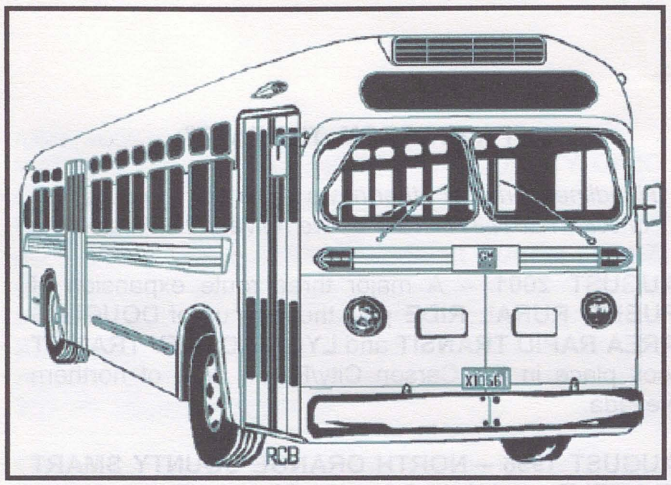


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MARIN COUNTY TRANSIT DISTRICT (MCTD)

SAN RAFAEL: Over the last few months, the **MCTD** Board approved service plans for Central and Southern Marin, West Marin (Rural), Supplemental School Service, Local Partnership and Community Shuttles.

As detailed in the Short Range Transit Plan, these are designed to meet a number of system wide and area specific planning objectives — increased frequency on key corridors, enhanced connectivity, minimize transfers appropriately sized vehicles, enhance school service.

MCTD MARIN COUNTY TRANSIT DISTRICT **MCTD** assumed responsibility for local bus service, including changing routes, schedules and fares on May 1st. The takeover follows the November 2004 voter approval of Measure A, which imposed a half -cent sales tax for transportation.

As of May 1st, a new five-year service contract between **MCTD** and **GOLDEN GATE TRANSIT** began. The new contract transferred responsibility for all local service within Marin County to **MCTD.**

Under the previous 18-month agreement *(WT 3/05),* there were four "transition" routes **GGT** had continued to subsidize because they were portions of former regional routes to San Francisco (53 and 57) or were supplements to the Highway 101 corridor service (36 and 71), although all four operated entirely within Marin. **GGT** is now one of **MCTD's** four service contractors.

The other three include *MARIN AIRPORTER, M.V. TRANSPORTATION* and *WHISTLESTOP WHEELS.*

The Rural Service Plan, effective July 1, includes Inverness, Point Reyes Station, Bolinas, Stinson Beach and replaces the **WEST MARIN STAGECOACH.**

The contract for the WEST MARIN north (68) and south (61) routes was assumed by *M.V.* July 1st. They will supply larger (than before) cutaways. The previous weekday-only program now has weekend operations including former **GGT** 63-MARIN CITY-STINSON BEACH, which Marin County opted to discontinue. 63 was normally a seasonal service that was discontinued in the winter and resumed with the spring Sign Up.

61 and 68 are SOUTH ROUTE (Marin City-Stinson Beach-Bolinas) and NORTH ROUTE respectively. 61 runs on three unique alignments and schedules – 61-SHORELINE HWY-HIGHWAY 1 on Monday, Tuesday, Thursday; 61e-SHORELINE HWY-HWY 1-PT. REYES on Wednesday and Friday and 61w-PANORAMIC HWY -PANTOLL RANGER STA on Saturday (year-round) and Sunday between March and November. 68 operates Monday-Saturday serving Inverness, Point Reyes Station, San Anselmo and San Rafael.

Rural fares were increased on August 1st to mirror the rest of the **MCTD** system – Adult fares of $2.00 and senior and disabled fares of $1.00 including transfer privileges to/from **GGT.**

Three "local shuttle" routes will begin in September and will be operated by *MARIN AIRPORTER.* These include 221-LARKSPUR-CORTE MADERA, 233-SANTA VENETIA-SAN RAFAEL TRANSIT CENTER and 259-

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PUBLIC UTILITIES COMMISSION (PUC)

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

APPLICATIONS

HARBOR BREEZE CORPORATION for authority to operate as a vessel common carrier in non scheduled/ on-call passenger ferry service between Long Beach and all points and places on Santa Catalina Island, all points and places between Long Beach and San Pedro and to establish a Zone Of Rate Freedom.

DECISIONS

SEA PLANES INCORPORATED granted authority to expand its PSC to include non scheduled service to and from all navigable harbors and coves on Santa Catalina Island to and from Marina Del Rey, Avalon and Two Harbors, all of which are either along existing routes or within a mile or two. Petition of *PACIFIC ADVENTURE CRUISES, INC.* to modify original decision is denied.

Xiao Ping Tian dba SOOGLE TOURS AND TRAVEL granted PSC between Milpitas, San Jose, Cupertino and San Francisco International Airport.

John A. Watts dba SAV-ON SHUTTLE granted PSC between points in Los Angeles, Orange and Riverside Counties and Los Angeles International, Long Beach, Orange County and Riverside Airports and to establish a Zone Of Rate Freedom.

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"PAGES FROM THE PAST"

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

AUGUST 2001 – A major three route expansion of **PUBLIC RURAL RIDE** plus the start up of **DOUGLAS AREA RAPID TRANSIT** and **LYON COUNTY TRANSIT** took place in the Carson City/Fallon area of northern Nevada.

AUGUST 1996 – NORTH ORANGE COUNTY SMART SHUTTLE or **VAN GO, the Pickup Artist**, began operation of a system which was a hybrid of fixed route and demand response in Brea, Placentia and Yorba Linda.

AUGUST 1991 – An all Dial-a-Ride system in the city became **BARSTOW AREA TRANSIT** (three fixed routes using three buses) with Dial-a-Ride continuing in the county areas of Hinckley and Yermo/Daggett.

AUGUST 1986 – Two new Proposition A shuttles, **MONTEREY PARK TROLLEY COMPANY** (five lines and five Specialty Vehicle motorized trolley vehicles and **ROSEMEAD SHOPPERS EXPRESS** (one two-way loop with a fleet of Econoline/Aerotechs) began.

AUGUST 1981 – The **SAN DIEGO TROLLEY** began operation of its SAN DIEGO-SAN YSIDRO line with five two-cat train sets and four spare cars, operating on a 15 minute headway daily between 530AM and 830PM with evening bus operation (**SAN DIEGO TRANSIT CORP.** 51-TROLLEY SUPPLEMENTAL SERVICE) between Downtown San Diego and National City/24th St Station.

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MARINWOOD-TERRA LINDA-MARIN COUNTY CIVIC CENTER. All three will operate using cutaways seating between 13 and 20 passengers. Routes 221 and 259 will use the 13-seat vehicles that **WEST MARIN STAGE** had. 233 will use a larger 20-passenger bus, to be supplied by *MA*. Each of the shuttles serves a portion of a route formerly operated with full-size **GGT** buses. 221 replaces part of 21, 233 replaces a portion of 33 and 259 will replace a part of 59.

Changes to many Local Service Routes in Central and Southern Marin and Supplemental School Services will begin September on 10th.

In summary, the September program will reflect — seven local routes discontinued and replaced by new route combinations – 15, 21, 33, 53, 55, 57, 59; six NEW **GGT** operated local routes – 17, 19, 45, 49, 51, 52; four existing **GGT** operated local routes modified – 22, 23, 29, 36; two existing **GGT** operated local routes unchanged and three new shuttles operated by another contractor, *MARIN AIRPORTER* – 221, 233, 259.

The **MCTD/GGT** Route Numbering System includes five categories — All day intercounty lines are in multiples of 10 (10 to 70, 80); All day locals are all other two-digit numbers; School day service are 100-199; Peak period year-round services are 200-299 and Local initiative services are 300-399.

Smaller, than 40-foot, buses will be introduced on some of the **MCTD** lines (17, 19, 49, 51 and 52) over time as buses are available, but in September all lines will use the current **GGT** fleet.

Marin County local lines will include — 17-MARIN CITY-MILL VALLEY-SAN RAFAEL AND 19-MARIN CITY-TIBURON will replace the current 15. 22-SAN RAFAEL-SAN ANSELMO-MARIN CITY-SAUSALITO will be mostly the same but will serve the off-freeway bus pads in Strawberry to connect with 17 and 19. 23-FAIRFAX-SAN RAFAEL will have all trips operate full length. 29-SAN RAFAEL-LARKSPUR-SAN ANSELMO will serve the Canal area to provide a direct link with points south. 35-CANAL-SAN RAFAEL will continue to use articulated buses and will now be interlined with 45. 36-CANAL-MARIN CITY will supplement the 35 and offer a direct ride to Marin City. 45/45K-SAN RAFAEL-NORTHGATE MALL will both serve the Mall and 45K alternate trips will serve Kaiser Hospital. 49-IGNACIO-HAMILTON-SAN RAFAEL will travel Grand Avenue, Dominican University, Civic Center and Hwy 101. On weekdays, it will be interlined with the 51. 51-NOVATO LOCAL-IGNACIO-SAN MARIN will replace 53 and 55 and create a Novato circulator. 52-IGNACIO-GRANT & REDWOOD will operate in the local area. 71-NOVATO-SAN RAFAEL-MARIN CITY will continue to supplement the **GGT** 70/80 service along Highway 101.

There will be twelve supplemental school service routes **MCTD** will attempt to offer service to public and private middle and high schools within Marin County where adequate service is defined as a route within 1/4 mile of the school, operating within 20 minutes of the bell time. Extra service added to supplement fixed routes must carry a minimum of 20 passengers per trip.

Last month, **MCTD** held a public hearing on their 5311F Vehicle Grant Application. Three, new, larger vehicles (one 22-passenger and two 32-passenger) are planned for use on Routes 61 and 68. The clean-diesel vehicles will be bought from the State of California contract (Creative Bus Sales with El Dorado National products).

GOLDEN GATE TRANSIT (GGT)

SAN RAFAEL: The **GGT** Board recently approved the purchase of ten new D60LF articulated buses on behalf of **MCTD** by exercising an option in a contract between New Flyer Industries and **LONG BEACH TRANSIT.**

The buses, due late next spring, will replace the ten former **SAMTRANS** New Flyers (513-520 plus two) that **GGT** purchased a few years ago and refurbished for use on Lines 35 and 36 in San Rafael.

GGT will own the buses during the five year service contract. At that time, **MCTD** will have the option to acquire the buses.

GGT policy requires passenger fares for special event services be set at a "break-even" to recover direct operating expenses. A cost/revenue analysis of last year's services combined with this year's anticipated costs indicated prices should be increased this year.

A public hearing was held in late June that resulted in revised prices — beginning August 1st, round trip fares to/from Monster Park (Candlestick Park) will be $19 from Larkspur Ferry, $23 from Santa Rosa (Piner Road) and $25 from the Town of Sonoma.

The free transfer privilege between **GGT** and **MCTD** buses has been extended to include the Rural (WEST MARIN 61, 63 and 68) and the Local Shuttles (221, 233 and 259) as of September 11th. Passengers can ride either system within Marin County for a $2 fare. Travel outside of Marin would require a new fare.

MONTEREY SALINAS TRANSIT (MST)

MONTEREY: On May 27th **MST** reinstated Line 22-MONTEREY-BIG SUR for the summer, offering four round trips each day through September 4th.

(Continued on page 4)

(Continued from page 3)

Buses depart Monterey (Conference Center) at 715AM, 1015AM, 115PM and 415PM for the 75-minute ride along Highway 1 to Big Sur. Northbound buses leave Big Sur at 850AM, 1150AM, 250PM and 550PM.

(Ed. Note – an interesting note on the timetable reads that, upon request, ***MST*** *Operators will stop at Bixby Creek Bridge on southbound trips for picture taking).*

24-CARMEL VALLEY GRAPEVINE EXPRESS was also reinstated May 27 and will now operate on Friday, Saturday and Sunday all year leaving Monterey hourly 730AM to 830PM. New this year is an extension to Cannery Row and Monterey Bay Aquarium.

NEW Line 55-MONTEREY-SAN JOSE EXPRESS will be inaugurated August 28th with three daily round trips covering the morning, midday and evening hours.

Buses leave Monterey at 531AM, 1009AM and 339PM. Trips depart San Jose at 755AM, 135PM and 550PM.

Trips are designed to connect with **VTA** buses and light rail, **CALTRAIN** to/from San Francisco and **CAPITOL CORRIDOR** Sacramento trains. The bus will also serve as the Monterey-San Jose **AMTRAK** Thruway Bus that replaces **AMBUS** Route 21B-MONTEREY-SAN JOSE, discontinued last June. As well, **GREYHOUND LINES** discontinued Monterey Peninsula service in April 2005 and **MST** dropped 25-MONTEREY-GILROY last July.

(Ed. Note – AB 765, signed into law last year, was designed to allow a public agency to operate rail feeder services away from its normal service area, something otherwise prohibited by state law. The bill was revised to include language, to satisfy the California Bus Association's opposition, that CALTRANS could only so contract if it determined there was no private company providing such service and the public agency contract must be terminated within 120 days if a private firm became available).

Line 55 will serve Monterey at the Parking Garage and Transit Plaza, Edgewater Transit Exchange, Prunedale Park and Ride, Gilroy CALTRAIN, Morgan Hill CALTRAIN, San Jose State University, downtown San Jose and San Jose CALTRAIN.

Fares are $6 between Monterey and Gilroy or Morgan Hill and $8 to/from San Jose. **MST** passengers who use day passes or monthly all-zone passes will be allowed free transfers to **VTA** connecting services.

This service is funded by a federal grant from Jobs Access Reverse Commute (JARC), **VTA** and CALTRANS through the **CAPITOL CORRIDOR JOINT POWERS AUTHORITY.**

MST transfer charges and monthly pass prices increase August 28th. Transfers, previously free, will cost adult riders 25 cents and ten cents for youth, seniors and disabled persons. Monthly single zone Fast Passes will cost $62 ($31 Y/S/D). All-zone Gold Passes will be $124 ($62). **MST** fare zones were restructured using fewer zones allowing riders longer trips on a single fare.

ELK GROVE TRANSIT (EGT)

ELK GROVE: The highly publicized hybrid buses (21 remanufactured Gillig Phantoms), intended to be the mainstay of the **EGT** fleet, have experienced a number of technological issues over the last 18 months.



Experience has shown the hybrids perform their best in heavy, stop-and-go traffic, but their initial assignments were on peak hour freeway express lines. The current express fleet includes **EGT's** ten former **GOLDEN GATE TRANSIT** diesel TMC RTS, five Gilligs and six diesel intercity buses provided by Stockton based subcontractor **DELTA CHARTER SERVICE.**

The hybrid's electric energy booster, an ultra capacitor, works in tandem with a 145-kilowatt generator. The booster is recharged every time a driver applies the brakes. On the freeway, buses make few stops and many systems are stressed, especially air conditioning.

CNG buses appear to be in **EGT's** future – The City Council will soon approve a $3.8 million contract for ten 40-foot CNG buses (Orion and New Flyer are the bidders) with delivery in one year. Plans are also being developed to convert the RTS fleet to CNG and **EGT** is searching for CNG buses on a short-term lease.

EGT planned a number of changes August 27 including five NEW routes and discontinuation of Saturday hours on 158-ELK GROVE FLORIN, 159-POPPY RIDGE/ FRANKLIN and 160-BOND. 162-LAGUNA SPRINGS was adjusted to allow deviated service for those 62 and older and persons with disabilities. Riders must live within 3/4 mile and call at least one hour in advance.

NEW are weekday peak hour 154-CALVINE, 161-BILBY, 305-BIG HORN/BRUCEVILLE and 306-CALVINE/ELK GROVE/FLORIN and 155-SATURDAY CITY CIRCULATOR.

SACRAMENTO REGIONAL TRANSIT DISTRICT (RT)

SACRAMENTO: **RT** light rail service in the downtown area was shut down on five consecutive weekends

(Continued on page 5)

starting July 28th as construction continued on rail installation on 7th and 8th Streets from K to H Street and along H to 5th (AMTRAK Depot/**RT** Sacramento Valley Station). The opening is set for this November.

A Bus Bridge was operated between the Alkali Flat and 16th Street Stations including downtown Sacramento. Buses from Alkali traveled on 12th, K St, 9th, O St, 12th, Q St, 15th, S St and 16th. Returning from 16th, buses ran on 16th, P St, 12th, O St, 8th, N St, 10th, K St, 12th, J St, 13th, C St and 12th to D Street.

RT fares will increase on September 1st, the second of a two-phase fare increase begun last year. The Base fare will rise from $1.75 to $2.00 (Discount fares - 85 cents to $1), All Day Pass $4.50 to $5.00, Monthly Pass $60 to $65 and Student Pass from $24 to $34.

RIVERSIDE TRANSIT AGENCY (RTA)

RIVERSIDE: Public hearings were scheduled during the month on plans to modify or discontinue 18A-SUNNYMEAD RANCH-RCC MORENO VALLEY, 33-HEMET LADYBUG SHUTTLE, 36-BANNING-REDLANDS, 61-SUN CITY SCOOTER and 204-MONTCLAIR-RIVERSIDE. 18A and 204 would see trip reductions while 33 and 61 will likely be discontinued. The recommendation for 36 is to use Measure A and RCTC funds for the city to operate three buses donated to the city by **RTA.**

RTA and the University of California, Riverside have developed a fare reimbursement program under which UCR students may ride **RTA** buses by presenting their student body card. Cards will be tallied and the university billed at 60 cents per trip, limited to $32 per month and a maximum of $250,000 per year.

In addition, **RTA** will lease two Cable Car Classics replica trolleys from UCR to use on a NEW route, the CREST CRUISER, linking the campus with nearby areas. McDonald Transit Associates' *TRANSITWAYS* will operate the line as part of its contract. The route will be available to non-students for a fee and it replaces a route previously operated by UCR. *(Ed. Note – for six months starting in October 2001, **RTA** operated demonstration routes 51-UCR-BLAINE-SPRUCE and 52-UCR-WATKINS-BIG SPRING (WT 11/01) replacing UCR **HIGHLANDER HAULER** buses, but the program was discontinued and the university resumed service).*

The Riverside City Council, acting as Redevelopment Agency, has authorized using eminent domain to buy out the lease held by **GREYHOUND LINES** for its bus station (in a corner of the building that once served as a combined **GREYHOUND/TRAILWAYS/SCRTD/RTA** bus terminal. **RTA** presently uses the outside loading areas as its Downtown Terminal, but has plans to relocate close to the METROLINK Station *(WT 6/03, 6/04).* The City wants to redevelop the current sites.

NORTH COUNTY TRANSIT DISTRICT (NCTD)

OCEANSIDE: The first of 12 Sprinter rail cars (diesel multiple units) arrived in Escondido in mid August after a journey from Krefeld, Germany, not involving rail.

The 67-ton Seimens AG Transportation Systems cars traveled by ship through the Panama Canal to Port Hueneme. They were then trucked to Escondido.

The $52.2 million rail cars, soon to be tested, are expected to go into service on the OCEANSIDE-ESCONDIDO line in December 2007.

NCTD implemented service changes August 28 — 303-TOWN CENTER-VISTA saw weekday headways 800AM to 200PM improve from 30 to 15 minutely while daily late evening service was added until 1130PM. 309-ENCINITAS-NORTHEAST OCEANSIDE serves the Carlsbad Business Park (Rutherford Road/Priestly Drive area) all day on weekdays. 316-FRANCINE VILLAS was reduced from seven daily trips to four, departing Oceanside Transit Center at 630AM, 1100AM, 330PM and 600PM.

332-SOUTH VISTA BUSINESS PARK received new midday trips departing Vista Transit Center at 930AM, 1030AM, 1130AM and 1235PM. 349-ESCONDIDO LOCAL was renumbered into A (counter-clockwise) and B (clockwise) with each branch on a two hour headway. Weekday headways on 350-ESCONDIDO-NORTH COUNTY FAIR were improved to 10 minutely between 600AM and 400PM. 395-OCEANSIDE-CAMP PENDLETON-SAN CLEMENTE was rerouted to serve Camp Del Mar replacing 394-CAMP DEL MAR and shortened in San Clemente to no longer operate between Carl's Jr. and Avenida Rosa downtown.

444-POINSETTIA-ARMADA DR now serves Carlsbad Business Park with service discontinued on Avenida Encinas north of Palomar Airport Road and Paseo Del Norte. DEL MAR RACE SHUTTLES were discontinued. The Del Mar Thoroughbred Club now sponsors shuttles to/from AMTRAK Solana Beach Station.

ANAHEIM RESORT TRANSIT SYSTEM (ARTS)

ANAHEIM: July 15th brought one new weekday **ARTS** route and weekend changes to two others, all related to providing service to/from METROLINK stations.

NEW is the ANAHEIM CANYON STA.-DOWNTOWN ANAHEIM route offering 4 morning and 3 afternoon trips on weekdays serving Anaheim Blvd & Center (Civic Center), Harbor Blvd & Broadway (Financial district) and Vermont & Olive (School District offices).

(Continued from page 5)
Service is free with a valid METROLINK ten trip ticket or monthly pass. Other riders need to pay the **ARTS** cash fare of $3.00 one way.

Weekends saw two changes — Route L-GARDEN GROVE-ORANGE trips depart Orange Station at 850AM and 1015AM enroute to Disneyland Resort. Afternoon return trips depart the Disneyland East Shuttle Area at 320PM, 500PM and 620PM. Route N-ANGEL STADIUM-INTL INN was altered to serve the Anaheim METROLINK/AMTRAK Station *(Ed. Note – based on the lack of specific times, WT presumes all trips serve the station).*

CUSA/PACIFIC COAST SIGHTSEEING (PCST)

ANAHEIM: Beginning July 1st, the price for Tours 2 (800AM) and 3 (1100AM)-UNIVERSAL STUDIOS have been revised to $59 for adults and $49 for children for those who purchase a general admission ticket to the park through SOUTHERN CALIFORNIA GRAY LINE **(PCST),** a hotel concierge or wholesaler or online.

$59 and $49 are Universal ticket prices with the bus ride advertised as "free round trip transportation".

Three MCI 102DL3s (67006, 67009 and 67010) arrived at the end of July for use on the STUDIO services.

ORANGE COUNTY TRANSPORTATION AUTHORITY (OCTA)

ORANGE: Several vehicle procurements are underway.

The four mini vans (the fifth, 6901 – originally 9925, is here) and five modified vans are in production.

The first article of an order for 32 El Dorado National Econoline/Aerotechs (6401-6432) will soon be shipped to Orange County from Salina, Kansas for inspection.

The 377-bus order for New Flyer model C40LF will have the new design front end, 36 seats, 3 wheelchair stations and the rear door, location of the ramp, will be advanced one panel (ala the 5200 style). The last 78 buses of the order will be painted and decaled (TBD) for the Bus Rapid Transit program.

An RFP for 30 mid-size buses was recently issued with proposals due in mid September.

The September 10 Shake Up includes one NEW line (794-RIVERSIDE-CORONA-SOUTH COAST METRO) and a major extension to Line 82 in South County.

Line 82-FOOTHILL RANCH-SADDLEBACK COLLEGE will be extended northward from Los Alisos & Santa Margarita along Santa Margarita and Portola to Lake Forest and southward on Antonio Pkwy and Crown Valley Pkwy to Saddleback College. In addition, branch 82A-RANCHO SANTA MARGARITA-LAGUNA NIGUEL METROLINK STATION will also begin, offering weekday peak hour service to and from the Laguna Niguel/Mission Viejo METROLINK Station.

Line 82 will be interlined with 177-LAGUNA HILLS-FOOTHILL RANCH and garaged at Division 1. Line 87-ALICIA PARKWAY will now operate independently.

Line 794 is the third of three peak hour express lines operating under the name "*O. C. EXPRESS*" utilizing a fleet of specially painted Chevy GMT560/El Dorado National Aero Elite 26 passenger buses (6301-6312) with suburban appointments.

Weekday peak hour only Line 794 has two branches, one originating in Riverside at the Galleria At Tyler and the other at Canyon Community Church in Corona with both operating on the 91 Freeway HOV Express Lane, Costa Mesa 55 Freeway, MacArthur, Main, Sunflower and Hyland to Scenic.

794 will be operated by *VEOLIA TRANSPORTATION.*

BEACH CITIES TRANSIT (BCT)

REDONDO BEACH: August 1st saw the inauguration of Line 109-PACIFIC COASTER (LAX City Bus Center-Redondo Beach-Riviera Village) including a week of FREE rides.

Lin 109 travels the same alignment as its predecessor, **MTA** Line 439-L.A.-REDONDO BEACH, except that southbound trips on weekends bypass Aviation Station by turning right onto westbound Imperial from southbound Aviation *(Ed. Note – this saves enough time so only two buses are needed).*

On weekdays, Line 109 runs every 40 minutes between 600AM and 900PM except hourly midday (3 buses). On weekends, hourly service is offered between 600AM and 800PM (2 buses).

Two new El Dorado National TRE-32s (531-532) were purchased for the service. They feature gray interiors, 31 Freedman brand off white seats with blue padded inserts, side facing in the front and forward facing in the back, Twin Vision head and side signs, Main fareboxes and two wheelchair stations.

A new **BCT** combination system map and timetable was issued.

(Continued on page 7)

MONTEBELLO BUS LINES (MBL)

MONTEBELLO: **MBL** celebrated its 75th anniversary on July 27th with a luncheon attended by over 200 city employees, elected officials and members of the transportation community.

MBL started operations on July 28, 1931 with a fleet of four buses. Today's fleet numbers 67 on seven local, three express lines and a community Dial-A-Ride.

The system's recently restored historic bus, 9364 — a 1964 model GMC TDH-4519, was on display.

MBL is the only lead agency in Southern California to participate in the Federal Transit Administration (FTA) Cooperative Procurement Pilot Program. CPPP will allow all participating agencies in the joint procurement to be eligible for an FTA reimbursement of 90 percent of major capital equipment purchased under this program. Normally, the federal government will finance 80 percent of the costs.

This program has been designed to develop, promote, refine and prove innovative procurement practices that can be beneficial to the public transit industry.

The **MBL** led project will be the purchase of approximately 200 35-foot and 40-foot hybrid gasoline electric buses.

Participating agencies include **MBL, GARDENA BUS LINES, TORRANCE TRANSIT SYSTEM, NORWALK TRANSIT SYSTEM, OMNITRANS, LADOT, FRESNO AREA EXPRESS, SANTA ROSA CITY BUS, NAPA COUNTY TRANSIT** and **EL DORADO COUNTY TRANSIT AUTHORITY.**

COMMUNITY TRANSIT (CT)
(Snohomish County PTBA dba)

EVERETT, WA: **CT** has announced that *"SWIFT"* will be the name of its proposed Bus Rapid Transit line on Highway 99 (planned start up in late 2008).

SWIFT will operate along Highway 99 between Everett Station and Aurora Village Transit Center at the Snohomish/King County line and **KING COUNTY METRO** connections.

Buses will operate every ten minutes making fewer stops than local buses. Using Business Access Transit lanes and transit signal priority technology as well as limited stops, *SWIFT* will be able to offer a faster ride. Highway 99 is served by 100/101-AURORA VILLAGE-MARINER PARK & RIDE-EVERETT STATION.

VALLEY METRO (VM)

PHOENIX, AZ: The first two, of an order for 50, light rail vehicles from Kinkisharyo International of Japan, are now in the United States, Car 101 in New Jersey and Car 102 in Phoenix, to undergo a series of tests.

As 17 other cabs are built, Car 102 will be exposed to Arizona like conditions in a climate chamber. It will be blasted with 127-degree heat and 95 percent humidity to determine if the air conditioning system can maintain a constant 74 to 78 degrees inside the car.

The cars will begin arriving in December and, by next March, will be operating along the test tack on Washington Street. The cars are 92 feet long with 66 seats and standing room for a total of 173 passengers.

Final assembly will take place in the Phoenix area at a plant whose location is being negotiated.

NORTH AMERICAN BUS INDUSTRIES, INC (NABI)

ANNISTON, AL: NABI recently announced its purchase of *OPTIMA BUS CORPORATION.*

The combined organization will be a full service transit bus manufacturer, offering the market a complete range of buses, from 30 to 60 feet.



In other *NABI* news, they announced delivery of 12 CNG fueled 60-BRT buses to Los Angeles World Airports, each costing approximately $659,000. The buses will transport passengers between terminals and remote boarding gates and can also be used for off-airport shuttling of passengers.

The buses will be necessary to accommodate large aircraft, such as the Airbus 380 which is planned to begin service at LAX this November.

AUSTIN-SAN ANTONIO INTERMUNICIPAL COMMUTER RAIL DISTRICT (ASA)

SAN MARCOS, TX: As a regional entity, **ASA** is working with communities along the Interstate Highway 35 corridor to determine the feasibility of rail passenger service in the area including Georgetown, Round Rock, Austin, San Marcos, New Braunfels and San Antonio.

EQUIPMENT REPORT

(All properties are located in California unless otherwise noted)

PROPERTY	FLEET #'S	BUILDER	MODEL/VIN #'S	DATE	NOTES
-NEW-					
Orange County TA	6301-6312	Chevy ElDo	GMT560/Aero Elite/—	2005	1
LACMTA	9400	NABI	60BRT.01/6A140094	07/06	2
Beach Cities Transit	531-532	ElDo Natl	TRE-32/6C084142, —	2006	
Crucero U.S.A.	60541-60546	MCI	D4505/7P057344-349	06/06	
-USED-					
Crucero U.S.A.	60536-60540	MCI	G4500/—	—	3
Transportes Sol Azteca	10647, 10847	MCI	MC-12/—	—	4
	11447, 11547	MCI	MC-12/—	—	5
Pacific Coast Sightseeing	67006	MCI	102DL3/VP049504	02/97	6
	67009	MCI	102DL3/VP049519	02/97	6
	67010	MCI	102DL3/VP049536	02/97	6
Transp Concepts (MTA)	9976	Gillig	S50T4096/R1085387	1994	7
	2006	TMC	T80206/—	11/92	8
Regional Transit Service	1980	TMC	T8J206/KR826054	1989	9
	2190	TMC	T8J206/JR826562	988	9
	2390	TMC	T8J206/KR826727	1989	9
All City Lines	1991	TMC	T8J206/KR826065	1989	9
	2233	TMC	T8J206/JR826605	1988	9
	2318	TMC	T8J206/KR826655	1989	9

-NOTES-

1. VINs 5F524173, 5F524189, 5F524314, 5F524513, 5F524592, 5F524063, 5F524083, 5F524263, 5F524605, 5F524655, 5F524662, 5F524558.
2. In METRO Local orange.
3. Ex GLI —.
4. Ex GLI 1961, 1826.
5. Ex GLI 2327, 22—.
6. Originally KT Contract Services (NV), same numbers.
7. Ex Foothill Transit F1005, in METRO Local orange.
8. Ex Omnitrans 16—, all white.
9. Ex LACMTA, same numbers.

Photo Gallery



LEFT: *LACMTA Gillig 9976, ex Foothill Transit F1005. (Jonathan Riley photo).* ***RIGHT:*** *Pacific Coast/Coach USA 65627, an MCI J4500 shortly after the new decals were applied. (Craig Barnes photo)*