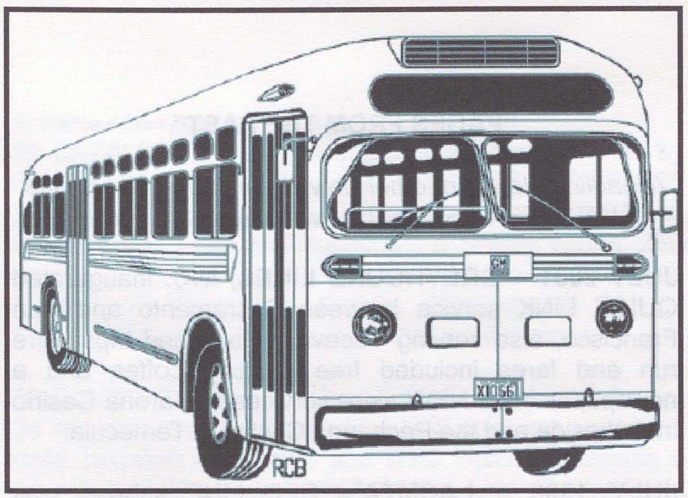



# Western Transit

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**VOL. 44, NO. 7** **July 2006**



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## METROPOLITAN TRANSIT SYSTEM (MTS)

*SAN DIEGO:* The first round of service changes recommended in the recent Comprehensive Operations Analysis *(WT 2/06)* was implemented June 11th.

The majority of changes occurred in the Pacific Beach/ Point Loma/Old Town/Hillcrest and downtown areas. Some lines were discontinued with replacements, some without.

Some lines were also transferred between providers — NEW 28A/B/C-ROSECRANS and 35-OLD TOWN-OCEAN BEACH were shifted from *SAN DIEGO TRANSIT CORP.* to *ATC/VANCOM* in exchange for 908-OLD TOWN-UNIVERSITY AVE, soon to become 10L-UNIVERSITY LIMITED. 18-CAMINO DEL RIO and 83-MISSION HILLS-HILLCREST-REYNARD WAY are both operated by *SOUTHLAND TRANSIT, INC.* using 3100 series Econoline/Aerotech cutaways.

Related to construction at Grossmont Trolley Station, the terminals on 1-EL CAJON BLVD., 854-LAKESIDE-GROSSMONT and 855-GROSSMONT-RANCHO SAN DIEGO were temporarily shifted to Amaya Drive Station while 15-CITY OF EL CAJON was shortened at Amaya Drive and presently bypasses Grossmont. September is expected to bring further routing changes.

Buses will not stop at Grossmont for two years during construction. **MTS** and Fairfield Residential recently signed an agreement calling for 927 apartments.

3-OCEAN VIEW BLVD. now terminates on the north end at UCSD Hospital with Mission Hills weekday replacement service by NEW 83-MISSION HILLS-HILLCREST-REYNARD WAY (also replacing a portion of 16). 83 operates hourly on weekdays only from Mission Hills along Fort Stockton, Lewis, Hawk, Washington, looping 8th, University, 5th, Washington to Goldfinch, Reynard Way, State, Laurel, south on Kettner to Broadway returning north on India to Laurel.

Line 5-MARKET-COLLEGE GROVE now runs between College Grove Center and downtown (1st & E terminal). Service Downtown to Old Town was discontinued. Service between Old Town and University Towne Center is now served by NEW 105-UTC-OLD TOWN.

NEW 8/9-OLD TOWN-MISSION BEACH-PACIFIC BEACH LOOP is a two directional line replacing parts of former 9 and 34 and operating along Sports Arena Blvd, Sea World, West Mission Bay Dr, Mission Blvd, Garnet Ave and Ingraham Street.

16-MARKET STREET-CHOLLAS VIEW now operates between downtown (1st/E) and Euclid Trolley Station.

18-CAMINO DEL RIO was revised to offer a half hour headway between 600AM and 700PM on weekdays to/ from Grantville Station. Buses travel via Camino Del Rio North, Mission City Pkwy, Camino Del Rio South, Texas, Camino Del Rio North, Mission City, Camino Del Rio South, Fairmount to Montezuma, returning to Camino Del Rio North and Grantville Station.

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## PUBLIC UTILITIES COMMISSION (PUC)

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

**APPLICATIONS**

*MAIN EVENT TRANSPORTATION, INC.* for authority to add a pick up location in the City of Morgan Hill and to establish a Zone Of Rate Freedom.

*THUNDERBIRD TOURS, INC.* for Class A Transportation Charter Permit 19286-A with a home terminal in Chino Hills.

*Norman Feazell dba BLUE RIBBON BUS LINES* for TCP-19287-B with a home terminal in Compton.

*Wei Liu dba JINSHENG EXPRESS* for TCP-19296-B with a home terminal in the City of Los Angeles.

*RSD Leasing LLC dba PHAT CAT LIMOUSINES* for TCP-19311-B with a home terminal in Lakeside.

*NAPA VALLEY TOUR COMPANY LLC* for TCP-19317-B with home terminal in the City of Napa.

### *FACTOID*

*The average wait for a city bus is 12.8 minutes.*

**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)*

**JULY 2001 – GREYHOUND LINES, INC.** inaugurated QUICK LINK service between Sacramento and San Francisco, also serving Vacaville. Six round trips were run and fares included free parking, coffee and a newspaper. Also NEW were services to Barona Casino in Lakeside and the Pechanga Casino in Temecula.

**JULY 1996 – LACMTA's** RED LINE subway was extended from Alvarado under Wilshire to Western, also serving stops at Vermont and Normandie while Wilshire Local lines 20/21/22 were extended downtown and 320/322-WILSHIRE LIMITED was shortened at Western.

**JULY 1991 – PEERLESS STAGES, INC.** filed suit against Santa Cruz and Santa Clara Counties contending that the subsidized HIGHWAY 17 ROUTE, begun after the 1989 Loma Prieta earthquake, unfairly competed against **PSS** services.

**JULY 1986 – LIVERMORE-AMADOR VALLEY TRANSIT AUTHORITY (WHEELS)** began operation of four routes in Dublin, Pleasanton and Livermore with a fleet of nine AM Generals leased from **SOUTH COAST AREA TRANSIT** and operated by *LAIDLAW TRANSIT.*

**JULY 1981 –** The **PALO VERDE VALLEY TRANSIT AGENCY** in Blythe and vicinity was about to go out of business as **DESERT AREA RAPID TRANSIT** in Apple Valley, Hesperia and George Air Force Base was getting ready to start operations.

**WT STAFF FOR THIS MONTH**

| | |
|---|---|
| EDITOR: | Edmund Buckley |
| ASSOCIATE EDITOR: | Craig Barnes |
| SENIOR CORRESPONDENT: | Jim Moore |
| SENIOR STAFF: | Alan Fong<br>Patrick Hardie<br>Andrew Novak |
| REPORTERS & SOURCES: | Allen Copeland<br>Scott Holmes<br>Russ Jones<br>Marvin Martin<br>Daniel Martinez<br>Ed Von Nordeck |

*(Continued from page 1)*

26-CATALINA BLVD. was discontinued and replaced by the 28C branch of NEW 28A/B/C-ROSECRANS-POINT LOMA. 28A offers early morning and evening trips between Old Town and Rosecrans & Shelter Island. 28B operates to and from the Submarine Base and 28C will operate on Rosecrans, Canon, Catalina and Cabrillo Memorial Drive to the Cabrillo National Monument.

30-DOWNTOWN-LA JOLLA-UNIV TC replaced former 34 between Pacific Beach and UTC and now operates daily between downtown and UTC including serving a new stop at Old Town Transit Center. Line 30 travels via I-5, Grand Ave, La Jolla Blvd, La Jolla Shores Dr, UCSD and the VA Hospital.

35-OLD TOWN-OCEAN BEACH was rerouted via Midway Drive and West Point Loma Blvd with service on Voltaire to be operated by Line 923.

Several lines were discontinued including 40-FLETCHER HILLS/SAN CARLOS EXPRESS, 70-EAST SAN DIEGO EXPRESS, 830-SAN DIEGO-POWAY INDUSTRIAL PARK, 876-WESTSIDE LA MESA, 877-WELD BLVD STA-GILLESPIE FIELD, 902-SAN DIEGO-HOTEL DEL CORONADO, 903-SAN DIEGO-NASNI and 922-SAN DIEGO—SPAWAR-OCEAN BEACH. Replacement service is offered in some cases.

210-MIRA MESA EXPRESS now offers five morning south and five afternoon northbound trips and travels on Hwy 94 and I-15 serving the City Heights Transit Plazas at University and El Cajon. The new north terminal is at Camino Santa Fe and Flanders with service discontinued to Sorrento Mesa and Kearny Mesa.

Weekend headways on 831-SANTEE-WEST HILLS and 832-WOODGLEN VISTA PARK were reduced to 90 minutely. 834–SANTEE-WEST HILLS will not operate between June 11 and August 20. Beginning August 21, the line will operate on West Hills High School days only with four round trips per day. Weekend 834 service was dropped.

The non-summer hourly headway on 904-CORONADO SHUTTLE will be maintained this summer with service to Coronado Cays, Loews Resort and Silver Strand discontinued.

923-DOWNTOWN-OCEAN BEACH service hours were increased to operate every half hour 500AM-1030PM on weekdays and 630AM-1030PM on weekends (had run during weekday extended peak hours only).

992-DOWNTOWN-AIRPORT (THE FLYER) was changed to serve the cruise ship terminal and Gaslamp Quarter with a downtown terminal at 3rd & K until 800PM daily. Service runs on Broadway to 9th Ave after 800PM with service to Cortez Hill discontinued and the line rerouted from Pacific Hwy to Harbor Drive.

The **MTS** Board recently approved contract carryover amendments to extend two existing contracts as part of the service contract consolidation process *(WT 5/06)*. The Commuter Express contract, held by *COACH USA/ GOODALL'S* was extended from October 1, 2006 through December 31, 2006 while the East County CTS contract, held by *LAIDLAW TRANSIT SERVICES, INC.,* was extended through January 27, 2007.

The Board was recently provided an update on the effects of the January 30, 2006 changes to the RURAL BUS Program *(WT 2/06)* and then approved submittal of Intercity Bus Program grant applications to support FY 2007 operating subsidy costs for RURAL BUS and to expand the East County Bus Maintenance Facility.

In mid month, the **MTS** Board approved an agreement with *VEOLIA TRANSPORTATION, INC.* (formerly *CONNEX/ATC)* to operate fixed route bus service in East County **(CTS),** South Bay **(MTDB CONTRACT),** Chula Vista **(CHULA VISTA)** and regional express (**COMMUTER EXPRESS**) for a 5 1/2 year base period with 3 one-year options. The cost for the first 5 1/2 years is not to exceed $234,551,353.00.

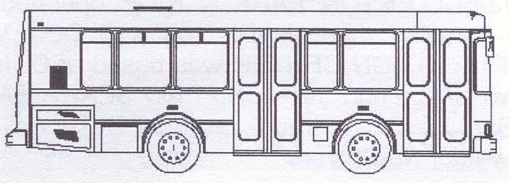
In March, an RFP was issued covering a consolidated contract with one provider and management structure with different operating divisions. Under new legislative authority, **MTS** used a negotiated procurement process that maximized price and qualitative benefits.

*VEOLIA, FIRST TRANSIT, INC.* and *LAIDLAW TRANSIT SERVICES* all submitted bids. Following an extensive evaluation process, *VEOLIA* was the staff's recommendation. The firm, as *ATC/VANCOM,* has operated some San Diego contracts since its 1992 purchase of Tom Evans' *SOUTHWEST COACHES*, originally *THE BUS THAT GOES IN CIRCLES.*

Under this contract, *VTI* will operate from 4 garages — East County on Johnson in El Cajon, Chula Vista city yard on Maxwell Rd, South County on Main St in Chula Vista and a *VEOLIA* owned location for express buses.

**MTS** will provide 238 heavy duty (35 and 40-foot) and midsized (29 and 32-foot) diesel and CNG transit buses. *VEOLIA* will provide 26 California licensed over-the-road buses (40 and 45 foot) for the express lines.

Contract start ups will begin in January 2007.



*(Continued from page 3)*

## SAN DIEGO VINTAGE TROLLEY (SDVT)

*SAN DIEGO:* Historical trolley service in San Diego is envisioned to be operating by mid 2008, in time for the American Public Transportation Association's annual meeting.

A non-profit subsidiary of **SAN DIEGO TROLLEY, SDVT** has been created to own and operate a special downtown service using older cars and to offer service in the downtown area operated on current **SDT** trackage on a loop, beginning at 12th & Imperial via the Private Right Of Way along the waterfront to Santa Fe Depot, B Street and 12th back to Imperial. Equipment would be operated by **SDT** employees.

Two PCC cars, ex **SAN FRANCISCO MUNICIPAL RAILWAY** 1122 and 1123, were acquired last January and have been stored indoors on track 2 of the original **SDT** car house. That track has been taken out of service and restoration can take place there. The cars were purchased from Gunnar Hendroute of South Lake Tahoe who acquired them from **MUNI** after regular PCC service ended there in the early 1980s.

The PCCs were purchased with a grant from the Center City Development Board of San Diego.

At least two more cars will be needed (**MUNI** 1170 was acquired last month), one to allow a 15-minute headway and the other as a spare.

Car numbers and paint scheme have not been decided on, but colors based on the 1936-37 SAN DIEGO ELECTRIC RWY PCC cars are possible. Help is being obtained from other transit organizations and individuals with knowledge about the mechanical and electrical components of PCCs. It is also hoped that some of the restoration work can be obtained from volunteers.

## ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

*ORANGE:* For the first time in its history, **OCTA** offered weekend park and ride express service to the Orange County Fair in Costa Mesa. Buses operated on July 8/9, 15/16, 22/23 and 29/30.

Three lines were operated, all on half hour headways between about 1000AM and midnight, charging the regular $1.25 fare and honoring all prepaid fare media.

Line 633-FULLERTON PARK & RIDE operated from Division 6 using three NABIs, 670-GOLDEN WEST TRANSPORTATION CENTER was based at Division 4 using two NABIs and 691-JUNIPERO SERRA PARK & RIDE (San Juan Capistrano) ran from Division 1 using three low-floor New Flyers.

## RIVERSIDE TRANSIT AGENCY (RTA)

*RIVERSIDE:* Beginning on March 1st, *SOUTHLAND TRANSIT, INC.* became **RTA's** ADA and Dial-A-Ride service provider and Call Center operator, replacing *M. V. TRANSPORTATION (WT 2/06).*

*STI* is operating both the bus fleet and the Call Center from the Perris DAR facility.

*STI, LAIDLAW TRANSIT SERVICES, FIRST TRANSIT, TRANSPORTATION CONCEPTS, MC DONALD TRANSIT ASSOCIATES* and *DIVERSIFIED PARATRANSIT* had all submitted proposals for the two year with three 1-year options contract.

**RTA** staff and representatives of the Pechanga Resort & Casino in Temecula have developed plans for a 90-day pilot program of a new bus route, to be subsidized by the casino, in the southwestern area of the County.

Current **RTA** Line 24-TEMECULA LOCAL serves Pechanga (about 3200 passengers each month) and **RTA** Line 42-ESTUDILLO EXPRESS serves Soboba Casino in San Jacinto (1200 monthly riders).

The alignment would serve a number of senior centers and areas where casino employees are known to live.

## FOOTHILL TRANSIT (FT)

*WEST COVINA:* A Bus Rapid Transit system named *SILVER STREAK* using NABI model BRT-60 articulated buses and following an alignment similar to current Line 480-MONTCLAIR-POMONA-EL MONTE-LA is in the works for implementation in March 2007.

Other proposed **FT** changes include combining, at Cal Poly, present Lines 190-MONTCLAIR-CAL POLY and 191-ORANGE GROVE AVE-CAL POLY into NEW Line 197-ORANGE GROVE – MONTCLAIR-. Also under consideration is a combination of 193-NINTH ST and 195-CLAREMONT-RESERVOIR-CAL POLY into NEW 196-CLAREMONT-POMONA.

Two lightly patronized lines, 189 and 283, are proposed for discontinuation.

## PALOS VERDES PENINSULA TRANSIT AUTHORITY (PVPTA)

*RANCHO PALOS VERDES:* **PVPTA** began operating Line 225/226-PALOS VERDES DRIVE (former **MTA** 225/226) on June 26 on a reduced schedule and with a shortening of 226 to operate only as far south as Palos Verdes Drive West and Hawthorne Blvd.

*(Continued on page 5)*

**MTA** and **PVPTA** will soon execute a Memorandum of Understanding by which **PVPTA** will operate the line for ten years and receive operating funds of $200,000/year with an annual increase based on the Consumer Price Index. They will be required to report service statistics to **MTA** so that Metro Operations can claim the Formula Allocation Program funds generated by this service.

Based on performance measures in the Board adopted Transit Service Policy, Line 225/226 was the least productive **MTA** bus line. Changes were made to improve performance. In April 2004, **PVPTA** requested **MTA** transfer the line to their agency and discussions that eventually lead to the recent change started.

## CRUCERO U.S.A., LLC (CRP)

*LOS ANGELES:* The Public Utilities Commission recently issued PSC-19762 to **CRP** that will allow the firm to provide intrastate California service over the same routes that it presently offers interstate service.

*(Ed. Note – The certificate lists 40 different authorized routes, but some of them are alternates to the main route, such as Los Angeles-San Ysidro via Interstate 5 and between the junction of I-5 and I-805 north of San Diego via I-805 to San Ysidro).*

The major routes included are I-5 from San Ysidro to the Oregon line, I-15 from San Diego to the Nevada line, I-215 from Temecula to Devore, I-10 from Los Angeles to the Arizona line, Hwy 101 Los Angeles to San Francisco, I-80 from San Francisco to Nevada line. These routes are also certificated to parent **GREYHOUND LINES, INC.**

**CRP** currently operates most trips on the SAN YSIDRO-SAN DIEGO-LOS ANGELES route and some trips on LA-INDIO-CALEXICO, SAN DIEGO-CALEXICO and one trip on SAN DIEGO-SAN BERNARDINO.

## SANTA CRUZ METROPOLITAN TRANSIT DISTRICT (METRO)

*SANTA CRUZ:* **METRO** has requested the Santa Cruz County Regional Transportation Commission and the California Transportation Commission modify the recently adopted State Transportation Improvement Program to the allow allocation of $12 million in surplus transit funds to four **METRO** projects — replace up to five Highway 17 express buses, replace up to eight local buses, convert up to 40 engines from diesel to CNG and add $1.3 million in funding for Metro Base.

A number of changes have been proposed for September implementation including rerouting current 7N-LIVE OAK VIA BROADWAY/PORTOLA and renumbering it to 68N, revising schedules on 16 and 19-UNIVERSITY (NIGHT OWL), operating 68-PORTOLA-BROADWAY on its non–summer routing and adjusting HIGHWAY 17 ROUTE trips to match **AMTRAK** times.

## VALLEY TRANSPORTATION AUTHORITY (VTA)

*SAN JOSE:* Following the 58/42 defeat of Proposition A (1/2 cent sales tax increase structured as a general tax meaning it required a simple majority to pass, but no specific projects were guaranteed) in the June election, **VTA** is now debating if the **BART** extension from Fremont to San Jose and Santa Clara should continue as a viable project and, if so, how should it be funded.

The extension was originally expected to be funded from proceeds of another sales tax increase, approved in 2000, but continued cost increases for construction and operating costs have made that impossible.

Those in favor of an overhaul are concerned about continued funding for **BART** proposal at the expense of the existing county-wide bus system and **CALTRAIN.**

Effective July 3, contract operated lines 48 and 49-LOS GATOS COMMUNITY BUS were brought in house. *(Ed. Note – news reports have said that these are the first of several Community Bus routes that **VTA** will be operating, but does not mention labor issues. Last summer, service changes made in Los Gatos included the shortening of Lines 60 and 62 and the creation of contract operated Lines 48 and 49 (WT 10/05). The Amalgamated Transit Union Local then filed a grievance over the issue of replacing directly operated with contract service).*

## SAN FRANCISCO MUNICIPAL RAILWAY (MUNI)

*SAN FRANCISCO:* **MUNI** recently unveiled the first of 56 diesel-electric hybrid buses (Orion VII #8401) in ceremonies at City Hall.

**MUNI** is presently negotiating for an option of 30 more buses. Current plans call for an emission free fleet by the year 2020.

These buses will replace remaining buses of 1988/1989 New Flyer D40 8801-8850 and 8901-8956 fleets.

The Orions use diesel fuel to power an engine that, in turn, runs an electric generator. Like overhead wires for trolley coaches, the generator supplies electricity to power the bus.



*(Continued from page 5)*

## TRANSBAY JOINT POWERS AUTHORITY (TJPA)

*SAN FRANCISCO:* In early June, the TJPA Board approved plans for a phased approach to build the $3,4 billion Transbay Transit Center project that will replace the current Transbay Terminal at First & Mission and also bring **CALTRAIN** directly into downtown.

Phase One includes construction of the above ground portion of the new intermodal center and Phase Two will complete the extension of the **CALTRAIN** rail line 1.3 miles from 4th and King underground to the new center.

Fully funded at $983 million, Phase One covers design and construction of the above ground portion of the Transit Center building, the rail foundation, bus ramps and bus storage and design of the full below ground rail level component of the Transit Center building. It also includes design and construction of the temporary bus terminal to serve passengers during construction.

Construction of the temporary terminal will begin in 2008. Construction of the new Transit Center and complementary Transit Tower should start in April 2010 and be completed in early 2014. Construction of the **CALTRAIN** extension, Phase Two, should begin in 2012 as funding is available with completion by 2021.

## MODESTO AREA EXPRESS (MAX)

*MODESTO:* **MAX** implemented changes on four bus routes on July 24th including routes 24 and 34, serving the north eastern part of the city, that were combined and now operate opposite each other as one-way loops. Both routes continue to leave the Downtown Transportation Center on the hour.

27-MC HENRY AVENUE was rerouted and now travels on Mc Henry north of Briggsmore instead of operating along Tully and Woodrow.

28-VINTAGE FAIRE MALL-SALIDA now offers two hourly loops in Salida instead of one every half hour. The Pelandale Loop continues on its original route while the new Kiernan Loop operates via Dale, Nightingale, Bluebird, Vintage, Sisk Road, Kiernan and Dale Rd to Vintage Faire Mall.

## UNIVERSITY OF CALIFORNIA MERCED CAT TRACKS SHUTTLE (CTS)

*MERCED:* The newest University of California campus is located on the site of the former Castle Air Force Base. Their mascot is the "Golden Bobcat".

Inaugurated last fall with the opening of the school, **CTS** is now a six route system providing shuttle service between the main campus and the Castle facilities plus retail, transportation, entertainment and residential venues in Merced. **CTS** is available to all university students, faculty and staff. Some services operate on the weekends while others travel late into the night.

The **CTS** system includes five university funded routes (A-E) plus one privately funded route (NITE CAT).

A/B-CAMPUS-CASTLE LOOP is an hourly two way line operating on weekdays between 700AM and 700PM.

C-VILLAGES & MILLENNIUM operates on weekdays only every half hour between 700AM and 600PM.

D-DOWNTOWN LOOP operates on weekday evenings every hour between 600PM and 1000PM.

E-WEEKEND DOWNTOWN LOOP runs hourly on Saturday and Sunday between 1100AM and 1000PM.

NITE CAT LOOP, fully funded by *RIGGS AMBULANCE SERVICE,* operates on Friday and Saturday between 1000PM and 100AM as a public service in the interest of student and community safety. This bus serves downtown at Merced Mall, Applebee's and Main Place. *RAS* is owned by the same family as **CTS** contract operator, *VIA ADVENTURES, INC.*

Since its startup, campus officials reviewed the **CTS** system to optimize the usefulness of the buses. The primary campus shuttle stop was moved to the front of Kolligian Library and a stop was added at the **AMTRAK** Station on the evening D LINE.

## ALTAMONT COMMUTER EXPRESS (ACE)

*STOCKTON:* **ACE** fares rose on July 1 by 7.5 per cent or 9 per cent for passengers originating in Stockton *(WT 2/06).*

New to **ACE** is a discounted fare program which allows seniors age 65 and over, disabled persons and children between 6 and 12 to travel at one-half the regular fare.

Continuing increases in operating costs, especially for fuel and insurance, generated the need for an increase.

## RAIL RUNNER EXPRESS (RRE)

*ALBUQUERQUE, NM:* July 14th was opening day for **RRE,** although on a shortened, twenty mile route between Bernalillo and Albuquerque.

About 4000 riders took advantage of the free ride day. Fares will be FREE until October when the fare will be $2.00 each way.

*(Continued on page 7)*

## Santa Rosa, California

| FLEET #'S | BUILDER | MODEL | AERIAL #'S | YEAR | NOTES |
|---|---|---|---|---|---|
| 911-912 | Gillig | | M1084217-218 | 1991 | 24911-912 |
| 9801-9813 | New Flyer | D40LF | WU019298-310 | 1998 | 24801-813 |
| 001-006 | New Flyer | D40LF | YU021155-160 | 2000 | 24001-006 |
| 007 | El Do National | MST II | YCG84717 | 2000 | 24007 |
| 008-009 | Thomas Dennis | SLF200 | XGW13776, 14814 | 2001 | 24008-009 |
| 021-025 | Gillig | G27D102N4 | 21073000-004 | 2002 | 24021-025 |
| 026 | Gillig | G27E102N4 | 21090693 | 2002 | 24026 |

The listing under **Fleet #'s** indicates the number seen on the bus while the number under **NOTES** is the official city number.

**SRCB** is a city department that operates twelve fixed routes and demand response service



The north/south commuter rail line will eventually operate between Belen and Santa Fe *(WT 2/06)*.

Current stops include downtown Albuquerque, in the Rio Rancho area and at Sandoval County and US 550, on the northern edge of Bernalillo.

### VALLEY METRO/ REGIONAL PUBLIC TRANSIT AUTHORITY (VM/RPTA)

*PHOENIX, AZ:* In April, the first of 52 new buses (New Flyer model C40LF with the redesigned fronts) and painted in the revised version of the **VM** color scheme arrived in Phoenix. The buses are thought to be numbered 6401-6452.

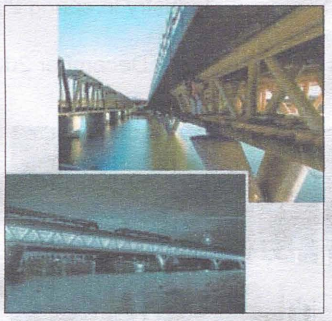
The buses were assigned to **RPTA** and the *VEOLIA TRANSPORTATION, INC.* (formerly *CONNEX/ATC)* East Valley contract (Mesa garage) and used on Lines 30-UNIVERSITY, 61-SOUTHERN, 81-MC CLINTOCK and Express Lines 531, 532, 533, 540 and 541.

Ten NABI articulated buses, model 60-BRT, will arrive later this summer and placed into service soon after.

In February, **VM** placed $18,796.97 into its bank account. While the amount is rather small, what it represents is rather large. This was the first receipt from Proposition 400, the extension of a half-cent sales tax in Maricopa County (passed by voters in November 2004) where 1/3 of the revenue – or $5.8 billion – is dedicated to funding transit service and improvements.

The money will fund freeways, streets and transit including bus and light rail.

On December 9, METRO and the cities of Phoenix, Tempe and Mesa will celebrate the completion of the Tempe Town Lake Bridge, a major element of the light rail system and one of the biggest artworks in Arizona. Both aspects of the bridge—structure and artwork—are impressive.



The 1,535-foot span consists of 10 Y-shaped piers and 42 steel trusses. Its art element, an LED lighting system that runs the length of the bridge, is capable of displaying millions of color combinations and effects.

### SOUTHERN TETON AREA RAPID TRANSIT (START)

*JACKSON, WY:* **START** is one of five public transit systems in Wyoming and includes three fixed routes – JACKSON TOWN SHUTTLE, JACKSON-TETON VILLAGE and JACKSON-STAR VALLEY.

TOWN SHUTTLE operates every half hour between 600AM and 1000PM (two buses). Fares are FREE.

TETON VILLAGE operate hourly 600AM-900AM, 200PM-600PM and two late evening trips (920PM and 1105PM from Jackson and 1015PM and 1130PM from Teton Village. The fare is $3.

STAR VILLAGE operates two morning inbound to Jackson and two afternoon outbound from Jackson trips. Fare is $5 and two buses are required.

# EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

| PROPERTY | FLEET #'S | BUILDER | MODEL/VIN #'S | DATE | NOTES |
|---|---|---|---|---|---|
| *-NEW-* | | | | | |
| CUSA/Pacific Coast | 62801-62809 | Chev/ElDo | GMT560/AeroElite/- | 2006 | |
| Orange County TA | 6303 | Chev/ElDo | GMT560/AeroElite/5F524314 | 2005 | |
| Preferred Charters | 2053 | MCI | J4500/6W063228 | 2006 | |
| Storer Coachways | 60-25 | MCI | 102D3/VP049746 | 1997 | |
| Via Adventures, Inc. | — | Prevost | H3-41/W1012316 | 1998 | |
| *-USED-* | | | | | |
| Orange County TA | 6901 | Chevrolet | Venture Minivan/5D152177 | 2005 | 1 |
| CUSA/Pacific Coast | 65693-65694 | MCI | J4500/3P062146-147 | 02/03 | 2 |
| Benedicts Bus Serv (PA) | 114 | MCI | 102D3/SP047135 | 1995 | 3 |
| CUSA/Goodall's | 6215-6216 | MCI | 102D3/RP046246, 257 | 1994 | 4 |
| | 6925 | MCI | 102C3/PP045562 | 1993 | 5 |
| *-DISPOSITIONS-* | | | | | |
| La Puente Link | L92-L93 | Ford/ElDo | Econ/Aerotech/XHC18434-435 | 1999 | 6 |
| Monterey Park Spirit | 775 | ElDo Natl | RE-29/TC084223 | 1996 | 7 |
| Antelope Valley TA | L700-L702 | Neoplan | AN340A/NL013016-018 | 1992 | 8 |
| | L704-L708 | Neoplan | AN340A/NL013020-024 | 1992 | 8 |
| | L710 | Neoplan | AN340A/NL013026 | 1992 | 8 |

*-NOTES-*

1. Ex OCTA 9925.
2. Ex Busco, Inc (NE) (Arrow Stage Lines) 1550-1551.
3. Ex KT Contract Services (NV) 493, originally California Charters 3117.
4. Ex KT Contract Services (NV), same numbers.
5. Ex CUSA/Antelope (VISTA), same number.
6. Sold by Nationwide Auction Systems – Industry in spring 2006.
7. For sale at GAC – Buena Park.
8. Sold by Ken Porter Auctions – Harbor City in December 2005.

*Two of the new **Anaheim Resort Transit Service** El Dorado's, left is 62802 (left) leaving the Convention Center and right is 62808 (right) on a break.*

*October 1st all of the **Disneyland Resort Express** buses were rewrapped. 66185 is shown in the old wrap (bottom left) and in the new wrap (bottom right). All photos by Craig Barnes.*





