 900AM and 1000PM using one bus from Division 4. Regular fares apply including honoring **ML** fare media.

As part of the transition from *LAIDLAW TRANSIT SERVICES* to *CONNEX TRANSIT, INC (now to be known as VEOLIA TRANSPORT (WT 4/06)),* the 85 contract fixed route and 247 ACCESS paratransit buses will be housed and maintained at the former **OCTA** Division 7 on Sand Canyon in Irvine.

LAIDLAW owns the Construction Circle West garage they use and, initially, will retain title to the real estate.

The **OCTA** fleet will soon total 897 vehicles including 332 contract and 565 directly operated. Directly operated buses are housed at three garages – Garden Grove, Anaheim and Santa Ana. Based on projected growth of the fixed route system, each location will be at capacity by 2011.

The City of Irvine's master plan stipulates realignment of Marine Way through a portion of Division 7 related to development of "The Great Park". This change will take approximately 1/4 of the 12-acre site.

There is need for an additional operating division. The CEO recently was authorized to begin a site search and enter into preliminary negotiations for another garage.

Last June, the **OCTA** Board authorized award of a contract to New Flyer for purchase of 40-foot CNG buses — an initial order of 50 followed by two options, first for 150 and then for 177.

(Continued on page 5)

There is a two year lag between the time buses are ordered and when they are on property and ready for service. Ridership has been growing and the outcome of the fuel price crisis is unknown.

Recently, the Board authorized a speed up in the first option order increasing it from 150 to 249 (*along with the need to purchase and install two more CNG fuel stations at Garden Grove D4 and Anaheim D6).*

The remaining 78 of the total 377 buses are expected to be the Bus Rapid Transit (BRT) fleet and they will be ordered as part of that project.

ANAHEIM RESORT TRANSIT SYSTEM (ARTS)

ANAHEIM: The **ARTS** system has added three NEW routes, for a total of 13, including stops in Garden Grove and Orange.

Route L serves the Crystal Cathedral, Block At Orange, Hawthorn Suites, Holiday Inn Express and Anaheim Convention Center. Route M-ANAHEIM MARRIOTT, previously part of E and serving the Anaheim Hilton. Route N serves Hilton Suites, Angel Stadium, International Inn and Convention Center.

In addition to providing hotels-to-Disneyland service, Route L also serves as a hotel/motel shuttle for The Block At Orange and Crystal Cathedral, replacing stops on the former **AIRPORT BUS'** THE BLOCK-SOUTH COAST PLAZA route. *(Ed. Note – years before, the **CITY SHOPPER** ran between Disneyland area hotels and The City, the predecessor shopping center).*

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (MTA)

LOS ANGELES: Construction projects are under way at most bus divisions including replacing in-ground hoist assemblies at Divisions 2, 5, 7, 8, 10, 15 and 18.

Replacements include two post hoists for 40 and 45-foot buses and three post hoists for 60-foot articulateds. Three post hoists at D18 were not part of the original contract, but current articulated bus deployment plans include 30 such buses there beginning this December. The contract was recently amended to add these hoists.

The Board recently awarded a 24-month contract for ultra-low sulfur diesel fuel to Southern Counties Oil Co. Presently, the fleet includes 337 diesel buses and 90 non revenue vehicles, also diesel powered. Current plans call for a gradual retirement of these buses with all retired by the end of FY 08 (June 30, 2008).

As part of this year's budget, $1,000,000 was included as a concept, awaiting further study, for building a new bus division on **MTA** owned property to replace the canceled Division 10 Expansion project *(WT 5/05).*

At this time, all 11 bus operating divisions operate fleets beyond their capacities and there is an immediate need to provide increased capacity. A key component of the 2004 Bus Division Strategic Assessment Report and Long Range Facilities Plan was construction of a new division in the downtown area.

Current plans call for construction on six acres of land including current Terminal 31, RRC parking Lot A and a vacated Lyon Street. The Union Division/Terminal 31 would house and maintain a fleet of nearly 200 CNG buses, including 40-foot, 45-foot and 60-foot buses. It would include three levels of bus and auto parking, an administrative building and a maintenance shop. A Central Cash Counting Facility might also be included.

After environmental studies, preliminary engineering and design, construction is to begin in January 2008.

The Spring Street Contra Flow Lane (one northbound land on an otherwise southbound street between 9th and Cesar Chavez) will be turned into a regular southbound traffic lane by the end of June.

MTA bus lines that use the Contra Flow, established in 1974 to improve bus travel times through downtown, will be rerouted to use Hill, Broadway or Main.

SPANISH LANGUAGE BUS COMPANIES (SLBC)

TRANSPORTES SOL AZTECA is now operating its EAST LOS ANGELES-SAN YSIDRO route on a revised schedule — buses depart East Los Angeles at 445AM, 545AM, 645AM, 845AM, 1045AM, 1245PM, 245PM, 445PM, 645PM and 845PM. Northbound trips leave San Ysidro at 700AM, 830AM, 1030AM, 1200PM, 130PM, 300PM, 430PM, 600PM, 800PM and 930PM.

EL CORRE CAMINOS has moved its San Ysidro ticket office and now shares space with **SOL AZTECA.**

The firm also added a HIGHWAY 215 branch to its SAN YSIDRO-FONTANA-POMONA route serving Temecula, Murrieta, Riverside, Colton and San Bernardino.

The FONTANA-POMONA route now also serves Corona, Bloomington and Rancho Cucamonga.

Buses now depart San Ysidro at 900AM, 1100AM, 130PM, 400PM, 630PM and 830PM.

(Continued from page 5)

LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

LOS ANGELES: New El Dorado National EZ Rider IIs in new **LADOT** colors have joined the fleet. Information suggests that 17 new buses have been ordered.

The buses are painted white with a blue wave pattern on top and a gray wave below the windows. The front is mostly dark blue with white below the window line. *(See photos on Page 8)*

06301-06305 have been operating on DASH/LOS FELIZ, BEACHWOOD CANYON and HOLLYWOOD.

RFPs for the operation of Community DASH Packages 1 (Mid City), 2 (Northeast Los Angeles/Westside) and 3 (San Fernando Valley) were issued *(WT 4/05)* with vendor responses due at the end of May.

Packages 1 and 2 offer current routes and schedules, but Package 3 includes the four current routes plus two NEW ones, expected to begin sometime next year — DASH/SYLMAR-SAN FERNANDO and DASH-VAN NUYS-WHITSETT.

These two routes (SYLMAR and WHITSETT) were listed as the first and second choices for implementation as new services in the Community DASH Needs Assessment Study conducted last year *(WT 6/05).*

VISALIA CITY COACH (VCC)

VISALIA: On April 21st **VCC** celebrated 25 years of operation by offering 25-cent bus rides and a celebration at the Visalia Transit Center that included a complimentary BBQ lunch, cake, drinks and an array of giveaways. Soft rock radio station KSOF broadcast some of their programming live from the VTC.

CITY OF REDWOOD CITY

REDWOOD CITY: The City Council recently passed a resolution requesting **SAMTRANS** and the PENINSULA TRAFFIC CONGESTION RELIEF ALLIANCE to develop a plan for a pilot community shuttle system.

Possible shuttle stops could include the Redwood City CALTRAIN Station, Sequoia Station, the downtown/city hall area, Kaiser Hospital and the Morton Center.

The first year of operation is expected to cost about $42,000 with funding coming from the Traffic Mitigation Fee Fund. After a one-year pilot, the city would consider expansion as needed.

TRANSPORTATION AND LEGISLATION

The California Transit Association is sponsoring SB 1726 (Lowenthal, D-Long Beach) concerning the need to update the California Vehicle Code with respect to technological advances in bus destination signs.

Several transit agencies throughout the state have come under increased scrutiny by the Highway Patrol for alleged violations of the CVC related to color light emitting diode destination signs. Various officers have issued citations related to the color and photometric of the signs. The CHP has said flashing and scrolling signs as well as the amber run number on the rear of the bus are not acceptable under current law.

The agencies have tried to find an administrative solution with the CHP to resolve these issues as technology has changed drastically since the CVC addressed this issue in 1961. An administrative solution has not been possible and a legislative solution has been proposed.

SB 1726 would authorize buses, operated by public transit agencies in regularly scheduled service to be equipped with certain illuminated signs with certain specifications as shown below.

Each destination sign, route number sign or run number sign shall — emit a diffused nonglaring light of not more than 0.05 candela per square inch of area during nighttime conditions, be limited in size to a display area of not greater than 720 square inches and not resemble or be installed in a position that interferes with the visibility or effectiveness of a required lamp, reflector or other device upon the vehicle.

Dynamic messaging is permitted if it adheres to the following requirements —

"Paging" meaning character elements or other information presented for a period of time and then disappearing all at once before the same or new elements are presented, is permitted if the display time of each message is between 2.7 and 10 seconds. Blanking times between each message shall be between 0.5 and 25 seconds.

"Streaming" meaning character elements or other information moving smoothly and continuously across an LED display, is permitted if the character movement time, from one end of the display to the order, is at least 2.7 seconds, and the movement time of the entire message does not exceed 10 seconds.

(Continued on page 7)

ELK GROVE TRANSIT

Elk Grove, California



FLEET #'S	BUILDER	MODEL	SERIAL #'S	YEAR	NOTES
05-501-05-503	Ford/El Dorado	Econoline/Aerotech	5HA02322, 2323, 9810	2005	1
05-504-05-506	Chevy/El Dorado	GMT560/Aerotech	5F515775, 5499, 5044	2005	2
91-507-91-511	TMC	T80206	MR828331, 323, 310, 283, 311	1991	3
91-512-91-516	TMC	T80206	MR828284, 320, 312, 285, 279	1991	4
04-517	CCW (Gillig)	(40TB1026V92TA)	4R249001	2004	5
04-518-04-526	CCW (Gillig)	(40TB1026V92TA)	4R249010-018	2004	5
04-527	CCW (Gillig)	(40TB1026V92TA)	4R249002	2004	5
04-528-04-530	CCW (Gillig)	(40TB1026V92TA)	4R249020, 021, 019	2004	5
04-531-04-537	CCW (Gillig)	(40TB1026V92TA)	4R249003-009	2004	5

NOTES:

1. Ex 302, 303, 301.
2. Ex 201-203.
3. Ex 410, 409, 405, 402, 406, originally GOLDEN GATE TRANSIT.
4. Ex 403, 408, 407, 404, 401, originally GOLDEN GATE TRANSIT.
5. Ex 101, 110-118, 102, 120, 121, 119, 103-109, originally SAN DIEGO TRANSIT CORP. 300s and 1200s (specific buses unknown) that were remanufactured by Complete Coach Works and converted into electric-hybrids.

The bill was recently discussed and passed in the State Senate and will now be forwarded to the Assembly.
A number of transit agencies and industry suppliers have sent resolutions of support to Sacramento.

The City and County of San Francisco now has a law that prohibits smoking materials and smoking in and around all transit stops within The City.

California law presently prohibits bus drivers from talking on cell phones while driving a bus, but no such prohibition exists for automobile drivers. State Senator Joe Simitan (D-Palo Alto) recently introduced a bill, now wending its way through the Legislature, that would allow motorists to use a hands-free device while talking on cell phones *(Ed. Note – at this time, it is not known what impact, if any, there would be on the bus driver prohibition).*

REGIONAL TRANSPORTATION COMMISSION OF WASHOE COUNTY (RTC)

RENO, NV: As part of its strategy to meet the challenge of serving a population expected to nearly double (from 378,000 to 670,000) in the Reno/Sparks area of northern Nevada, **RTC** has adopted a plan to build new transit centers, develop a new service brand identity and improve transit services and frequency.

New transit centers are expected to open in Reno next year and in Sparks the year after.

Later this month, **RTC** will launch a two-year process aimed at brand enhancement with new names for its transit services. **CITIFARE,** the current name for **RTC's** regional public transit services will become **RTC RIDE, CITILIFT** paratransit will be known as **RTC ACCESS** and **PRIDE** intercity commuter service (Reno-Carson City) will become **RTC INTERCITY.**

CUSA, LLC/COACH AMERICA (CUSA-ACL)

DALLAS, TX: **CUSA, LLC,** the nation's largest independent tour and charter company *(and owner of such firms as **CALIFORNIA CHARTERS, PACIFIC COAST SIGHTSEEING & TOURS** and **ALL WEST COACH LINES)*** recently announced its purchase of Lake Worth, Florida based **AMERICAN COACH LINES,** the largest motor coach operator in the Southeast.

Concurrent with the acquisition, **CUSA, LLC** has been renamed **COACH AMERICA.**

The new company, which now covers the southern half of the country from coast to coast, operates 2535 vehicles, 60 percent of which are motor coaches.

CUSA, operates under the **COACH USA** brand in 20 major markets of the southwest and west coast.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/SERIAL #'S	DATE	NOTES
-NEW-					
LADOT	03001-03004	El Dorado/National	EZ-Rider II/3C084125-126, 128, 127	2003	
	03005-03008	El Dorado/National	EZ-Rider II/3C084129-132	2003	
	06301-06305	El Dorado/National	EZ-Rider II/6C084061-065	2006	
Charter Bus Lines of BC	923-925	Prevost	H3-45/61010560-562	2006	
	926	Prevost	H3-45/—	2006	
-USED-					
Regional Transit Service	2397	TMC	T80206/KR826734	1989	1
	2932	Flxible	40102-6L/ND102735	1992	1
Pacific Coast Sightseeing	65625	MCI	J4500/3W062184	02/03	
	65627	MCI	J4500/3W062211	03/03	
-DISPOSITIONS-					
Santa Barbara MTD	268	Gillig	40TB966V92/E1081010	1984	2
Golden Gate Transit	504	Gillig	3096TB6V92/G1081465	02/86	3
	1047	GMC	T8J204/DV821635	05/83	3
	1139	TMC	T80206/KR826854	01/90	3
Arcadia Transit	4-8	Ford/Supreme	Econoline/Startrans/WHB23847-851	1998	4
	10	Ford/Supreme	Econoline/Startrans/WHB04487	1998	4
	15-17	Ford/El Dorado	Econoline/Aerotech/WHB50209-211	1998	4

-NOTES-
1. Ex LACMTA, same numbers.
2. Donated to Ciudad de los Ninos in Salamanca, Mexico.
3. For sale at A-Z Bus Sales – Colton in April 2006.
4. For sale at Ken Porter Auctions – January 2006.

FOOTHILL TRANSIT recently placed an order with NABI for thirty articulated 60-BRT buses to be utilized on the new high-speed *SILVER STREAK* Bus Rapid Transit program, scheduled to begin in the spring of 2007.

The first 30 of the **LACMTA** order for 96 more articulated buses is scheduled for delivery this fall with the remainder of the order due by the spring of 2997.

Seeing Double?





While talking to an El Dorado National rep at the Expo in Anaheim, it was learned that El Dorado National liked LADOT's new paint scheme so much, that they borrowed it for there demo bus. The blue was darkened to a purple.

LEFT: *New LADOT 06301 in the new colors working the DASH Beachwood Canyon route on April 13, 2006 at Hollywood and Argyle. Russ Jones photo.* ***RIGHT:*** *El Dorado National EZ-Rider II demo at the 2006 APTA Expo in Anaheim on May 1, 2006. Craig Barnes photo.*